FLYING TEAM MEMBER NAMED TOP PILOT IN COUNTRY

For the second year in a row, a University of Illinois Flying Team member was named the Top Pilot in the nation. Trevor Essler earned the top honor by finishing second in Computer Accuracy, with the others listed. Trevor Essler had earlier finished second in the Top Pilot rankings, turned in a second place finish in Short Field Landings, a fourth place finish in the SCAN event, and a tenth place finish in Computer Accuracy. The U of I Flying Team captured third place overall in the National Collegiate Flying Association National Championship Airmeet held May 17th to May 22nd, 1994. The Team's second place finish in the Flying Events together with a fifth place finish in the Ground Events led to the overall third place finish for the Flying Illini, behind the University of North Dakota and Western Michigan University. Twenty-four teams from all over the country gathered at Parks College in Canohia, Illinois to compete in the prestigious annual event.

Approximately 125 pilots competed in each event, with each participating team selecting its top pilots. Approximately 125 pilots competed in each event. Other University of Illinois competitors who placed in the top ten included Duane Girometti, with an eighth place finish in Message Drop; Tom Forich, with a fifth place finish in Computer Accuracy; Team members Lori Czupka, Brady Benz, Danny Glaser, Steve Halcomb, Ryan Ottman, Dana Puliafito and Jeff Skiba made up the remainder of the competition squad.

This year's coaching staff, led by Head Coach Paul Weston, included John Saudino - Aircraft Recognition, Chris Cannon - Simulator and Landings, Brian Kennedy - SCAN and Computers, Steve Gugale - Precision, Chris Magnuson - Landings, and Rick Weinberg - Faculty Advisor. Coaches Bradford Payne and Paul Weston competed for the U of I in the Instrument Flight Event, the only event open to flight instructors. They finished third and second in the nation, respectively.

The University of Illinois Flying Team was rounded out by Noam Ailon, Michelle Alford, John Thompson, Cindy Venn, and Jann Waldhauser, who will be on hand to observe the national competition.

The University of Illinois will host the Region VIII Airmeet in October, 1994.

VICE CHANCELLOR RESPONDS TO INSTITUTE ISSUES

Earlier this Spring Dr. Taylor had discussions with Larry Faulkner, Provost and Vice Chancellor for Academic Affairs, concerning the future of the Institute of Aviation. Areas of discussion included resource stability of the Institute, development of an undergraduate degree, space re-modeling of the Old Terminal Building, and infrastructure support for faculty. Vice Chancellor Faulkner addressed these four issues in a letter to Dr. Taylor dated February 23, 1994. Vice Chancellor Faulkner indicated that he had discussed the issues with Chancellor Aiken and with Vice Chancellor Wandel. The issues raised by Director Taylor and the Vice Chancellor's response to these issues follow:

**ISSUE #1: Resource stability of the Institute during downsizing.**

Institute's strategy: To achieve resource stability through FY 1999. Meaning that the Institute should not be "sagged out" for further downsizing (more than the 26% reduction already recommended by the Task Group on Aviation) during this period. Vice Chancellor Faulkner's response: "I can pledge that the Institute will not be 'sagged out' for further downsizing. Since the campus had just developed a strategic position with respect to the Institute and its programs, it is inappropriate to revisit the same issues in the years just ahead. We are agreed that this pledge means that there will be no reallocation initiatives focused particularly on the Institute as a part of you to promote the success of the University. As you acknowledged, the Institute cannot reasonably be spared normal campus-wide reallocations, some of which might develop in response to budgetary conditions not now observable. Also, I cannot suspend the Institute against actions that might be required by a financial emergency of some kind, but the possibility of such an emergency seems remote."

**ISSUE #2: Development of an undergraduate degree program in Aviation Human Factors.**

Institute's strategy: The Institute has been attempting for the last three years to establish a BS degree in Aviation Human Factors within the current resources of the Institute of Aviation. The program would use the strengths of our Professional Pilot curriculum and our current faculty in Engineering Psychology. It would place the Institute on the leading edge in this area because of our top-flight national reputation.

Vice Chancellor Faulkner's response: "I think it is reasonable for you to propose the establishment of a degree program in Aviation Human Factors along the lines that you suggested in our conversation. Because the approval of degree programs is not a matter entirely under my control, and because a detailed proposal is yet to be assembled, I cannot now promise my ultimate support. However, I am open to consideration of the idea. Cost will be an issue and I will require careful analysis in the proposal. If you wish to proceed, I suggest that you develop a short proposal, including a description of the curriculum, a catalog of instructional resources that would be required for it, a plan for procuring those resources, and an estimate of student demand. I can then ask for reaction from people here and from members of the College of Liberal Arts and Sciences and the College of Engineering who are likely to have an interest in the matter."

**ISSUE #3: Space...Remodeling of the Old Terminal Building.**

Institute's strategy: We need to proceed with the remodeling of the Old Terminal Building. We agreed to provide $500,000 for remodeling when he was Vice Chancellor. Action was deferred until the Task Group report was completed.

Vice Chancellor Faulkner's response: "The commitment from Bob Berdahl...still stands."

**ISSUE #4: Restore modest clerical infrastructure support for faculty who teach in the Engineering Psychology program.**

Institute's strategy: "The strategy during the budget reductions has been to reduce programs selectively, not to make across-the-board reductions nor to reduce infrastructure. Since our units are physically housed in separate buildings, we have maintained minimum clerical support for all units. The Aviation Research Lab (ARL) faculty and staff have 2.0 FTE clerical personnel supported by state funds. These personnel provide clerical support for the nine Institute faculty who teach in the Engineering Psychology program; they also support the remaining academic professional staff in ARL."

Vice Chancellor Faulkner's response: "After looking at the record on the issue of clerical support for the Aviation Research Laboratory, I have decided to uphold Ted Brown's analysis and ruling. He gave it considerable thought, and I think his position is basically sound. When I have a better feel for resource allocations across the campus, I would be willing to talk further with you about this issue, but for the moment I think it best not to change Ted's policy."

We hope that you agree that Vice Chancellor Faulkner's response represents a strong endorsement concerning the Campus commitment to the Institute of Aviation and to its future."

The 1990-1994 U of I Flying Team

The University of Illinois has a history of excellence in aviation, making significant contributions to the field. The University of Illinois Flying Team, under the leadership of Trevor Essler, has consistently demonstrated excellence in competition, earning national recognition for their performance and dedication to aviation. The team's success is a testament to the strong support and resources provided by the University of Illinois, including the Institute of Aviation. The University's commitment to aviation education and research is evident in the achievements of its flying teams, which continue to set new standards and inspire future generations of aviators.
MESSAGE FROM THE DIRECTOR

DEAR ALUMNI,

Last fall, I indicated that the Institute of Aviation had survived a difficult year. This year the news is substantially more positive. For the first time in a number of years, the State of Illinois has provided additional funds for the general salary program. With funds for promotions, special equality and exceptional merit increases, an average salary increase of approximately 5 percent was achieved for all employees. The Institute was required to reduce 1.5 percent of its personnel base to achieve this increase. It is extremely important that we maintain an adequate salary program in order to retain our highly qualified instructional staff and faculty.

We have completed our five-year planning that is consistent with the State funds that are expected to be available. The initial action to implement the Community College Consortium has been completed. The University of Illinois Board of Trustees approved a contract with Lincoln Land Community College for an Associate Degree in Aviation Mechanics. The Lincoln Land Board has also approved the contract. Lincoln Land has an agreement with 15 other community colleges. In addition to the original nine community colleges in the consortium (Parkland, Carl Sandburg, Lake Land, Heartland, Illinois Central, Kankakee, John Wood, Richland, Danville, and Spoon River Community College), seven other community colleges have signed contracts to join the consortium.

The program covers all of the curricula in which the students will take maintenance courses. Lincoln Land will collect the students' tuition and fees and will pay the Institute these funds minus an administrative fee. Our projections indicate that these funds will be adequate to maintain the Aircraft Maintenance Technology staff and program funding at current levels. As State funding declines for this program starting the fall of 1985, contract funds will increase.

We plan to maintain the enrollment of Pilot Training for the 1994-1995 academic year at previous year levels. For Fall 1995 and years following, we expect modest decreases in the Pilot Training program. All students who entered the Combined Professional Pilot/Aircraft Maintenance Technology curriculum during the Fall 1994 semester will be guaranteed three years to complete the program. The group of students who entered the Combined curriculum during the Fall 1994 semester represents the last group of students who will be admitted as U of I students in the Aircraft Maintenance Technology program.

We have also initiated plans to develop a BS degree in Professional Piloting. Human Factors Discussions have been conducted with campus administrators, and we plan to develop the degree program and submit it to campus for approval. We currently have the instructional staff and faculty required for the program. We have a full enrollment of new students for this fall. Our standards for teaching and research remain high. We need your support and financial assistance to achieve our goal of excellence in teaching and research. Our annual telethon and campaign will begin on October 16, 1994. Please give generously to this Institute.

Sincerely,

Henry L. Taylor
Director

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1994 ALUMNI/STUDENT CAREER NIGHT

The 1994 Institute of Aviation Alumni/Student Career Night was well received, and the fourth year that the Institute of Aviation Alumni Association has sponsored this annual event that brings together alumni and students about the aviation industry and to provide useful advice to current students. The 1994 event was held on Monday, February 7, 1994 in the ITI Union Ballroom A, B, & C.

This year's speakers included Tim Hohlsma (Class of 1989 - President Midwest Express); Karen Keenig (Class of 1978) - a pilot for United Parcel Service; Tom Haar (Class of 1981) - an independent aviation consultant.

The format for the evening included a welcome from the President, Director of the Institute of Aviation, Lou Lacy. Director of the University of Illinois Alumni Association, then greeted the audience and informed them of the many benefits of belonging to the current largest university alumni association. The four speakers then had approximately 15 minutes to address the audience about their experiences in the industry, the current state of the aviation industry, and the future of the aviation industry. Students then had an opportunity to ask the panel questions. A pizza break followed, and then the students were able to meet with each of the speakers on a one-on-one basis.

Approximately 175 students, staff, local institute alumni, and local aviation enthusiasts attended this year's event. The students in attendance found it particularly helpful to talk to the speakers individually following the pizza break. The 1995 event will be held on February 20, 1995 and promises to be even more successful.

This year's Career Night planning committee was co-chaired by Craig Baloun, a sophomore in the Combined Aircraft Maintenance Technology/Professional Pilot curriculum, and Jann Waldhauser, a sophomore in the Professional Pilot curriculum. The Career Night planning committee consisted of 6 current students, 3 Institute staff members, Professor Appleget, Professor Emeritus, and Jimmy Howe, the representative of the Institute's Alumni/Student group.

The Career Night was successful by all three of these groups.

Steve McCarty (right), a 1992 Combined graduate, draws a crowd of former students.

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Jann Waldhauser, Co-Chair of the 1993 Career Night, passes with Tim Hohlsma, President of Midwest Express.

Karen Keenig (right), a pilot for UPS, talks to a group of students about her career path.
THE ROLE OF AVIATION RESEARCH AT THE INSTITUTE

by Cary Schorsch

Students in the Professional Pilot program enjoy a close relationship with the Institute's Aviation Research Laboratory (ARL). New students are introduced to ARL's Department Head, Dr. Chris Wickens, at freshman orientation in August. Here he informs the incoming students of current research projects being performed at ARL and about possible opportunities to become involved in aviation research while a student at the Institute. Students may receive financial compensation or use ARL simulators for flight time for participating in research activities, and they are also able to learn first-hand about future advances in training methodology and cockpit technology.

Practitioners of pilot training continue to seek ways of gaining advantages of safe and efficient computer technology to improve training on many components of flight skills that can then be effectively transferred to learning in the air. ARL has been at the forefront of these efforts, whether in the training of landing skills, procedural skills, task management, or navigational skills. ARL researchers are also helping to discover and investigate new advances in aviation technology including computer, satellite communication and instrument displays technology. These advances have made it possible to locate an aircraft virtually within an airspace, and display that information to the pilot in a variety of non-traditional formats that share many features of "virtual reality" systems. ARL is pursuing important research regarding how this information should be displayed to best maintain a pilot's situational awareness resulting in greater safety. Funding for these research programs comes from several sources including the FAA, DOD, and NASA.

ARL is attempting to answer questions concerning the proper role for 3-D and head-up displays. They are also examining the role of electronic maps of traffic, terrain, and weather which will allow pilots to land and taxi in low or even zero visibility conditions. ARL, with the help of student subjects, will be providing insight into these and many other aviation-related questions. Rick

Weinberg, Ciel Pilot for the Institute, says, "Becoming familiar now with what ARL is doing will give a student an advantage when he or she is expected to master the equipment in the future." Steve Owen, AVI 101 course supervisor, concurs saying, "A student would be crazy not to take advantage of the free simulator time plus the knowledge gained of up and coming technology.

The Aviation Research Lab has a long history of contributing to the development of pilot training, pilot selection, and cockpit design. They will continue to seek solutions to problems in aviation resulting in a safer and more efficient use of airspace. ARL gives flight students of the Institute of Aviation opportunities that can't be found at other colleges and universities.

SPOTLIGHT ON DON TALLEUR

by Cary Schorsch

Donald (Don) Talleur, a flight instructor and researcher working on his Master's degree in the U of I Engineering Psychology program, comes from a flying family. His father was a Marine Corps fighter pilot in the Korean War and an Ozark Airlines Captain for 32 years. His mother was an Ozark Flight attendant and his brother is a commercial pilot.

As a child Don accrued to be a medical doctor until one day his mother took him for a ride in a Cessna L-23. This flight was followed by another and another, and before he knew it he was enrolled in the University of Illinois Aviation professional pilot curriculum. He graduated from the Pro Pilot curriculum in 1983 and continued his education in the College of Commerce and Business Administration at the U of I. He graduated with a Bachelor's degree in Finance and Investment in 1981. Upon graduation Don was hired as a flight instructor at the Institute and has also ferryed airplanes for Aircraft Sales, Inc., in Wheeling, Illinois. Currently Don has flown over 2,100 hours.

Don's interest in the Aviation Research Laboratory (ARL) began when he was a sophomore at the Institute and saw a sign-up sheet for a simulator-based landing experiment being conducted by Dr. Gavam Lintern for the Federal Aviation Administration. He became a subject in the experiment and has been associated with ARL ever since. Don is an excellent representative of the close relationship between the Pilot Training Department and the Aviation Research Lab. In fact, he spends fifty percent of his time working for the Department. He has evolved from research subject to flight instructor to flight instructor supervisor at the Beckman Institute simulator facility.

Don's primary job at ARL has been assisting Dr. Lintern in the completion of his research focusing on the use of flight simulations for initial flight training. The research is attempting to answer the question, "Can flight simulators be used effectively in primary flight training, save time and money, and achieve equal or increased student performance?" Don will also author an article titled "The Icing Hazard" in an upcoming edition of Plane and Pilot magazine.

Don began his Master's degree work in Engineering Psychology this Fall. He may consider earning a Ph.D. in Psychology. He would eventually like to work as a test pilot for an aircraft manufacturer. Until then you can find Don flying here at Willard or playing the piano at his new residence in Urbana.

By Gary Bradshaw—learning, speech perception, scientific discovery, decision making, models of thought.

Dr. Stephanie Doane—skill acquisition in interacting with complex systems, user models, expertise, innovation differences: learning, problem solving, and individual differences.

Dr. Patricia Jones—human operator modeling, applications of artificial intelligence to design and implementation of computer-based decision support.

Dr. Arthur Kramer—skill acquisition, selective attention, mental workload, cognitive psychophysiology, human-computer interaction, design.

Dr. Gavam Lintern—flight training research, transfer of training, visual perception, manual skill.

Dr. Neville Moray—workload, supervisory control, mental models, human operator in complex systems, human-machine interaction, and nuclear power human factors.

Dr. Henry L. Taylor—flight training research, training development and simulation, performance measurement, effects of drugs on human performance.

Dr. Martha H. Weller—computer-assisted instruction, human-computer interfaces, multimedia and hypermedia in education, training, and system design.

Dr. Christopher Wickens—engineering psychology, and the 101 course supervisor, concurs saying, "A student would be crazy not to take advantage of the free simulator time plus the knowledge gained of up and coming technology.

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AVIATION RESEARCH LAB STAFF AND INTERESTS

The ARL faculty and staff.

Dr. Gary Bradshaw—learning, speech perception, scientific discovery, decision making, models of thought.

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TALENT AND LARISH WIN PRESTIGIOUS APA AWARDS

Dr. Henry L. Taylor, Director of the Institute of Aviation, and John F. Larish, a Post Doctoral Fellow at the University of Illinois, were finalists from Division 21, the Division of Applied Experimental and Engineering Psychology, of the American Psychological Association (APA). The awards were presented at the business meeting of the APA held in Los Angeles, California, on August 5, 1990.

Dr. Henry L. Taylor, Director of the Institute of Aviation, was presented the Frank N. Taylor Award for outstanding contribution in the Field of Applied Experimental and Engineering Psychology. This award is based on contributions of research and publications, special new contributions, and general leadership in the field. Dr. Taylor will be invited to present a summary of his research at the 103rd Annual Convention to be held in New York in August, 1995.

The following citation was read when the award was presented to Dr. Taylor:

"You have made outstanding contributions to the field of applied experimental and engineering psychology for over twenty-five years. Through your systematic research and extensive publications, you have made significant contributions to knowledge in a number of important areas, including the effects of flight simulator characteristics on transfer of training, the influence of flight simulation on pilot performance, the assessment of occupational stress and burnout, and the effects of wearing chemical protective clothing on human performance. You have excelled in applying the results of human performance research to real world issues. As a leader of the field, you have served since 1980 with dedication as the Director of the Institute of Aviation at the University of Illinois. In that capacity, you have directed highly successful academic programs, supervised the very productive Air Force Research Laboratory, and have shared management oversight responsibilities for prestigious engineering psychology programs at the University of Illinois. Prior to your appointment at Illinois, you held such leadership positions as Assistant for Training and Personnel Technology with the Office of the Secretary of Defense, and Program Monitor of the Air Force Human Resources Laboratory with the Air Force Systems Command. In these positions, you performed critical planning, coordination, and advocacy functions on behalf of major research and development programs in human systems and related areas. You have proven to be an extremely persuasive and forceful advocate for the field. You have also made outstanding contributions through extensive and distinguished service to professional organizations. In this respect, you have played a principal role in the leadership of Division 21 for over a decade. During that time period, you have served the Division in virtually all of its major leadership positions, including President, Secretary, Treasurer, Representative to the APA Council, and Member of the Executive Committee. In addition, you have served several other professional organizations with great distinction, and have held positions such as Chair of the Board of Directors of the American Psychological Association and President of the American Psychological Association. In recognition of your many noteworthy contributions to the field and your numerous significant achievements, Division 21 of the American Psychological Association is proud to award you the Franklin N. Taylor Award for 1994."

John F. Larish, a Post Doctoral Fellow at the University of Illinois, was presented the George E. Briggs Dissertation Award for original research exhibiting creative application of scientific inquiry in the area of Engineering Psychology. Professor John Anderson, now at the University of California at Riverside, was John’s advisor, and Chris Wickens, Head of the Aviation Research Laboratory, was chair of his dissertation committee. The Briggs Award is based on significance of the problem and innovativeness of approach, awareness of related research, careful conceptualization, an effective research design, an appropriate analysis, careful interpretation, including new perspectives if appropriate; theoretical and practical value of the work, and careful attention to presentation. The selection of the most promising work for this award has been selected as the Associate Editor of the journal of Perceptual and Motor Skills, one of the most prestigious journals in the field.

Christopher Wickens, Head of the Aviation Research Laboratory, gave the keynote address at the U.S. Air Force Academy Symposium on Applied Psychology called "Frames of Reference: Integration of Military and Civilian Thought." Jonathan Sivinski, a research programer for the Aviation Research Laboratory, was elected to the American Academy of Arts and Sciences. He is the first academic to be elected to the Academy by the Aviation Research Laboratory, which is one of the most prestigious academic institutions. Wickens presented a paper at the 1995 Chancellors’ Distinguished Staff Awards. Bill Lunsford was the most outstanding teacher of the year. He was selected as the best teacher by his students. Wickens was the recipient of the prestigious 1995 Chancellors’ Distinguished Staff Awards. Bill Lunsford was presented with a plaque and a monetary award. The award was made possible through the generosity of Professor Emeritus Joseph W. Stonecipher.

Professor Arthur F. Kramer, who hosts a joint appointment with the Institute of Aviation and the Psychology Department, has been promoted to the rank of Professor. This promotion is recommended only after a rigorous review of a faculty member’s research, scholarly work, teaching, and public service. Art has distinguished himself through research in several important disciplinary subfields of psychology: perception, engineering psychology, and cognitive psychology. Art has been selected as the Associate Editor of the journal of Perceptual and Motor Skills, one of the most prestigious journals in the field.

William Hoggard, Chief Flightline Air Traffic Controller, won one of the 1995 Chancellors’ Distinguished Staff Awards. Bill Lunsford was the flightline controller of the first aircraft parking, hangar rentals and training and supervision for flightline attendants at Willard Airport.

Tom Eggenberger, Past President of Division 21 of APA, presents John Larish the George E. Briggs Dissertation Award.
### ALUMNI IN ACTION

1965'S  
Williames V. Hessenthaler, 1967, is a Physics consultant. He and his wife, Jeanne, live in Pleasanton, California.  
Douglas C. Oetting, 1968, is a USAF Captain flying the McDonnell-Douglas Super-80. In his spare time he is a Major with the Marine Corp Reservists and breeds greyhound racing dogs. He and his wife, Gloria, live in Somerton, Arizona.  
Robert Adair, 1969, is a Captain for Delta Air Lines out of Cincinnati. He and his wife, Salena, have two children, Justin and Kristin.  
1970'S  
Commander R.J. (Bob) Vernon, 1970, is a deputy manager for ongoing and future developmental testing for the V-22 Osprey tilt rotor aircraft at Pauline River, Maryland. He and his wife, Roberta, live in Dundree, Virginia.  
Todd Drew, 1972, flies a BAe 146 as a corporate Captain for Liberty National Life Insurance in Birmingham, Alabama. He is also President of Lakeside Aerospace Systems Inc., a software development company for aviation applications. Todd and Christine Drew live in Pinson, Alabama with their two children, Douglas and Holly.  
Bob J. Etherton, 1972, is a DC-10 ground school simulator instructor for Federal Express. He joined Federal Express this year after retiring from his Naval flying career in which he flew primarily Lockheed P-3 Orions.  
Mike Sutton, 1973, is a former DC-10 Captain for Delta Air Lines out of Cincinnati. He notes that he and his wife, Cathy, are raising four kids and a horse north of Cincinnati, Ohio. Richard P. Greenwood, 1975, is a Field Engineer for Pratt and Whitney at their Oklahoma City field office. He is an engineering representative working on F-111, F-14, F-22, C-141, and KC-135 aircraft. Richards is also involved in the manufacturing and jump testing of aircraft parachute equipment. He and his wife, Beverly, in Washington, Oklahoma.  
Dalton C. Krueger, Jr., 1975, is an International First Officer for American Airlines flying DC-10/700 aircraft. He and his wife, Sabina, have two children, Heather Elizabeth and Dalton C. "Chipper," III, and live in Byron, Illinois.  
Bradley A. Smith, 1976, is a former Federal Express DC-10 Captain out of Memphis, Tennessee. He and his wife, Mary, have two children, Brian and Kathleen, and reside in Avon, Connecticut.  
Mark Signorrelli, 1977, is a Senior Analyst for Delta Air Lines in Atlanta, Georgia. He works with the automation and reengineering of financial systems for the company. Joseph D. Rezark, 1978, is a B-707/727 First Officer for United Air Lines. He and his wife live in Roland, Vermont.  
Lee Lyngkope, 1979, is a 767 International First Officer for American Airlines out of O'Hare. He flies to Europe, Mexico, and the Caribbean. He and his wife, Angela, reside in Skokie, Illinois.  
1980'S  
William M. Braszer, 1980, is a Senior Systems Engineer for Concorde Systems in San Jose, California. He and his wife, Michelle, reside in Los Gatos, California.  
John C. Lill, 1980, is an MD-80 Captain for American Airlines. He and his wife, Valerie, live in Dallas, Texas, with their son, Stewart.  
Michael Mackey, 1980, is an Aircraft Maintenance Instructor for Northwest Airlines. He provides maintenance instruction for normal system operation and troubleshooting for DC-10-30/40 powerplants. He and his wife, Beverly, live in Eagan, Minnesota, and have two children, Justin and Alexandra.  
Thomas L. Ritsett, 1982, works for Boeing's Commercial Aircraft Group as a new airplane development and test manager. He is responsible for coordinating efforts on development of test programs for new aircraft models including the 777, 737-700, and a new "super jumbo" airliner. He and his wife, Susan, reside in Kent, Washington.  
Kevin Blixter, 1988, is a charter pilot and check airman for Planefitter Services at DuPage Airport. He married Becky Thiele in March, 1994. +

### MESSAGE FROM NORM JAMES AVIATION ALUMNI BOARD PRESIDENT

Dear Friends,  
As the University of Illinois and the Institute of Aviation embark upon the public phase of the $1 billion Campaign for Illinois, our financial support of the Institute becomes more important than ever. Please join me in generously supporting the Institute of Aviation in order to keep the Institute on the leading edge of aviation technology. As you can tell from all of the accomplishments featured in this newsletter the continued excellence of the Institute is something in which we can all take pride.  
The Fall Teletherater Campaign for the Institute will kick off on October 16, 1994. Please generously support the Institute. The Alumni Constituent Board will initiate a new campaign in the Spring of 1995. Please make a donation. More details about the event will be featured in the Winter edition of the Alumni News.  
Please write to me if you have any suggestions on how the Institute and/or the Alumni Association can better serve your needs. You can contact me at:  
Norm James, Alumni Constituent Board, Institute of Aviation, Willard Airport, Savoy, IL 61874, 217-244-8671  
Please feel free to stop by the Institute of Aviation anytime that you are in the area. Please contact Tom Emanuel at 217-244-8671 to set up a tour of the facilities. Thank you for your continued support of the Institute of Aviation! +

### RENEW YOUR MEMORIES . . .

JOIN MORE THAN 100,000 alumni as members of the Alumni Association — including approximately 70,000 who are life members. As a member you’ll receive the Illinois Alumni News as well as the publications of your college or department constituent association. You’ll qualify for our tour program, our insurance program, and the annual family campout.  
And you’ll continue your local involvement with something great — your University of Illinois. To join, either as an annual member or as a life member, return this form with your check to: Jenny Breitenfeld, Institute of Aviation, Willard Airport, Savoy, IL 61874. Please make check payable to the University of Illinois Alumni Association.  

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by Gary Bradshaw

In the history of aviation, First Flight is usually dated to December 17, 1903. On that date, Orville Wright powered the First Flyer on a short hop above the sands of Kill Devil Hills, North Carolina. But the Wright Brothers learned to fly a year earlier.

In 1902, in an unpowered glider that made numerous extended glides. This glider was the first effective heavier-than-air craft, and solved all of the fundamental problems of flight. The Wrights took several pictures of this craft, notably of a flight made on October 24, 1902. This photograph is almost unique in the early history of aviation, showing the craft in flight with Big Kill Devil Hill in the background. Most other flights at this time were too short to fly away from the photographer before landing, so a quick photograph was taken of the machine while it was still above the photographer, with sky as the only backdrop.

The 1902 photograph is seldom seen, in part because the glass-plate negative was damaged in a flood in Dayton in 1913. A copy of the print shows that three corners of the negative broke off (black regions), while four pieces of tape create white stripes on the image. Further, the emulsion bubbled off parts of the negative, which is also streaked.

Because of the historical importance of this image, Dr. Gary Bradshaw, an Institute of Aviation researcher, has undertaken its reconstruction. Using digital imaging techniques, he filled in missing areas of the picture, darkened faded areas, and eliminated the streaking. Dr. Bradshaw did not keep track of the time or number of changes to the photograph, but estimates that several thousand corrections were made, sometimes involving only one or two pixels of the image. This photograph, published for the first time in this newsletter, clearly enables onlookers to focus on the event, not on the damaged picture. The result is a beautiful photograph of the first effective heavier-than-air craft in flight.
Three awards were presented at the Institute of Aviation's New Student Orientation on August 24, 1994. Gary Schorsch (Savoy), a second year Aircraft Maintenance Technology student, was awarded the prestigious 1994 Applegate Award by the AATI staff. Selection was made on the basis of scholarship, industry, leadership, responsibility, personality, attitude, and cooperation. Joseph Schroeder (Oak Park), a second year Combined student, received the Bruce A. Knecht Memorial Scholarship. Joe won the Knecht Scholarship because of his commitment to aircraft maintenance technology and his strong academic performance at the Institute. Jennifer Winter (Colorado Springs, CO), an incoming Professional Flight freshman, was named the 1994-1995 recipient of the FMC Award. The FMC Award recognizes the top freshman admitted into each college at the University of Illinois each fall.

There were a number of scholarships awarded at the 1994 Institute Graduation Ceremony on April 30. Among the winners was Jonathan Martin (Chicago), a May, 1994 Professional Flight graduate, who won the Jesse W. Stonecipher Award. Steven Halcomb (Bloomington), a May, 1994 Combined graduate, was the recipient of the Dr. B. Beetle Award. The 1994 recipient of the H. & F. Hedrick Award was Eric P. Handleby (Richmond), a junior in the Professional Flight Curriculum. Phillip Davis (Urbana), a 1994 Aircraft Maintenance Technology graduate, won the Armitry Award. The only dual winner of the evening was Adam DeRosa (New Lenox), a 1994 Combined Professional Flight/Aircraft Maintenance Technology graduate. Adam won the J.R. Myrlin Award and the Helen Fairfield Woolman Award.

Eric Handleby (Richmond, IL), a junior Professional Flight student, has been elected as the Institute of Aviation's student senator. Eric will serve a two year term as student senator on the Campus Faculty/Student Senate.

Karen Uhlir (served at United's Corporate Headquarters in Chicago), Peggy Campbell (also served at United's Corporate Headquarters) and Robert Smith (served at Washington Dulles International Airport) were chosen as the United Airlines interns for the Spring 1994 semester. Steve McNeilly (served at Chicago O'Hare International Airport) and Jonathan Martin (served in Denver) were the Institute's interns this summer. James Howard (serving at San Francisco) and Marcos Romanasanta (serving at Denver) are the Fall 1994 interns. The internship lasts ten weeks and students that successfully complete the internship are guaranteed an interview for a full-time flight position with United.

GRADUATION 1994

The 1994 Institute of Aviation Graduation Ceremony was held in the Illinois Union Ballrooms A, B, & C on April 30, 1994. Among the graduates were approximately three hundred students, family, friends, and staff in attendance at the event.

There were seven May graduates that were awarded with an honors designation that highlighted their academic achievements in the classroom. The honors graduates were:

- Thomas Joseph Hartmann (Tinley Park), Brett Nicholas Spangler (Aurora), David Lee Bunting (Dwight), Scott Wayne Rockrohr (Mokena), Marcos Antonio Romanasanta (Chicago), Phillip Clay Davis (Urbana), and Paul Franklin Schilling (Kewanee, WI).

The May 1994 Professional Flight graduates of the Institute of Aviation were Carl Edward Behr (New Paris, IN), Joshua Alan Busby (Greenville), Joshua Douglas Edelin (Batesville), Jabari Noel Groves (Champaign), Andrew Charles Hammar (Park Ridge), Thomas Joseph Hartmann (Tinley Park), Michael John Lyons (Evergreen Park), Chad Alan Measle (East Moline), Jeffrey Allen Randall (Harperville), Brett Nicholas Spangler (Aurora), Kim Robert Stolt (Westford, MA), and David Jordan Tokovcin (Gurnee).

The May 1994 Combined Professional Flight/Aircraft Maintenance Technology graduates included:

- Derek Ron Bredaeth (Pitsfield), David Lee Bunting (Dwight), Adam Joseph DeRosa (New Lenox), Steven Nathaniel Halcomb (Bloomington), Jennifer Lee Janik (Westmont), Gary Charles Knabe (Champaign), Scott Wayne Rockrohr (Mokena), Marcos Antonio Romanasanta (Chicago), Michael Dean Schwaabauer (Monticello), Jeffrey Wayne Skiba (Glenview), and Herbert Martin Wichner (Chicago).

The May 1994 Aircraft Maintenance Technology graduates were:

- Thomas Russell Bullhans (Galesburg), Phillip Clay Davis (Urbana), and Paul Franklin Schilling (Kewanee, WI).

The future of our 1994 graduates is bright. Best wishes to all of our 1994 graduates.
KEEP IN TOUCH

The Institute of Aviation is very interested in keeping up-to-date with your activities. We would also like to share information with your fellow alumni. Please also submit this form if you have had a change of address.

NAME: ___________________________ SPOUSE'S NAME: ___________________________

HOME ADDRESS: ___________________________ WORK PHONE #: ___________________________

HOME PHONE #: ___________________________ WORK PHONE #: ___________________________

EMPLOYER/LOCATION: ___________________________ CURRENT POSITION: ___________________________

BRIEF JOB DESCRIPTION: ___________________________

OTHER INFORMATION ABOUT FAMILY, PRESENT JOB, VOLUNTEER WORK, AWARDS, PROFESSIONAL INVOLVEMENT, ETC.: ___________________________

YOUR AVIATION TRAINING AT THE INSTITUTE:

ARE YOU A GRADUATE OF THE INSTITUTE? _______ WHAT YEAR? _______ WHERE?

BACHELOR'S DEGREE?: _______ YEAR: _______ WHERE?

DO YOU HAVE ANY SUGGESTIONS FOR FUTURE EDITIONS OF ALUMNI NEWS?

Please return this form to: Jenny Brittenfield, Alumni News Editor, Institute of Aviation, UI - Willard Airport, One Airport Road, Savoy, IL 61874

DEVELOPMENT CORNER

The University of Illinois is about to embark on the school's largest capital campaign. The goal of the campaign is to raise one billion dollars. The campaign will provide funds to maintain and improve the University's long tradition of excellence in education and research into the 21st century. Therefore, the campaign's major thrust will be to secure the University's infrastructure through endowed support for faculty, students, and program development.

There are many avenues for Institute alumni and friends to support the Institute of Aviation during the campaign. The Institute's Annual Telemarketing Campaign will kick off on October 16. Be on the lookout for our pre-call postcard which features an Institute airplane flying high over the Assembly Hall and Memorial Stadium on a clear, crisp fall day. Do you know how to double or triple your gift without costing you more money? Please check with your employer to see if they have a matching gift program. Most major U.S. companies do have matching gift programs that can double or triple the amount that you give to the Institute. The Human Resources Department of your company should be able to inform you of any matching gift programs that are available.

During the U of I's capital campaign, the Institute will need to secure gifts beyond our donor's regular annual giving amount. The most common gifts that the Institute receives are gifts of cash, checks, money order, or draft. These gifts are fully deductible for federal income tax purposes, subject to the limitations placed on charitable gifts. There are other avenues of giving to the Institute including other current gifts like securities and real property.

Planned giving opportunities are also available. A planned or deferred gift is the result of an act by a donor which will benefit an individual or an institution at some future date. Such a gift is usually the result of careful planning and is often combined with current gifts as part of an over-all giving program which is the result of comprehensive financial and estate planning. Examples of planned giving include trusts, bequests, life insurance, and gifts of real property subject to a life estate.

Gifts of life insurance are a quite popular way of supporting the University of Illinois. Life insurance policies provide a means of making a sizable gift through the U of I Foundation at a relatively low cost. Jimmy Howe, Class of 1958, is a President's Council member who has used a variable universal life insurance policy as his deferred giving vehicle to support the Institute of Aviation. Jimmy notes that, "Life insurance is an easy way to give a substantial amount of deferred giving. It is a good way for me to return to the University the good training and fine relationships that I've had over the years."

If you would like to be sent a copy of the U of I Foundation's A Guide to Giving, please call Jenny Brittenfield, Assistant to the Director of Development, at 217-244-8671. Thank you for your support of the Institute of Aviation and the University of Illinois!

THE INSTITUTE OF AVIATION DEVELOPMENT FUND

Your financial assistance is needed now more than ever to keep the Institute at the leading edge of Aviation technology, training, and education. Your generosity is appreciated.

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*$1,000 per year for 10 years or $10,000 qualifies for membership in the U of I President's Council as well as the Institute Honor Club.

PAYMENT OPTIONS:

- We authorize the U of I Foundation to collect a gift of $________ through the credit card listed below:
  - VISA
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- A check made out to the U of I Foundation Institute of Aviation Development Fund

If your company has a Matching Gift Program please enclose the Matching Gift Form.

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Please return this form to Jenny Brittenfield, Alumni News Editor, Institute of Aviation, Willard Airport, Savoy, IL 61874. Thank you for your support!