AWARD OF EXCELLENCE TO TOM EMANUEL

This year marked the eighth year of the Urbana-Champaign Campus Awards for Excellence in Undergraduate Teaching. The award was created to recognize faculty members and graduate teaching assistants for outstanding efforts in undergraduate teaching.

On May 4, 1983, a special recognition dinner was held to honor recipients. This year Professional Aviation Specialist and Ground School Supervisor, Tom W. Emanuel was one of four faculty members so honored.

Each recipient of this prestigious award will receive $1,000 in cash for his or her personal use; recurring increments of $1,000 will be added to their annual salaries; and $1,000 will be awarded to the department budgets to be used at the discretion of those receiving the awards for the purchase of instructional equipment, library resources, etc. The names of the annual recipients will be engraved on a commemorative plaque displayed permanently in the Undergraduate Library. It should be noted that all awards and related costs are paid from non-State funds.

A major difference between many flight training facilities and the Institute of Aviation Pilot Training program is the FAA approved and University of Illinois accredited ground school courses. Much of the credit for the quality of this instruction is due Mr. Tom W. Emanuel. His dedication and determination has produced one of the finest ground school programs available anywhere.

Tom commenced his employment with the University in 1970. Beginning in 1972 he has been listed every semester on a list of Excellent Teachers, published by the Measurement and Research Division of the Office of Instruction Resources. This represents an unusually high level of consistent undergraduate instruction rated by their students.

Further evidence of Mr. Emanuel's instructional ability is the fact that he has been selected as one of ten teachers nationwide to lecture to flight instructors by the Air Safety Foundation of Washington, D.C., a nonprofit aviation safety organization. In this capacity, in order to promote aviation safety, he has spoken to over twelve thousand flight instructors in the U.S. and abroad at over 100 locations since 1976. In September of 1980 he was appointed a National Accident Prevention Counselor by the U.S. Department of Transportation. As such, he also speaks at numerous Aviation Safety Seminars around the country each year.

Mr. Emanuel was instrumental in the implementation and utilization of the PLATO system of computer-assisted instruction within the Institute Pilot Training Department. It is used as an evaluation tool and for self-paced instruction. He is a firm believer of utilizing all resources that will serve to improve learning.

(Continued on page 3)
A MESSAGE FROM THE DIRECTOR

Since its founding in 1867, the University of Illinois at Urbana-Champaign has earned a reputation as an institution of international stature. Illinois ranks among the world's greatest universities and is known for the high quality of its academic programs and the outstanding facilities and resources available to students and faculty. The University's library has the largest collection of any public university in the nation and ranks third among U.S. academic libraries—only Harvard and Yale are larger. National surveys consistently rank the University of Illinois at Urbana-Champaign among the top ten institutions in many fields of study. Several colleges and departments rank among the top five. Undergraduate education is strongly emphasized and admissions are very competitive. Twenty-five percent of the entering freshmen rank in the top three percent of their high school class. Some 35,000 students from the United States and 95 foreign countries each year enroll in programs offered by 19 schools and colleges.

Scores of faculty members belong to the American Academy of Arts and Sciences, National Academy of Sciences, and National Academy of Engineering. Seven scientists received the National Medal of Science while on the faculty. Professor Emeritus John Bardeen won the Nobel Prize in Physics. University researchers have aides in the development of nylon, synthetic rubber, antibiotic drugs, transistors, computers, medical laser technology, synthetic bone material, synthetic red blood cells, microsurgery, biodegradable artificial skin, corn and soybean production, desulfurization of Illinois coal, and dozens of other important discoveries.

Another prime indicator of the campus excellence is the success of its alumni. Recent surveys show twenty-three chief executives of Fortune 500 companies are alumni of the campus. Seven graduates won Nobel Prizes for the United States and another sixteen won the Pulitzer Prize.

The prominence of our great University, however, and the quality of knowledge it has to offer are now in jeopardy, and now the University needs the help of its alumni.

The State's economy is depressed and sacrifices are necessary. However, education in Illinois is being asked to sacrifice more than its share. This academic year, state appropriations for higher education were cut by more than $10 million, and an additional $20 million has recently been eliminated to compensate for the State of Illinois cash flow crisis. Illinois cannot afford to sacrifice the quality of its higher education institutions—headed by the University of Illinois—in the name of balanced budget. This is especially true at a time when the state needs the University to help build toward economic recovery.

The state's underfunding of its colleges and universities has had a dramatic impact on the University of Illinois. Key faculty are leaving the University for institutions in states which are paying salaries as much as 30-50 percent higher. The 1982-83 faculty salary increases of less than one percent on average are of lowest in the Big 10 and the lowest of any institution of the University's quality in the nation. Appropriated salary increase funds for higher education have lagged behind the Consumer Price Index by 55 percent since 1972. Salaries for support employees in 1982-83 not only were substantially lower than the competitive market; they even lagged behind salaries paid to other comparable Illinois state employees by as much as 20 percent. Today the University has 600 fewer employees than it did two years ago, despite record high enrollment demands. Since 1977-78 the University has reduced the administrative cost portion of its budget by 14 percent.

Tuition has had to be raised three times in the past two years, having increased by 50 percent for freshmen and sophomores and nearly 75 percent for juniors and seniors. Increases for some professional areas have approached 100 percent. Qualified students in critical areas such as engineering, commerce, and business administration are being turned away because of lack of resources. State support per student at the University of Illinois is down by 12 percent in constant dollars over the past decade.
It's significant to note that Illinois is a wealthy state compared to others, but its tax effort to support state services has not been consistent with its relative wealth. In 1980-81 Illinois ranked seventh among all states in per capita income, yet Illinois state taxes per $1,000 of personal income for the same period were 12.5 percent below the national average. If Illinois had taxes at the national average, an additional $1.04 billion would have been available to fund critically needed services including education. If Illinois had funded higher education in 1980-81 even at the national average of $3,663 per student, its colleges and universities would have received $246 million more than they did.

The Illinois Board of Higher Education has recognized these major needs and has recommended that the University of Illinois receive some $44 million in additional state funds in 1983-84 to begin to repair damage from a decade of funding inadequacy. This amounts to less than 8 cents per week for each Illinois resident.

The facts are before you. The severe financial constraints placed on Illinois higher education have caused and will continue to cause severe consequences. If we are to prevent further deterioration in our education system, we must support a responsible tax reform and the revenue increases necessary to restore fiscal stability to Illinois. If Illinois is to be a leader in advanced technology, we must make the required education available to the students. Only with the proper educational base will they be able to enter the labor force as employable, responsible, contributing citizens and help us build toward economic recovery.

Together we can effect a change. Please join me in contacting Governor Thompson and your state legislators. Let them know of your concern and that you are willing to support a tax reform. Your letters and those of other loyal alumni will make the difference.

Sincerely,

Henry L. Taylor
Director

(Continued from page 1)

Tom is a FAA certificated Commercial Pilot AS & MEL, SES, Instrument and Glider Pilot. He is a FAA certificated Instructor, Airplane, Single and Multi-engine, Instrument and Ground Instructor, Advanced and Instrument. His excellent record of performance as a Flight Instructor qualifies him for appointment as a University of Illinois designated check pilot. He has accumulated 5200 hours total flight time including 4300 hours of flight instruction.

He was awarded his Bachelor of Science Degree in Psychology from the University of Utah in 1968 and his Master's Degree in Educational Psychology from the University of Illinois in 1974. He is a member of Phi Delta Kappa and past Pi Chapter Vice President during 1971-1973.

Tom's wife Catherine is Assistant Vice President-Marketing and Communications at Carle Foundation Hospital in Urbana. His daughter Kristen 14 and son Tom W. Emanuel, III, are high school students in Seattle, Washington.

His hobbies include radio and electronics. When time allows, he enjoys swimming and diving.

Tom is a diligent worker, takes pride in his work, loves aviation, and we are proud to have him as a member of the Institute staff.

A Big Number 3

Happiness is a Private Pilot Certificate for James W. Gallo. The adjoining photo was taken just after he returned from the FAA General Aviation District Office #19 at Springfield, Illinois, where he satisfactorily demonstrated his pilot ability to FAA Inspector William Jones. Jim is the third paraplegic flight student to complete the Institute's Private Pilot
curriculum and the first to obtain his pilot's certificate immediately after completing the course. His predecessors were Dwight A. Johnson and Mark Allen Curley in 1976.

Although Jim deserves a great deal of credit for his intestinal fortitude, patience, and perseverance in achieving this goal, he is quick to express his appreciation for the special consideration and help provided by Professor Omer Benn, Head of Pilot Training; Rick Schroll, and Joe Lezark, AVI 101 Flight Instructors; Greg Clemens, AVI 120 Flight Instructor; and Bill Mason, his Ground School Instructor.

For Jim to take flight training, it was necessary to modify one of the Institute's aircraft by installing additional brake cylinders and constructing a specially-designed hand operated bar to manipulate the brake and rudder pedals. The Institute of Aviation and the Rehabilitation-Education Center shared this expense.

Jim is a native of Hoffman Estates, Illinois, and the son of Constance and John R. Gallo, a contractor. He has three brothers and two sisters. So far, he is the only pilot in the family.

In 1979 Jim graduated from the James B. Conant High School where he was actively involved in football, basketball, baseball, soccer and wrestling. Shortly after entering Northern Illinois University, he and his brother stopped on the expressway to offer their help to victims of an auto accident. While doing so, Jim was forced off an overpass by another motorist and fell 40 feet. The injuries he received left him paralyzed from the waist down and permanently confined to a wheelchair.

Because Northern Illinois University was not wheelchair accessible, he attended William Rainy Harper College in Palatine, Illinois for two semesters before transferring to the U. of I. Urbana-Champaign campus in the fall of 1981. Jim is currently a senior in the College of Commerce and Business Administration majoring in accounting. He is an active member of Delta Sigma Omicron, a disabled student organization, and in 1982 earned a varsity letter on the U. of I. Wheelchair Basketball Team.

Jim will graduate this fall and plans to take his CPA exam in November. Before graduation he hopes to acquire his own aircraft. He visualizes its use as primarily recreational but would like to use it in his business later on. He also plans to get his instrument rating when time will allow.

The Institute staff, faculty, and students are proud to have helped Jim achieve this goal and offer their best wishes for his future.

Deputy Commander

Professors Dick Mylin and Bob Ayers received a surprise visit from Colonel Glen W. Walder, a former Pilot Training student and AMC graduate (1958). Colonel Walder graduated from the U. of I. College of Education and received his commission through the Air Force Reserve Officer Training Corps program. He was assigned to Chanute AFB December 1, 1982, as Deputy Base Commander. Colonel Walder originally hails from Buckley, Illinois.

His professional military education includes Squadron Officer's School, Air Command and Staff College, and the Industrial College of the Armed Forces. In 1974, Colonel Walder received a Master's Degree in Public Administration from Auburn University.

Colonel Walder has had a very impressive Air Force career. His initial flight training was at Reese AFB, Lubbock, Texas. He completed training in 1963 and was assigned to the 84th Military Airlift Squadron at Travis AFB in California flying cargo in the Douglas C-133. He served subsequent assignments as Airlift Command Post Controller and Plans Officer at Clark AFB, Republic of the Philippines, flying the C-54. He then returned to the States to become "helicopter qualified" first in the Huey (UH-1) and then Sikorsky HH-53, a large multi-engine copter. His next assignment was Vietnam with the 37th Aerospace Rescue and Recovery Squadron, where he was an H-53 Instructor Pilot and Flight Examiner in combat aircrew recovery. In 1971 Colonel Walder was reassigned to Headquarters Aerospace Rescue and Recovery Service at Scott AFB, Illinois where he acquired experience in the T-29. From 1974 to 1977 he was based at Elmendorf AFB, Anchorage, Alaska as Liaison Officer to the Alaska Wing, Civil Air Patrol, where he piloted the T-33 as a target aircraft for the F-4 intercept training. His next tour of duty was to Sacramento, California, McClellan AFB, as Assistant
Director of Operations and Chief Pilot of the 41st Aerospace Rescue and Recovery Squadron flying the HH-53. After three years he was moved to nearby Mather AFB and served as Director of Operations, and the Pacific Liaison Officer for the Civil Air Patrol. While there he acquired some general aviation experience flying the Cessna T-210, Bonanza A-36, Cessna 182, etc.

Colonel Walder has logged more than 6,000 hours of flight time in the Air Force. His military decorations include the Distinguished Flying Cross, Meritorious Service Medal, Air Medal, and Air Force Commendation Medal.

His wife Marinell is from Lubbock, Texas. They have three children, Dan, Lisa, and Eric. His hobbies include recreational flying, trap shooting, boating, construction, and water skiing with his family.

Colonel Walder has advised us that he has been assigned as Project Manager of a Chanute AFB Open House scheduled for June 17-18, 1983. The Thunderbirds will perform on that occasion and probably refuel and tiedown overnight at Willard. We look forward to coordinating that support for him.

**William A. Wheatley Award**

Professor Omer Benn, Head of Pilot Training, was pleasantly surprised when presented the William A. Wheatley Award at the September 22 meeting of the University Aviation Association at Parks College, St. Louis University, Cahokia, IL.

The William A. Wheatley Award is made each year to a professional educator who has made outstanding contributions to the field of aerospace education. The award was established in 1955 by United Air Lines in memory of William A. Wheatley, a dominant pioneer in the field of education. Professor Wheatley served as director of the School and College Service Department of United Air Lines from 1940-1947.

Dr. Leslie A. Bryan, the first permanent director of the Institute of Aviation received the first William A. Wheatley Award in 1955.

Professor Benn has been on the Institute staff since 1946 and in his current position is responsible for the curriculum and training of 550 students which involves some 15,000 hours of flying each year and some 5,000 hours ground trainer time plus some twelve ground school courses that carry university credit. He supervises a staff of 45 people. He is the co-author of the textbook entitled, "Aviation and Space Technology," and a contributing author of the general aviation series flight manual published by General Precision Systems, Inc.

Professor Benn was a WW II Naval Aviator. He holds a B.A. and M.A. degree in Industrial Education. He is a FAA certified Airline Transport Pilot, Flight Instructor (CFI and CFII) in airplanes single and multi-engine and rotor-craft. Also, he is a FAA Pilot Examiner and Airman Certification representative.

**Coach Of The Year Award**

In October at the 1982 National Inter-collegiate Flying Association Regional Air-meet, Professional Aviation Education Specialist, William Tomlinson, was selected for the prestigious "Coach of the Year Award."

During the last ten years, Tomlinson has served the Institute as faculty advisor for the U. of I. Flying Team. At the time "Tommy," as he is known to his friends, accepted this assignment, the team was disorganized and lacked the guidance it needed. Tomlinson, a veteran Air Force pilot with 30 years experience and a love for working with young people interested in aviation, was an ideal selection for the job. As Faculty Advisor he has been the team's liaison to the Institute of Aviation, furnishing Flying Team activity information to the Public Information office for the media, arranged financial support, and worked with other administrators in organizing the airmeets. Although the student's dedicated efforts and decision making play a major role in the team's success, Tommy has played an important role in furnishing them expert advise when they needed it. Through their combined efforts over the last ten years,
the U. of I. Flying Team has consistently ranked among the best in the Nation. It, therefore, was not surprising that the team members nominated Tommy for the award and wrote a paper supporting the nomination.

Tommy turned 62 in January. He is retiring in August. He and Elizabeth are building a new home in Lakeland, Florida. He plans to continue flying by pursuing his hobby of flying gliders.

Since his retirement from the Air Force, he has served the Institute of Aviation as a Professional Flight Instructor for the last twelve years. His dedication to aviation and his ability to work with others has gained him the respect and admiration of all who know him. Tommy, we thank you for a job well done and wish you and Elizabeth the very best of everything during your retirement years.

Destructive Influence

A recent item in the Legal Eagles News, a lawyer-pilot publication, described an interesting set of circumstances which caused a bent machine. While a helicopter pilot landed and left the helicopter running to ask a young lady sunbathing in the nude for a date, his helicopter rolled over on its side and beat itself to death.

The accident occurred during a flight where three fire fighters were on their way to fight a fire. Enroute they spotted a young lady sunbathing in the nude. After circling and taking pictures, the pilot landed to make a personal contact. He left the helicopter running with three passengers on board.

While the pilot was talking to the girl, one of the passengers felt the helicopter coming off the ground and pushed the cyclic control forward. Over it went blades beating the ground. No injuries occurred.

Naturally litigation followed, the plaintiffs theory being that a positive control lock on the cyclic would have prevented anyone from moving the controls. The defendants argued that under the circumstances, in the pilots haste to make a date with the young lady, he would not have bothered to install the control locks had they been there.

The trial lasted three weeks, but it took the jury only 40 minutes to decide in favor of the defense. During the course of the trial, no one inquired as to whether the pilot got the date.

The Big Picture

On November 29, 1982, Institute administrators and faculty met with State Division of Aeronautics personnel regarding the making of a film which would describe "Aviation in Illinois." The thought behind this proposal was that in today's media-oriented society, the use of audiovisual materials is the most effective means of disseminating information to the public. In support of Illinois aviation, it is important that citizens of Illinois are informed as to aviation's impact and contributions to the welfare of the State's economic and social climate.

Aviation Education Specialists William Geibel and Robert Mitchell agreed to work on the development committee. A series of meetings have been conducted and a completion date of August '83 is projected. The film's first public showing is planned for the 1983 Air Rendezvous at Capital Airport September 17 and 18, 1983.

New Horizons

In late August Assistant Professor William B. Johnson accepted a position as Senior Research Scientist with Search Technology, Inc., of Atlanta, Georgia.

Professor Johnson is a former graduate of the Institute of Aviation, 1970, and of the University of Illinois, B.S. 1972, and Ph.D.
in 1960. Professor Johnson's employment with the U. of I. began in 1976 as an Associate Aviation Education Specialist at the Institute of Aviation. In early 1979 half of his time was devoted to research work under an Army contract with the Computer Science Laboratory. During the later part of 1981 and until he accepted his new position, his time was shared by Maintenance Training, the Aviation Research Lab, and the Computer Science Laboratory.

In 1979 Professor Johnson was named to the list of Excellent Instructors for Aviation 144. In 1980 he was runner-up for the Best Student Paper Award at the 24th Annual Meeting of the Human Factors Society, Los Angeles, CA. On May 5, 1982, he was presented the Amoco Foundation Award for undergraduate instruction.

During his six years employment with the University, Professor Johnson and his wife Nancy established many lasting friendships. Although we will all miss them, they have our best wishes wherever they go.

Laurance Tomko, and Amy Williams. Team Photographer - Kathy Miles.

S.I.U. won First Place and Parks College scored Third. The 1983 National N.I.F.A. Airmeeet will be held May 5 - 7 at Battle Creek, Michigan and will be sponsored by Western Michigan University.

Outstanding Graduate

Robert A. Jewsbury was selected as the Outstanding Institute of Aviation Graduate of 1982. He is the son of William and Willa Jewsbury of 993 N. Cherry Street, Galesburg, Illinois. Bob received the Helen Fairfield Woolman Award which was established by Delta Airlines' employees as a memorial fund honoring the wife of a former president of the company. The award, a check and a certificate of merit, is based on scholarship, personality, ability to work with others, and potential for success in aviation.

Amity Award

A new award, the Academic Secretaries' Amity Award, was presented to John T. Kovarik, son of Jerome and Margaret Kovarik, 5825 South Ridgewood Drive, Western Springs, Illinois. A certificate and monetary award presented was based on compassion and consideration for others, good moral character, cheerfulness and a pleasant personality.

Did You Know?

...Gift of Radios. The Dick Jones family (Mary, Susan, and John) donated a set of radios to the Institute for use on the flight line in honor of Dick (deceased), a prominent area businessman and pilot who
for years based his aircraft at Willard Airport. The radios consist of a base station located at Flight Services and a hand-held transceiver carried by the Flight Line Attendants. The time saved and faster service through its use is much appreciated by customers. The gift was rendered almost a year ago but due to difficulties in obtaining the equipment just recently placed in service. Our thanks to the Jones family.

Very Important Person. Secretary of Agriculture John Block was a passenger on the Staff Air Transportation Service in and out of Champaign in March where he visited the University to give a speech.

Resignation. Joe Lezark has left to accept a position as a pilot for Air Virginia Airways in Lynchburg, Virginia.

Grant. Maintenance Training received a State Department grant for $16,800 to assist disadvantaged and handicapped students. Mr. Paul VanFroyen is project chairman. The Department also received a special instructional equipment fund for $3,850 and a grant of $1,000 for enhancing technical skills of faculty members from the State Department.

Degree Conferred. Rick Weinberg, Associate Aviation Education Specialist, Pilot Training, completed his MBA Degree at the end of the Fall '82 semester. This Master's degree is in addition to the M.Ed. that Rick has in Vocational and Technical Education. His present duties include ground school instruction and flying as a SATS pilot as well as giving flight checks in the flight courses. Rick and his wife Peggy are long-time Champaign residents, but their son Brent (15 months old) is a new arrival.

Cessna 170 Class Project

The Institute Maintenance Training Department entered a reconstructed 1948 Model Cessna 170 in the Antique/Classic Division judging category at the 1982 International Experimental Aircraft Association Convention at Oshkosh, Wisconsin, in August. Over 500 aircraft were entered in this division. The Institute entry placed second out of 35 aircraft judged in the Cessna 170 class of Antique/Classic Division.

The restoration of the 1948 Cessna has been a five-year project conducted by Institute students and faculty as part of the Maintenance Training curriculum. Mr. Terry Ladage was responsible for coordination of the restoration. Mr. Ladage and one of his students, Robert Jewsbury, flew the aircraft to Oshkosh to enter the competition.

Formal awards and recognition go only to the Class and Division first place winners, including reserve and grand champion. Judged on appearance and authenticity, the C-170 was judged second due to the lack of original 24' wing registration numbers, fuselage paint trim used on the early Cessnas, and a portfolio showing photographs of the restoration. (Live and Learn) Nevertheless, all Institute students and staff who helped with the project can take pride in the success of the restoration project.

New Employees

Bob Schilling has accepted the position of Visiting Assistant Aviation Education Specialist in the Aviation Research Laboratory. Bob comes to us from Florida State University where he completed a Master's degree in Psychology. Bob's background includes aircraft sales, and he holds the CFI. His current research interests center on the application of the principles of learning and cognitive theory to behavioral phenomena.

Chuck Ziegler joined the Maintenance Training staff as a Visiting Aviation Education Specialist in August and will be teaching the powerplant course. In one sense Chuck is an "old timer" at the Institute, since he attended as a student, worked as a lab assistant, and then taught General Engineering 105 to our students.

Chuck grew up in Ohio and then moved to Northbrook, Illinois, where his parents still reside. He now considers the Champaign-Urbana area his home. Chuck earned his B.S. in Education here at the University and is currently working on a Master's degree in Vocational/Technical Education.
...Dr. Marty Weller recently joined the Aviation Research Laboratory as a Visiting Research Associate. Her background is one of humanities discipline. She was awarded a Ph.D. in 1983. Her work with ARL is primarily administrative. She held a similar position at the Medical School (UTUC) as Administrative Assistant to the Dean.

...Warren Schwartz is our new Assistant Airport Manager. Warren and his wife Jayne come to us from Lutz, Florida, where he was employed as a civil engineer with Greiner. Warren was Assistant Airport Manager for the three airports under the control of the Tri-Co Airport authority. Warren and Jayne will be living in the brick house at the entrance of the airport.

...Craig Bott has joined the Maintenance Training staff on a part-time basis as a Visiting Assistant Aviation Education Specialist. He will teach courses pertaining to propellers and carburetion. Craig formerly lived in Danville and attended the Institute. He has a B.S. in Accounting and Finance/Marketing Management from Davis and Elkins' College in Elkins, West Virginia.

Professional Pilot Curriculum

The Institute of Aviation, Pilot Training Department, is presently reviewing the pro-pilot curriculum. The purpose being to establish a program that will be more compatible with the B.S. or B.A. degree programs on campus. Working with the various colleges, they are establishing curricula which will result in a smooth transfer from the two year pro-pilot curriculum to that of a degree granting college program. Excellent cooperation has been received by a number of the colleges.

A brochure is being developed which will list optional courses of study acceptable to Business Administration, LAS, Agriculture, Communications, Applied Life Studies, and other degree programs. This flexibility in the Institute curriculum should make a transfer to a degree program easier and more attractive to Institute students.

Aviation Research Laboratory Activity

The Aviation Research Laboratory has had a productive year in completing research projects and further expanding its activities.

Research Completed

The development of a computer-based simulation to aid maintenance trainees in acquiring troubleshooting skills. This work was done for the United States Army Research Institute for the Behavioral and Social Sciences and involved Dr. William B. Johnson, Mr. William C. Entwistle and Ms. Karen S. Gaddis. A troubleshooting simulation, "Truck Engine," was adapted for the PLATO system. A full account of the work has been published as an ARL Technical Report (ARL-TR82-1), entitled "Development and Demonstration of a Laboratory Tool for Research in the Design of Games for Training of Troubleshooting Skills." Additional work being considered for funding by the Army Research Institute is the development of a system editor for the FAULT (Framework for Aiding in the Understanding of Logical Troubleshooting) simulation. This editor would enable Army researchers to create new systems for the simulation and to edit existing ones.

A national opinion survey of aviation maintenance training regulations. Dr. William B. Johnson and Mr. Charles F. Ziegler, Jr., with the support of the Aviation Technician Education Council (ATEC), the Institute of Aviation, the University of Illinois Graduate Research Board, and Search Technology recently completed a national opinion survey of aviation maintenance training regulations. The survey identified the strengths and weaknesses of Federal Aviation Regulation Part 147 and noted particular curricular subject areas that need immediate revision.
Results of the survey indicated that educators generally view PAR Part 147 as a viable framework for the regulation of A & P curricula; however, certain changes were called for: (1) Educators felt that they should be required to update their curriculum every five years and operate under the inspection of the local General Aviation District Office. (2) The certification system should be modified to recognize rotary wing, avionics, and other specialties. (3) Educators called for stricter certification requirements in their own ranks, to include on-the-job airframe and powerplant (A & P) experience and formal instruction in principles of education and teaching techniques. (4) A & P curricula should be modified to reflect technological changes in the field. Such changes include increasing the emphasis on Wood Structures and Aircraft Covering and increasing study of Turbine Engines, Airframe Electrical Systems, Airframe Inspection, and Basic Electricity. (5) Many survey respondents felt that the FAA should conduct a curriculum evaluation equal in scope to the Allen study done in the late sixties. A final recommendation of the Johnson/Ziegler report published as ARL Technical Report ARL-TR82-2 entitled, "Development and Demonstration of a Laboratory Tool for Research in the Design of Games for Training of Troubleshooting Skills" is that the aviation industry should sponsor further study to determine its perception of the A & P school graduates.

The effects of exposure to certain toxicants on the flight performance and physiological condition of agricultural pilots. Mr. John Dellinger has completed a 12-month research project supported in part by the Link Foundation to examine toxicants (insecticides) which inhibit the production of cholinesterase (ChE) in the body. ChE-inhibition is toxic to all animals with nervous systems. Acetylcholine (ACh) is a neurotransmitter at most neural synapses. ChE is the enzyme which chemically breaks ACh into acetate and choline. Without this enzyme, cholinergic synapses throughout the nervous system would be saturated with excess ACh and could not function.

A major objective of the project was to develop a methodology to detect changes in pilot performance in response to drug and toxicant exposures. Dellinger developed a pilot performance evaluation methodology, which was the ILLinois Micro Aviation Computer (ILLIMAC) flight simulator developed at the Aviation Research Laboratory. A complete report on this methodology is currently being prepared. Mr. Dellinger has reported his findings to the University of Illinois Veterinary Toxicology Group, to the agricultural pilots who participated in the study and to the Illinois Association of Aerial Applicators.

Ongoing Research

Mr. Lynn Staples and Mr. Robert Todd are continuing their work with ILLIMAC flight simulator. Support in part by the Federal Aviation Administration, their project seeks to demonstrate the applicability of digital computer technology to general aviation airplanes and, specifically, to pilot and crew related problems of training, safety, and workload.

Mr. Rolf Braune, Aviation Research Laboratory, and Dr. Chris Wickens (Principal Investigator), University of Illinois Department of Psychology, are conducting research sponsored by the United States Navy on individual differences and age related performance assessment in Naval aviators. The Navy recognizes that chronological age alone is not a sufficient basis for predicting and evaluating performance ability. Given the proportional increase of older persons within the United States, the Wickens/Braune project seeks to develop a functional age index, specific to the Naval aviation environment, that will provide the Navy with criteria for recruitment and retirement decisions. In the coming months, Mr. Braune will be presenting papers related to this research before the Aerospace Medical Association in Houston and the Second Symposium on Aviation Psychology to be held at Ohio State University. He plans to submit a paper for the Western European Association for Aviation Research to be held in the Netherlands.

Dr. Stanley Trollip and Mr. Richard Anderson are in the final stages of a FAA sponsored project to examine the feasibility of using the PLATO computer system in conjunction with adaptive testing techniques for the administration of FAA certification examinations. The following publications have resulted from this research:

Anderson, R. I., Computer-based confidence testing: Alternatives to conventional, computer-based multiple-choice testing. Journal of Computer-Based Instruction, in press.

Anderson, R. I. and Trollip, S. R., A computer-based private pilot (airplane)


Upcoming Research

Dr. Henry L. Taylor expects funding of the following research projects:


"Organophosphate Antidotes and Pilot Performance," submitted to the United States Army Medical Research and Development Command.

Both projects will use the ILLIMAC flight simulator and the previously discussed pilot performance evaluation methodology. Personnel to be involved in these projects, which are scheduled to begin in early spring, include: Dr. Henry L. Taylor, Mr. John Delling, Mr. Robert Schilling, Mr. Dave Palmer, and Dr. Marty Weller from the Aviation Research Laboratory; Dr. James LeGrand of the University of Illinois College of Medicine; Dr. John Davis, Professor of Psychiatry, University of Illinois; Dr. Stephen Worger, Professor of Psychology, University of Illinois; and Dr. Ed Domino, University of Michigan. The projects reflect the interdisciplinary nature of research being done at the Aviation Research Laboratory.

Bruce A. Knecht Memorial Scholarship

The 1982 Bruce A. Knecht Memorial Scholarship was equally divided between Catherine E. Rumsey and Daniel A. Cadle.

Both were considered equally qualified to receive the award. These recipients of this scholarship are considered to be seriously dedicated to aviation, responsible, and highly motivated. A certificate and a monetary award was presented to them on November 13, 1982.

The scholarship fund was established in 1974 as a living memorial to Bruce A. Knecht, a student of the Institute of Aviation's flight maintenance curriculum, whose dedication to aviation, courage, morale qualities, and dignity inspired his fellow students and all who knew him.

Applegate Award

Professor Emeritus L. B. Applegate presented the 1982 L. B. Applegate Award to Andrew W. Ostrowski of Franklin Park, Illinois, the outstanding first-year student of the 1981-82 class at the annual Freshman Orientation. Mr. Ostrowski, the seventh recipient of the award, was chosen on the basis of scholarship, industry, responsibility, leadership, personality, cooperation, and attitude. Mr. Ostrowski
made the UIC Dean's List both semesters last year. He is a graduate of East Leyden High School in Franklin Park, Illinois. His parents are Mr. and Mrs. Walter Ostrowski. The Applegate award was established in 1975 to honor the teaching career of Professor Applegate, who spent twenty-six of his thirty-nine years of teaching at the Institute of Aviation. In September of last year, Professor Applegate suffered the loss of his wife, Mary. At his request, the name of this award has now been changed to the "L. B. and Mary Applegate Award."

**Glider Design Project Award**

Congratulations to Aeronautical and Astronautical Engineering students Dave Konneker, Greg Less, John Nelson, Kerry Peters, and Dale Slechta who entered a single-place glider design in the 1982 American Institute of Aeronautical and Astronautical Soaring Society of America Design Competition. Their design was awarded fourth place (honorable mention) in national competition. Professor Allen Ormbee, Institute of Aviation Associate Director, served as their faculty project advisor.

**Aircraft Systems Advisory Committee**

The first Aircraft Systems Advisory Committee meeting was held at Willard Airport January 21, 1983. The committee is composed of Institute of Aviation graduates who are leaders in the industry. Faculty members of Maintenance Training; retirees L. E. Applegate and W. J. Trulock; Hank Taylor, Ken Knell, Regional Administrator, State of Illinois Department of Vocational Education; participated. Presentations on the state of the program were made by W. Gaibel, T. Ladage, and L. B. Applegate.

The purpose of this committee is to assist the Institute academic administrators in a periodic evaluation of our curriculum and course content; in the upgrading of proficiency standards of prospective graduates; in the development of one and five-year program plans as well as long term plans; in placement, recruitment; and in equipment/facilities evaluation, planning, and acquisition.

The graduates who attended this initial meeting were: Greg Ganm, Director of Aeronautics State of Wisconsin; John Emery, President, Emery Air Charter, Rockford, IL; Maurice Hovious, Manager of Kal-Aero, Inc., (General Aviation Services), Kalamazoo, MI; Nick Colbert, Systems Analyst, Schaeffer & Eaton, Ft. Madison, IA; Larry Crist, President, Crist Marketing, Woodstock, GA; Les Kimmel, Midway Airlines Captain, S. Chicago, also President and Owner of Kimmel Air Services; Harold Weaver, Head of Flight Test Data for McDonnell-Douglas, Leardtown, MD; John DeJoris, Vice President, Aircraft Propeller Service, Inc., Libertyville, IL; Tom Helms, Captain, Eastern Airlines, Arlington Heights, IL; Don Hugate, Customer Training, Lockheed Company, Marietta, GA; Kel Moeller, Captain, Northwest Airlines, Northfield, MN; Wally Roze, Captain, TWA, Washington, CT; Ernie Culver, Corporate Marketing Manager, Hughes Aircraft Co., Lexington, MA; Tim Hoeksema, President of Kimberly Clark Aviation, Neenah, WI, was represented by Eric Farnell, Director of Service Operation; Clay Watters, Head Instructor, Ground Training, Continental Airlines, Kingswood, TX.

**Oil And Oil Additive Testing**

In 1980, Mobil Oil Research and Development requested that Assistant Professor Weldon E. Garrels, Institute Aircraft Maintenance Department, perform engine run testing for FAA acceptance in airplane engines of a new lubricant they had developed. Two 50-hour test runs
were completed which included disassembly, inspection, and replacement of worn engine parts. Revenue generated was $6,930.06.

Since then additional engine run oil testing has been accomplished for Mobil, AMS/OIL, and Phillips generating $30,277.83.

Currently, a 150-hour endurance test is being conducted for FAA acceptance of an oil additive developed by Trans-World Marketing of Memphis, Tennessee. Future research and testing is scheduled for Mobil Oil Company and fuel economy test for Shell Oil Company. Carrelts recently announced an inquiry by the FAA regarding test of automotive fuel in Pratt & Whitney R-985 engines when used for aerial application. This test would be funded by the

Dusters and Sprayers organization.

During the past year, the Institute's capability to perform testing and research of fuel, lubricants, and additives has been enhanced by the addition of a portable test stand. The test stand which meets FAA specifications is mounted at the rear of a refurbished, 1940 flatbed Chevrolet truck. Appropriate sensors and data collection equipment were added during refurbishment. The mobil test stand can now be located at remote locations on the airport whereby the noise level will not offend our neighbors.

**Unicom Contacts**

Give us a call! Beginning March 15, we will note information received from Alums and include it in this column. We'll be interested in who you are, what you are flying, where you are headed, purpose of the flight, and any other interesting news you have. The frequency is 122.95. Keep us posted.

**Alumni Association**

**Board Meeting**

On August 12, 1983, the Institute of Aviation Alumni Association Constituent Board held their annual meeting at Champaign Country Club as guests of President Jimmy Howe.

Major items considered were the election of new officers and Board members, revisions to Constituent By-laws and ways and means of increasing the Institute of Aviation Alumni Association Constituent membership.

New officers elected were: Norman E. James, Jr., President; William P. Duncan, Vice President; the office Secretary/Treasurer was changed to Executive Secretary/Treasurer (ex-officio), Robert L. Ayers retained this officership; other remaining Board members were Henry L. Taylor (ex-officio), L. B. Applegate, and Jimmy Howe. New Board members elected were David B. Burroughs, Maureen Winkler, and George Withrow.

Only minor changes were made to the recently revised By-laws. They will again be considered by Board members for final approval at the next meeting.

Various ways and means of promoting Alumni Association membership were considered. Developing support groups in areas where Institute alumni are concentrated received the most recognition. Executive Secretary Robert Ayers was asked to investigate ways and means of carrying out this proposal.

**Editor's Notes**

First, I want to thank those of you who have written and commented favorably on our Alumni News. It is most gratifying to receive those kind words.

This issue is our third publication, and we are hopeful that what we are printing is what our alumni find interesting reading. If that is not the case, we would like to hear about it.

I'm sure all of you are interested in what's going on at the Institute. I can assure you we will do our best to keep you informed. However, I suspect
you are equally interested in what your former classmates are doing. That information is hard to come by unless you stop by or drop us a line.

We feel the Institute Alumni News is an important means of communication between the Institute and its alumni. We don't want it to become just a one-way flow of information from writers and the editor to the readers. The news you can provide to us and your comments about the content will help us keep it both interesting and informative.

Our next issue will be published in August. Our copy deadline will be July 30. Please take the time to write. We're interested in your employment, especially if it is related to aviation, recent promotions, your family, aviation organizations you are a member of, if you own an aircraft and how you use it, and any current information you have on your former Institute classmates or alumni.

Last, but hardly least, we need your membership in the University Alumni Association. A part of the annual dues helps to fund the cost of publishing our Alumni News. If you are not now a member, please don't delay in completing the enclosed application, include your check, and mail it today. Most important, indicate on the form you wish to support the Institute of Aviation Constituent.

Robert L. Ayers, Editor

**Facilities Planning**

As a result of a facilities need study funded by a $1,000 grant from the State Department of Education and accomplished by Maintenance Training faculty as reported in the last issue of the Institute Alumni News, an additional $1,000 award was granted to build a conceptual model. Professor Bruce Hutchings, architect, presented the model to the Institute in January of 1983. It incorporates both the old and the new buildings to demonstrate the idea of phasing in the new construction over a period of years as funding becomes available. The model is on display at the Institute Academic office.

**Bicentennial Year 1983**

**Air Show**

The United States will join other nations in 1983 worldwide in observance of the 200th anniversary of manned flight. This, of course, refers to the first Montgolfier hot air balloon flight near Paris in November, 1983, by Francois De Rozier and Marquis d’Arlandes.

The Institute of Aviation will celebrate this anniversary by sponsoring an Air Show. Plans are underway to make it a memorable event. Mark these dates on your calendar now and plan to be here. This will be an ideal opportunity to renew old acquaintances at the same time you enjoy great family entertainment. A courtesy tent will be arranged for visiting alumni. We'll be looking for you. Don't miss it!

**Annual Giving Campaign**

The Institute's 1982 Annual Giving Campaign totaled $3,655 of which $2,000 was contributed by Professor Jesse W. Stonecipher emeritus, into the Jesse W. Stonecipher Scholarship Fund. The total amount to date in the Aviation Development Fund is $2,920. Our most sincere thanks to all who contributed.

**Class Reunion At Oshkosh**

The Institute of Aviation Class of 1968 will sponsor a reunion for Institute of Aviation graduates. The reunion will be held in conjunction with the EAA Annual Fly-In in Oshkosh, Wisconsin, on July 30, 1983. Planned activities for the reunion are a banquet and a dinner on the evening of July 30 (Saturday) and a continental breakfast Sunday morning. Hotel rooms have been reserved in advance for those wishing to stay through
Sunday. If you are interested in attending the reunion, we are requesting that you contact David Burroughs no later than June 15, 1983, at the following address: 300 Felmley Drive, Normal, Illinois 61761.

The institute will also have an Institute of Aviation information booth at Oshkosh this year. Various faculty members will be welcoming visitors and answering questions regarding Institute academic and flight courses. Don't fail to stop by and say hello.

**On The Alumni Trail**

1946

Ernest R. Maxfield, Pilot Training 1946-47. Regional Manager, Caterpillar Industrial Products, Inc. Resides at 411 W. Strafford Dr., Peoria, IL 61614.


1950

Robert Gissing, FMC graduate 1950. U. of I. B.S. in Education 1971. Former Institute Flight Line Attendant. Member of first class to graduate from the Institute's Maintenance Training curriculum. Remembers putting out smudge pots before the runway lights were installed. Chief of the Faculty Development Division, Chanute AFB with 30 years Federal service. Elder son U. of I. graduate and employed as McDonald's Operation Manager in St. Louis. Also 19 year old son attending Parkland College. Resides at 1719 Briarcliff, Urbana, IL 61801.

1952

Harold Weaver, FMC graduate 1952, U. of I. B.S. in Aero Engineering 1958. Section Chief, Flight Test Data Systems Engineering Department, Operations Branch, McDonnell Aircraft Co., Patuxent River, MD. He is responsible for all instrumentation, data processing, and data analysis for the F-18 Hornet and the AV-8 Harrier flight testing at the Naval Air Center. He, wife Martha, and their three young adults, Eric 19, Jeff 16, and Amy 13, reside at R.R. 2, Box 4, Mager Drive, Leonardtown, MD 20650.

1956


1957

Richard O. McGuire, FMC student 1957. U. of I. B.S. Aero Engineering 1960. Vice President and General Manager, Systems Integration Test and Evaluation, the B.D.M. Corporation, Albuquerque, NM 87111. Is 1/5 owner of A-36 Bonanza. Loves to fly when he can spare the time. He, wife Pat, and two sons, Mike 19 and Matt 17, both Private Pilots, reside at 3013 Camino De L Sierra, Albuquerque, NM 87111.

Allan B. Latz, FMC graduate 1957. U. of I. B.S. in Education 1960. Section Head, Surgical Products Commercialization. He is actively involved with radio controlled aircraft. He and wife Ann reside at 3709 W. Young, McHenry, IL 60050. They have two grown daughters, Kathy who is a homemaker and Carol who is a nurse.

1958

Jimmy R. Howe, FMC graduate 1958. U. of I. B.S. in Industrial Education. Insurance Sales Representative, Prudential, Champaign, IL. Jimmy is a member of the Institute of Aviation Alumni Association Board of Directors and a past president. He and wife Shirley reside at 1606 C Lyndhurst, Savoy, IL 61874. He has a grown daughter, Terra 22, and a son Todd 18.

1959

Charles E. Hall, FMC graduate 1959; Pilot Training 1957-29. Manager of Rockwell/ Collins Flight Operations. 2 Grumman G-159s, 1 Sabreliner, 2 Turbo Commanders, and for excitement, 1 Twin Beech E-185. Married, one son John 15. Resides at 2905 Second Avenue, Marion, IA 52302.

H. Steen Munter, FMC graduate and Flight Instructor 1959-63. U. of I. B.S. in Industrial Education 1963. Captain UAL based at ORD. He, wife Claudia, and two sons, Kevin 12, and Craig 13, reside at 1027 Grissom Dr., Palatino, IL 60067.


1961

flying L-1011s out of JFK on domestic and international flights. Since 1973 ALPA Co-pilot Representative and Grievance Chairman. Checked out as Captain on 727s in 1979. Due to personnel cutbacks, now serves as F/O. He, wife Judy, and two children, reside at 1622 Canterbury Ct., Arlington Hts., IL 60004.


1962

Donald S. Yeisley, Pilot Training student 1962. Presently unemployed. He and two children, Bryan 18 and Becky Diane 14, reside at 10 North Drive, Rantoul, IL 61866.


F. Michael Bennett, FMC graduate 1962. Pilot UAL and Commander in U.S. Naval Reserves. He, wife, and one son reside at 2077 Centro East St., Teburn, CA 94920.

1963

John R. Tosch, FMC graduate 1963. Resides at Route 4, Ebert Road, New London, WI 54961.

Leo C. Widenfeld, FMC graduate 1963. U. of I. B.S. in LAS 1964. UAL Captain flying B-737. Also Sales Broker for Varga Aircraft (150 tail dragger). He, wife Judy, and three young folks reside at 4101 Oak Ridge Rd., Crystal Lake, IL 60014.

1964

Philip A. Rider, FMC graduate 1964. UAL since 1965. Presently a co-pilot flying DC-10s. He, wife Jane, and daughter Laurie reside at 22753 West Owens Rd., Mundelein, IL 60069.

Raymond Wagenknecht, FMC graduate 1964. Ray continued his education in Business Administration at Deanza and San Mateo Colleges. UAL for 18 years. Presently an Inspection Foreman. He, wife Mary Jo, son Kevin 17, and daughters Debbie 13, Becky 11, and Sara Beth 8 reside at 1562 Daphne Dr., San Jose, CA 95129. Kevin plans to attend Institute of Aviation when he completes high school. Ray flies as a hobby and described working with Charlie Nogle rebuilding T-34s as a "great experience."


1966


1967

Lee H. Toby, FMC graduate 1967. Until 1981 employed by World Wide Air cargo, flying DC-6, DC-7, and L-1011. Presently with About Time Coffee Co. at Decatur, IL. Resides at 4337 Leonore Drive, Decatur, IL.

1968

Robert I. Strader, FMC graduate 1968. Customer Service Representative, Continental Airlines. He, wife Linda, and two sons, Ryan 11 and Shannon 8, reside at 201 George St., Barrington, IL 60010.

Curt Triechel, former Institute Pilot Training student and Associate Aviation Education Specialist 1968-79, U. of I. M.S. in Vocational and Technical Education. Presently Training Coordinator for maintenance and aircrew personnel with United
Technologies Corp., East Hartford, CT.
He's flying BE-200s, CE-550s, and the
DK-76. He, wife Janet, daughter Laura 18,
and son Scott 15, reside at Box 442,
Glastonbury, CT 06033.

1969

Richard A. Patterson, FMC graduate
New address: 18218 W. Twin Lakes, Wildwood,
IL 60030.

Ronald T. Chabot, FMC graduate 1969.
U. of I. B.S. Education 1972. President
of Stewart Title Co. of Eastern Illinois
and United Title Co., Urbana, IL. He,
wife Carol, and two children, reside at
1405 Hillcrest Street, Urbana, IL 61801.

1971

Patrick C. Kennedy, FMC graduate 1971.
U. of I. B.S. in Commerce 1975. Institute
Research Assistant, University of Oklahoma,
School of Meteorology, Norman, OK. Recently
used his aviation training writing an
analysis of airborne cloud particle measur-
ing instruments. He and wife, Jo Ann,
reside at 2229 Donna Drive, Norman, OK
73071.

Ronald C. Sundell, FMC graduate 1971.
U. of I. B.S. in Business Administration
1975, M.U.P. Urban and Regional Planning
1978. Environmental Scientist at Argonne
National Laboratory assessing large scale
energy projects. He and wife reside at
870 N. Columbia Avenue, Naperville, IL
60540.

1972

David A. Lombardo, FMC graduate 1972.
B.S. in Education 1974 and EDM in educa-
tion 1977. Dave has recently been ap-
pointed an Assistant Professor in the
Department of Professional Aviation,
Louisiana Tech University. Through Lombardo
and Associates he serves as a general
aviation consultant specializing in educa-
tion, training program design, and research.
He resides at 1017 Saratoga, Ruston, LA
71270.

William B. Buechler, FMC graduate 1972.
Institute of Aviation Senior Aircraft
Mechanic 1972-77. Recently layed off by
Allis Chalmers. Now manager of BAC 1-11
maintenance program for Air Illinois at

Dress Regional Airport, Evansville, IN.
Bill is still single and resides at 3900
N. Fulton Avenue, Evansville, IN 47711.
He had planned a class reunion for "82"
but due to lay off, it was postponed.

Mark A. Buechler, FMC 1972. General
Aviation Mechanic two years. Mechanic
for U.A.I. at San Francisco 1975-81.
Presently Technician/Flight Engineer for
Kaiser Air Company. Fleet includes a
Gruman C II, C III, Falcon 20, Learjet,
and Citation. He, wife Linda, stepson and
daughter, Keith 13, Wendy 11, and son
Christopher 8 months, reside at 36128
Orleans Drive, Newark, CA 94560.

David picture, FMC graduate 1972.
U. of I. B.S. Business Administration 1974
and U. of Wyoming M.B.A. Business Admin-
istration with Computer minor 1978. Air
Force Captain M-X Operational Test and
Evaluation Planner, AFTEC, Vandenberg AFB.
He, wife Kim, and three children reside at
607 Arbor Street, Vandenberg AFB, CA
94437.

1974

Keith J. Wodarski, FMC graduate 1974.
I.S.U. B.S. Industrial Tech 1975. Former
Institute of Aviation Maintenance Training
instructor. Golden Gate U. M.S. in
Business Administration. Employed by U.A.I.
Technical Service Group, Maintenance Opera-
tions Center at San Francisco. Resides at
123 Mission Drive, Palo Alto, CA 94303.

1976

Richard H. Cogswell, FMC graduate 1976.
B.S. at I.S.U. Institute of Technology 1979.
Presently employed by Woodward Governor Co.
in field service work, design of synchro
phasers and governor for aircraft. He,
wife Victoria, and two children, Richard 5,
and Katherine 2, reside at 9963 Bluebonnet
Drive, Rockford, IL 61111.

John A. Dellinger, Pilot Training
student 1976. U. of I. B.S. IPS Biological
Aviation, M.S. at S.I.U. and U. of I. in
Biology. Now working towards Ph.D. in
Toxicology at U. of I. Now Aviation Educa-
tional Specialist/Researcher at Institute of
Aviation. He, wife Susan, and son Matthew,
reside at 7-D Hartwell Court, Savoy, IL
61874.

Dwight A. Johnson, Pilot Training
Institute paraplegic to complete the Private Pilot course. Employed as Administrative Officer for the U.S. Small Business Administration. Resides at 306 S. 151 Circle, Omaha, NE 68154.

1977

Dean M. Ries, FMC graduate 1977. Lead Mechanic for Rockwell International, Sabreliner Division, Lambert Field, St. Louis, MO. 1978-83. Laid off and seeking employment in aviation. He and wife, Sharon, reside at 203 N. Main St., Waterloo, IL 62298. Phone (618) 939-3598.

William D. Parker, FMC graduate 1977. Corporate pilot for Yankee Machine, Boise, ID. Also manager of their new 16,000 sq. ft. hangar and performs some aircraft maintenance. He, wife Nancy, and baby girl, Jenny, reside at 1004 N. 15th Street, Boise, ID 83702.

Harold Read, AMC graduate 1977. Farms grain and livestock. He has a sod airstrip on his farm where he parks and maintains various types of aircraft owned by family and friends. He and his friends have completely rebuilt a 1959 Cessna 182, a 1938 Steerman, a P.T. -13A, an Aronca Chief and are presently rebuilding a 1946 Taylorcraft. Acquired his Private license in May of 1982. He, wife Tat, and daughter, Noami, reside at R.R. 1, Box 86, Putnam, IL 61560.


1978

Barbara Mueller (formerly Kribs), Pilot Training student 1978. U. of I. B.S. in Geography. Presently pilot and sales representative for Overland Sheepskin Co. in Taos, NM. She, husband Rick, and son Andrew l, reside at P. O. Box 501, El Prado, NM 87529.

Tony M. Binkis, FMC 1978. Performs line service maintenance on B-747s for TWA. Resides at 15511 Blake Way, Houston, TX 77032.


1979

Dwight C. Hallock, FMC graduate 1979. Delta Airlines mechanic on DC-8-71 modifications installing new pylons and fuel efficient and quiet engines. He, wife Laurie, and two sons, Bryan and Adam, reside at 6049 Prestige Valley Road, Marrow, GA 30260.


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Bernard A. Pakolke, FMC graduate 1981. Employed by South Seattle Community College, Seattle, WA. He is married and resides at 3011 S. 219th, Apartment A-11, Seattle, WA 98188.

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1981

Peter Manaco, FMC graduate 1981. Purdue B.S. in Aviation Technology 1982. USAF Pilot Training at Lubbock, TX. Home address 317 S. Cuyler, Oak Park, IL 60302.

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Steve, and Institute graduate and U. of I. graduate from the College of Commerce and Business Administration was recently employed as Plant Manager for Arion Industries. Kathy attended Northern Illinois University. Steve and Kathy now reside at 239 N. Mill Road, Addison, Illinois. Our congratulations and very best wishes to the newlyweds. They can be reached at (312) 766-4899.

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Help Help Help

The following is a list of Institute Alums for which we have no current address. If you know of their whereabouts, please mail it to us. We would like to see that they get a copy of the Alumni News. Also, if you move, don’t fail to send us a forwarding address:

We'd Like to Hear from You

We hope you enjoy this first issue of our alumni publication. Others will follow, and one way for you to help make the next issue better is to send us some news about yourself. Whether you have flown the Atlantic upside down or simply won a prize at the county fair, your fellow alumni are interested. Write:

Institute of Aviation Alumni Association
Administration Building, Willard Airport
Savoy, Illinois 61874

Name _______________________________ Certificates and/or degrees earned at the U. of I., and year _______________________________

Address ___________________________________________ City ______ State ______ Zip ______

Present job _________________________________________

Family ____________________________________________

Other information ___________________________________

(Add sheets as desired.)