New Terminal at Willard Airport

Welcome to the new terminal at Willard Airport which was completed and dedicated on September 29, 1989. Operations began on October 8. In 1986 the U of I Board of Trustees approved a Master Plan Update for Willard Airport that recommended that a new passenger terminal be planned and built. The old terminal constructed in 1960 and renovated in 1978 had 19,000 square feet.

Public use of the airport has grown steadily since 13,287 passengers enplaned during the first year of commercial operations in 1955. The number of enplaned passengers was 167,000 in 1989.

During the planning process, existing and forecast levels of airline passenger activity were used to evaluate terminal space needs. The new terminal building, was approximately 60,000 square feet, which will meet forecasted needs for the year 1995. The new terminal was constructed to provide for future expansion capability with minimum interruptions to airline and airport operations.

The new terminal complex has two levels. The main portion of the terminal complex consists of a lobby, ticket counters, airline office space, baggage make-up and air cargo handling space at the northwest end of the terminal. Bag claim, rental car counters and bag service offices are at the southeast end. The center of the terminal consists of an elevator/stair leading to the second level. The second level includes a restaurant/lounge, gift shop, airport administration offices, conference room and a glass enclosed corridor leading to the departure lounge. Passengers departing on jet air carriers board via jetways from the upper level; those departing on commuter aircraft proceed down an escalator or stairs for commuter boarding on the lower level. Elevators provide access to upper and lower levels for the physically disabled.

Words alone cannot do justice to this beautiful addition to the community. Please come see it for yourself.

SAFECON 1990
at Institute of Aviation

The National Intercollegiate Flying Association member schools completed their annual competition at the Institute of Aviation.

For story, turn to page 5.

FlightStar Opens
New Building

On November 17, the new FlightStar general aviation terminal opened at Willard Airport. This facility, in conjunction with our new terminal, gives a new look to Willard Airport. The 8600 square foot facility features architecture similar to our new terminal. The opening of this new facility coincides with FlightStar’s eleventh anniversary as a Fixed Based Operator (FBO) at Willard Airport.
Message from the Director

Dear Institute Alumni:

The Institute completed our annual phone-a-thon campaign last September. Over 450 alums pledged contributions totalling $25,142.00, the highest amount in our history. Last year your contributions were used in the following ways:

Promoting the Institute of Aviation.
Scholarship awards.
Employee awards.
Supporting the Flying Team.
New equipment for our research lab.

Thank you from all of us at the Institute. Your gifts are needed and sincerely appreciated.

Our enrollment in the Institute's instructional program stands at 200 for this year. The student quality keeps climbing with the average ACT score of our freshmen at 25, equal to or higher than most other colleges.

Our principal thrust now is on quality and excellence. We have continued to upgrade the quality of our faculty by emphasizing joint faculty appointments between our two academic departments, Pilot Training and Aircraft Maintenance Technology, and the Aviation Research Laboratory. Our research program has continued to grow. We are extremely pleased with the joint research programs between Pilot Training and the Aviation Research Laboratory which use our pilot population as subjects.

Sincerely,

Henry L. Taylor
Director

Newsletter Editor,

Glenn R. Miller

As the new Newsletter Editor, I plan to publish an alumni newsletter yearly so the Institute can keep you better informed on important happenings. I would like to take this opportunity to issue a call to all alumni to submit articles or information for the next alumni newsletter. Simply send your ideas to me at the Institute of Aviation, University of Illinois-Willard Airport, One Airport Road, Savoy, IL 61874. My phone number is 217-244-8651.

Our alumni association is an exciting and enriching organization. I will do everything to ensure that it provides members the enhancement and service they deserve. Feel free to contact me if you have any ideas or concerns about the alumni or Institute programs.

Message from the Board President

Dear Alumni:

I want to give praise and credit where it is due.

First, thank you, Alumni, for pledging over $25,000 in our recent phone-a-thon. We appreciate your support. For those who have not given or pledged and those who could increase their donations, please consider giving financial support to the U of I Foundation/Institute of Aviation Development Fund.

Second, the alumni are proud of our Flying Team and their accomplishments in competition. At the regional airmmeet last October, our students placed first!

Third, praises to Dr. Henry Taylor and his staff for giving their time, effort and expertise to deliver our new terminal building. They are modest in accepting praise for this effort -- but the Alumni Board feels that Dr. Taylor's vision, bargaining skills, and administrative skills were the key ingredients in the completion of our terminal building. Please visit the facility; it is simply breathtakingly beautiful and a much deserved addition to the community. Thank you Dr. Taylor and staff!

Sincerely,

Jimmy R. Howe, President
Institute of Aviation
Alumni Board
Contributors to the Institute of Aviation

The Institute of Aviation would like to extend a very special thanks to all the individual contributors and corporations matching the contributions of their employees. Your contributions over the past several years have played a significant role in allowing the Institute to continue to offer superb quality aviation education to hundreds of deserving young people. The incomplete list of donors is as follows:

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(continued on page 4)
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See page 13 for President's Council Members
Illinois Aviation Hall of Fame Elects
Lester Burnell Applegate for 1989 Induction

Lester Burnell Applegate (Gate), professor emeritus, was inducted into the Illinois Hall of Fame at the Seventh Annual Installation Banquet at the Oak Brook Hills Hotel, Oak Brook, Illinois on April 13, 1989. The banquet was a highlight of the Illinois Aviation Conference sponsored by the Illinois Aviation Trades Association, Illinois Public Airports Association, and the Illinois Division of Aeronautics.

L. B. Applegate spent his life teaching Illinois youth, and he became "the teacher most remembered" by graduates of the Institute. He received his B.S. degree in education at the University of Illinois in 1935 and his M.S. in education in 1936 from Iowa State University. He started the aircraft maintenance and construction course at Champaign High School in 1941, the only high school class of its kind in the nation. In 1949, Gate began his twenty-six years of service at the Institute with the Aircraft Maintenance Training Department. He later specialized in airframe instruction and retired in 1975.

Gate and his wife, Rosemary, live in Champaign where he is able to stay in touch with his many friends in aviation.

Weldon Garrelts on Wright Brothers' Board

Weldon E. Garrelts, Head, Aircraft Maintenance Technology, will begin his second three-year term on the Wright Brothers' Board of Award beginning in February 1990. This board annually recognizes the authors of the best papers relating to the invention, development, design, construction, or operation of an aircraft and/or spacecraft presented at a meeting of the society or any of its sections.

Oshkosh 89

The Institute traveled once again to the 37th annual Experimental Aircraft Association convention and Fly-In at Oshkosh, WI on July 28 - August 3, 1989. In addition to witnessing the world's largest aviation exposition and enjoying the impressive air show and aircraft display, we met over one hundred Institute alums and spoke with several hundred prospective students.

Staff Air Transportation Services New Facility

The Staff Air Transportation Services (SATS) now has its own permanent facility at Hangar Two. A modern new building attached to the hangar houses the offices of the staff and a waiting lounge for passengers. Orange and blue colors add to the tasteful (and spirited) decor of the furnishings. The interface between surface and air transportation is efficient with the plane storage, ramp, operations and auto parking areas all in a contiguous arrangement. Passengers can transition from cars to planes and back again in literally a few minutes.

Pilots for SATS are Milton Craig, Bert Hermes, Dave Kunde, Robert Ruelle, Joanne Tschopp, and Rick Weinberg. The office staff consists of Rosemary White.

All-weather twin engine aircraft with standardised cockpits plus ATP pilots and a well designed facility are the hallmarks of our professional Staff Air Transportation Service that continues to provide safe, efficient air travel to several thousand U of I staff, faculty and guests annually.

The 1990 EAA convention is scheduled for July 27 - August 2. We hope to be at booth S2 again. If you are planning to attend the convention, please make sure you stop by and see us.

Darwin D. Zachay Retires After 37 Years of Service to the Institute

Darwin D. Zachay (Zach) retired from the Institute on August 31, 1989. His career started in June 1952 as a Junior Aircraft Mechanic and progressed to Senior Aircraft Mechanic, to Master Aircraft Mechanic, to Shop Foreman, and in 1985 to Aircraft Maintenance Department Manager.

Zach has worked on all types of aviation aircraft during the past 37 years. His specialties include both sheet metal work and engine repair. Zach also helped to build equipment used by the Aviation Research Lab at the Institute. One of Zach's most memorable accomplishments was the recent rebuilding of Pilot Training's 1941 Stearman biplane. It looks better than new with the original military paint scheme restored.

Zach also remembers the satisfaction of creating a hand control system for the Beech Sport rudder that allowed paraplegic students to learn to fly. Zach is doing some part-time maintenance instruction, so he will still be an active part of the Institute.

Darwin D. Zachay (Zach)
Director Elected as Fellow in the Human Factors Society

Henry L. Taylor, Director of the Institute, was recently elected as a fellow in the Human Factors Society. This society is a professional organization for psychologists and engineers. In addition, Dr. Taylor is presently serving as an appointed member of the State of Illinois Board of Aeronautical Advisory, is the past president of the Illinois Public Airports Association, and past president of Division 21, Applied Experimental and Engineering Psychology, of the American Psychological Association.

Omer Benn to Retire in August

Omer Benn will be retiring on August 31, 1990, from his position as head of the Pilot Training Department. Omer has been with the Institute of Aviation since June 11, 1956, and has served as head of the Pilot Training Department for 21 years. He will certainly be missed at the Pilot Training Department. The Institute of Aviation will be honoring Omer for his outstanding service on August 31, 1990. His friends and acquaintances are invited to participate and meet Omer during this retirement event. For more information, contact John Johnson/Tom Emanuel at 217/244-8711.

Focus on Faculty

Professor Christopher D. Wickens

Since becoming the head of the Aviation Research Laboratory (ARL) in 1984, Dr. Christopher Wickens has pursued research areas that closely relate to the study of human attention and perception in regard to aviation and cockpit design. The research areas that are currently under investigation at ARL include:

1. Pilot overload and workload prediction. A concern with the future generation of military and civilian aircraft is whether changes in advanced automation and mission requirements, and reductions in crew size will overburden the pilot's information processing capabilities. Will the mental workload be excessive? These changes refer to things like elimination of a crew member, introduction of data link into the national airspace system, or the performance of flights in increasingly adverse conditions.

2. Under contract with NASA Ames Research Center, ARL developed a computer-based predictive workload model, based upon a Multiple Resource Theory of human attention which Dr. Wickens developed. This model allows a system designer to specify the nature of the cockpit display-control interface and the nature of the task or mission requirements, and to derive from this a predicted performance level. The designer can then compare how changes in cockpit design will either increase or decrease pilot workload.

3. The user-friendly program that ARL developed has been of interest to the NASA Ames rotorcraft program and the McDonnell Douglas flight deck design team. It was a major component of a contract which ARL recently completed for the Air Force, predicting pilot workload in an F-16 mission, and is also a component of a contract that ARL has with Boeing Corporation to assess and predict pilot workload in Boeing's design of the light attack helicopter (LHX).

4. Professor Wickens' interest in attention and display processing has focused on how pilots integrate information across different displays to understand their aircraft's attitude and location in space. ARL has completed a research contract with Boeing Commercial Airplane Company developing and evaluating a prototype 3D "highway in the sky" display. ARL's report on this work was featured as the lead article in IEEE Control Systems magazine. This effort led to Chris' preparation of a commissioned state-of-the-art report on 3D display technology for the Air Force's Crew Station Ergonomics Information Analysis Center (CSEIAAC). It is also closely related to a research contract ARL has with NASA Ames to design electronic navigation displays which will support the spatial awareness of helicopter pilots. A paper in this area presented by Anthony Arets received the best student paper award at the 1989 meeting of the Human Factors Society.

5. Other research that Dr. Wickens has been involved with include work for the Air Force on pilot decision making (continued on page 7)
Prof. Wilkens continued from page 6 with Assistant Professor Alan Stokes) and for the Navy (on air crew interaction with Professor Chuck Hulin). The laboratory's interest in designing displays to support navigation and aircraft attitude awareness led to the development of the advanced Visual Simulation Lab at the Beckman Institute, containing the Evans and Sutherland display simulators, Tektronix stereoscopic display, four Silicon Graphics IRIS systems, and an IML Vector graphics imaging system.

In addition, Chris' interest in aviation psychology in general, and in aviation displays in particular, has led him to a complete revision of his text book Engineering Psychology and Human Performance, to co-author two chapters in Weiner and Nagel's recent book Human Factors in Aviation, and to co-author a book with Alan Stokes on Display Technology: Human Factors Concepts.

Chris is currently a member of the Human Factors Society and is one of twelve members of the National Research Council Committee on Human Factors. He recently presented a short course on Human Factors to Boeing Commercial Aircraft personnel, and FAA test pilots. Chris has done a marvelous job, and the Institute of Aviation is very fortunate to have him on board.

Promotions at the Institute

Recently there were two academic promotions of Institute faculty and staff. Dr. Arthur Kramer who has a joint appointment in the Aviation Research Lab, the Department of Psychology, and the Department of Mechanical and Industrial Engineering was promoted to Associate Professor with tenure. In Pilot Training, Mr. Rick Weinberg was promoted from Associate Aviation Education Specialist to Professional Aviation Education Specialist.

Pilot Training

SAFECON 1990 Held at the U of I

The Institute of Aviation hosted the National Safety and Flight Evaluation Conference (SAFECON) on April 24-28, 1990. This is an annual air meet between the top national Intercollegiate Flying Association (NIFA) member schools. Every fall regional air meets are held, and the top two teams are invited to compete at the national air meet. There were 24 teams (350 competitors) attending SAFECON 1990 at the Institute of Aviation.

In April 1989, eight student officers were selected to organize SAFECON 1990 under the supervision of Kent Boston, faculty advisor. They attended SAFECON 89 where they promoted the University of Illinois as the best place to have the next national air meet. At the end of SAFECON 1989 the University of Illinois was selected to host SAFECON 1990.

The Officers and advisors for SAFECON 1990 are: Kevin Bixler, President; Jeff Miller, Vice President Contest; Amy Adams, Vice President Conference; Jenny Sochacki, Director Conference; Kim Wolfe, Director Conference; Dawn Marcheschi, Treasurer; Margaret Evans Musselman, Secretary; Jodie Lindstrom, Administrative Assistant; Kent Boston, Academic Advisor; Sybil Phillips, Advisor; Sharilyn Madison, Advisor; Deb Verster, Volunteer Coordinator; and John Kelshiemer, Ramp Manager. They made preparations for everything from the parking of competition aircraft to the proposed budget for the air meet. The majority of the funding of their $60,000 budget came from corporate sponsors, donations, and sales of souvenirs.

New Courses in Pilot Training

A co-pilot indoctrination course, Professional Multi-engine Indoc, has been developed by Mr. Dave Kunde. Commercial multi-engine student pilots are enrolled and receive a check out in our Cessna 310's; they fly as co-pilots on most transportational flights. This course emphasizes the crew coordination concept of cockpit resource management, and has been very popular with our advanced students.

The second Pilot Training course is the Corporate Jet Pilot Orientation course. This course is an introduction to multi-engine jet airplane operations and features 40 hours of simulated flight in a T-40 (Sabreliner) flight simulator. This course was developed and is taught by Mr. Bert Henne.

SAFECON 1990 Results

The University of Illinois Flying Team won third place nationally at the SAFECON 1990 held April 24-28 at the University of Willard Airport. Additionally, the UI won first place in the flying events.

Other team awards won by the UI include a second place finish for the Judges Trophy, and a runner-up finish for the Safety Award.

Awards were presented Saturday, April 28, at the SAFECON banquet held at the Chancellor Hotel in Champaign. The banquet was attended by more than 750 competitors, coaches, judges, industry representatives, and friends.

The University of North Dakota won first place in the team championship with 129 points, the Ohio State University won second place with 103 points, and the UI won third place with 100 points.

Getting ready for the Navigator Event at the Institute.

The UI Flying Team is coached by George Sandifer, Head Coach, and (continued on page 8)
SAFECON 1990 continued from page 7
Alex Abellaneda, Bob Grevin, Brad Payne, David Rowe, Rick Weinberg
and Juliette Zielinski as Assistant Coaches. The Team's Faculty Advisor is
Omer Benn, Head of Pilot Training, Institute of Aviation.
The U of I Flying Team consists of:
Gloria Barc, Dan Becker, Kevin Buchar,
Brian Clark, John Fulgenzi, Jeff Holtz,
Brad Hutchens, Craig Jacobson, Kirsten
Jensen, Brad McKee, Steve McNielly,
Mark Phillips, Eric Popper, Frank
Quinn, Randy Skiba, Bill Thorne, Pat
Walker, Jeff Warner, and Paul Weston.
Individually, team members placed as follows:

- Top Woman Pilot: Kirsten Jensen
- Message Drop Event: Kevin Buchar—3rd
- Navigation Event: John Fulgenzi—8th
- Power-Off Precision Landing Event: Eric Popper—2nd, John Fulgenzi—5th
- Short Field Landing Event: Mark Phillips—1st, Kirsten Jensen—2nd, Kevin Buchar—8th, Gloria Barc—10th
- Computer Accuracy Event: Jeff Holtz—9th, Eric Popper—10th
- Bailey Weezer Pre-Flight Event: Eric Popper—3rd, Mark Phillips—7th
- Simulator, Instrument Proficiency Event: Craig Jacobson—4th, Alex Abellaneda—2nd, George Sandifer—3rd
- Aircraft Recognition Event: IFR Precision Flight Event

Stearman Keeps Flying

Our Stearman biplane is a favorite of the Pilot Training department and its students. Biplanes like this one with its radial engine and two open cockpits trained thousands of pilots during WWII. Our Stearman Aircraft was originally built by Boeing in 1941, and was used as a trainer until the end of WWII.

On August 25, 1987 work started to restore the Stearman by Derwin Zachay. The control surfaces were covered as a class project by the students in the AVI 163, Aircraft Materials and Processes, III. The aircraft wings, fuselage and other small parts were covered in the maintenance shop by students and part-time mechanics. A total of 973 student hours were involved in the restoration of the Stearman which was completed August 16, 1988.

Regional Champion Flying Team

The University of Illinois Flying Team placed first in the Region Eight Intercollegiate Flying Association championship held at Purdue University in October 1989. Teams represented at this airmee were Purdue University, University of Illinois, Southern Illinois University, Parks College, Middle Tennessee State University, and Lewis University.

Craig Jacobson was first in the Electronic Flight Computer Event. We were second in the Message Drop (John Fulgenzi and Mark Phillips); and third in Short-Field Accuracy Landings, Eric Popper.

In addition, the team placed second (David Rowe) and third (Eric Popper) in: Simulated Comprehensive Aircraft Navigation (SCAN); and seventh in Simulator (Pete Carey).

The top pilot was Eric Popper.

The Flying Team displayed trophies after their successful Regional competition at Purdue University.

University of Illinois Flying Team members placed first and second in all events:

- Power-off Accuracy Landings
  1st Mark Phillips
  2nd Eric Popper

- Computer Accuracy Event
  1st Craig Jacobson
  2nd Mark Phillips

- Aircraft Recognition
  1st Craig Jacobson
  2nd Jeff Holtz

- Preflight Event
  1st Eric Popper
  2nd Jeff Holtz
Institute Aircraft

Currently, the pilot training program at the Institute of Aviation has nineteen Beechcraft Sundowners, four Piper Arrows, and three Beechcraft twin engine Duchesses. These planes offer the students top-notch flight training opportunities. The entire aircraft fleet has been repainted and most aircraft now have new radios which give them IFR capability.

The Beechcraft Sports and Sundowners are our primary trainers and the Piper Arrows are used for more advanced students. The Arrows have been extensively renovated. The Beechcraft Duchess aircraft are used for the multiengine flight training.

Aircraft Maintenance Technology

Summer Aviation Workshop

This past summer, the Institute held its third summer aviation workshop for junior high and high school students. Glenn Saccone and Jim Garland of Aircraft Maintenance Technology were the instructors.

The program attracted eighty students with the majority coming from the Champaign-Urbana area, but it also attracted students from as far away as Woodstock and Joliet. The workshop was held four and a half hours each day for five days. The students attended either the morning or the afternoon sessions.

The workshop was centered around flight, aviation history, and aircraft systems operations. Areas featured were history of flight, airframe and powerplant systems and their operations, instruments, navigational aids, careers in aviation, and a tour of the local FAA Tower, FBO, and the fire house. On the last day of class students received about thirty minutes of instruction in our flight simulators (GATs) prior to a forty-five minute flight in one of our Beech Sundowners.

Three of the participants in the workshop were Institute employees — Mary Pittsley, Mary Sheppard, and Carol Wakefield.

Cooperative STC Project

The Parker Hannifin Corporation-Airborne Division and the Institute recently completed a cooperative venture, obtaining a Supplemental Type Certificate (STC) for an auxiliary vacuum pump system for Beech 19, 23, and 24 models of aircraft.

The auxiliary system is installed in the aircraft so that in the event of an engine-driven vacuum pump failure, the pilot would activate this electrically driven auxiliary vacuum pump to restore full panel capability in seconds. Ralph Heysek, Technical Service Representative for Airborne, was involved in this project along with Glenn Saccone, Aviation Education Specialist at the Institute, and his students. Mike Dahl, a graduate of the Institute who is now an FAA inspector in the Central Region office in Des Plaines, was the chief inspector and coordinator of this project. This STC was approved by Dahl and other FAA officials.

New Course in Aircraft Maintenance

In the early 1970's an aviation history course was offered at the Institute, but the departure of the sponsoring faculty member led to its demise a few years later. Due to a recent resurgence of student interest, a new aviation history course was developed by Mr. Don Amborski, and was offered again this fall. The class focuses on aviation's development from the first flight to the present in the perspectives of economics, sociology, and cultural impacts. The course, which had an enrollment of over 40 students, was taught by Don Amborski, Omer Benn, Brad Ertzinger, Terry Harschbarger, and Alan Stokes, and coordinated by the Department of Aircraft Maintenance Technology.

The Students

High School Course Requirements

For many years the Institute of Aviation has required an applicant to complete three years of English and two years of math in a total of 24 units of college preparatory course work, before being admitted to the Institute. Students applying for 1989 and after must have completed three years of English, one year of Social Studies, three years of math, and two years of a laboratory science within a total of 24 units of college preparatory course work. Because most of our current applicants already satisfy this high school subject pattern, we anticipate that the interim requirements will have minimal effect on admissions.

1988 Graduation

Thirty-six men and women were awarded certificates of achievement from the Institute of Aviation in the spring of 1988. Tom Emanuel, Head of Academics, hosted the event, which was attended by approximately 200 friends, relatives, and staff members. Guest speaker was Clay Watters (continued on page 10).
1989 Graduation

Forty-two men and women were awarded certificates of achievement from the Institute of Aviation in the spring of 1989. Tom Emanuel, Head of Academics, hosted the event, which was attended by approximately 200 friends, relatives, and staff members. Guest speaker was Harold Weaver (52), Head of Flight Test Requirements and Analysis at McDonnell Douglas Corporation.

Several awards and scholarships were presented during the evening. Recipients were Daniel Eisenmann, Oliva Ann Beech Scholarship; Margaret Evans and Matthew DiMarco, J. W. Stonecipher Award; Richard Field, FMC Award; Edsel Garcez, Woollman Award; and Daniel Eisenmann, Mylin Award.

Graduates from the Combined Flight/Maintenance Curriculum were Joel Garza, Mark Lewandowski, Edward Massaron, James Nelson, Matthew Paxton, John Vassos, and Timothy Willer.

Graduates from the Professional Pilot Curriculum were Michael Best, William Colburn, Timothy Daudelin, James Fox, Jay Gunzy, William Lindenmeyer, David Petersit, Eric Rodden, and Pamela Tynan.

1988 Graduation continued from page 9 (73), Check Pilot and Captain for Continental Airlines.

Several awards and scholarships were presented during the evening. Recipients were George Sandifer, Harriet E. and Frank E. Hedrick Scholarship; David Rowe, Oliva Ann Beech Scholarship; Gregory Gruendel, J.W. Stonecipher Award; Christopher Kirin, FMC Award; Mark Lewandowski, Woollman Award; and Terrance Witzel, Woollman and J.R. Mylin Award. This is the first time the same student received both the Woollman and the Mylin Award.

Graduates from the Combined Flight/Maintenance Curriculum were Henrik Eraneva, Cohn Handlon, Timothy Harris, Richard Higgins, Dawn Marcheschi, Roberto Martinez, Robert Volkon, Dan Perun, Dale Schieman, David Susse, Todd Thiessen, Timothy Watters, Terrance Witzel, Robert Zieminski, Michael Zimmerman.

Graduates from the Aircraft Maintenance Technology Curriculum were Joel Garza, Mark Lewandowski, Edward Massaron, James Nelson, Matthew Paxton, John Vassos, and Timothy Willer.

Graduates from the Professional Pilot Curriculum were Michael Best, William Colburn, Timothy Daudelin, James Fox, Jay Gunzy, William Lindenmeyer, David Petersit, Eric Rodden, and Pamela Tynan.

Graduates from the Avionics Curriculum were Randy Devlin, Timothy Listenbee, Evelyn Reed, and Kevin Ware.

Comanche Flyers Award

For two years in a row, Institute students have been honored with the Comanche Flyers Award. This is a one-time $500 award for a full-time student in the aircraft maintenance curriculum. The student must plan to work as an aircraft mechanic upon graduation.

Our 1988 winner was Thomas Huxtable, and our 1989 winner was Matthew Walter.

On The Alumni Trail

John Emery, Class of 1962

Air Charter (EAC) based at the Greater Rockford Airport.

It is not unusual for Emery Air Charter to fly a two-week trip behind the Iron Curtain, an unexpected departure to Mexico to survey earthquake damage, or a round trip to Alaska to meet a ship. Inflight meals could include low-fat turkey lasagna, herbal tea, a green salad with low calorie dressing and bran muffins served on china by an experienced flight attendant. "The heavy travel schedule of many executives makes the corporate jet as indispensable as the computer in doing business," says John. Emery Air's typical executive client may log anywhere from a few hours per year to as many as 1000 hours of business travel annually.

A decade ago the Emery Air Charter fleet consisted of a King Air turboprop and four Learjets valued at approximately $1 million each. In addition to turboprops and Learjets, the current fleet now includes Westwinds, Hawker 125's and Canadair Challengers valued at up to $10 million each. "The investment in an airplane today is substantial," Emery said, "but the investment in personnel, hangar facilities, maintenance, ground handling and other equipment needed to support a business jet makes it impractical to operate a single aircraft fleet.

That's the principle reason corporations have turned to companies like EAC."

Aircraft management services provided by EAC includes all the necessary ground support and maintenance services for client aircraft. The company also provides full-time and back-up flight crews and conducts continuous training.

The Institute would like to give special recognition to one of its outstanding alumni, John C. Emery. John is a native of Rockford and the president of Emery...
John Emery continued from page 10

and evaluation of programs in which they are involved. EAC also provides
ground service and support equipment
to transient aircraft visiting Rockford.
John takes pride in EAC’s immaculate
hangars and the attractiveness of its con-
ference and lounge facilities as well as in
its fueling, catering and ground transpor-
tation service.
John Emery has established an avi-
ation center at Rockford of which he and
all his employees can be very proud. The
Institute is also proud of our alum and
wishes John continued success in the future.

1947

Ernie R. Maxfield, who was a flight in-
tstructor at the Institute, is still a CFI A-I.
He and his wife Elain live at 411 W.
Stratford, Peoria, Illinois 61614.

1949

Robert W. Locklin (BS-54) is an Adv-
sisory Industrial Engineer for IBM Cor-
poration. He is interested in hearing
from alums who have advice on breaking
into an aviation career at middle age. He
and his wife Mary Louise live at 119
Oakcrest Drive, Burlington, Vermont
05401.

1955

W.R. “Bob” Clifton recently retired
from Delta Air Lines after 32 years serv-
ance. Most recently he has held captain
position on an L-1011. Bob and his wife,
Norma, have four children and seven
grandchildren. They live in Fayetteville,
Georgia.

1956

Harold Atkins, who received his A&P
at the Institute, is now the lead mech-
ic for TWA in Indianapolis. He and
his wife Mary live at 20 Church Road,
Brownsburg, Indiana 46112.

Herbert Wodtke worked at
McDonnell-Douglas and Emerson Elec-
tric as a technical writer. He is now a
farmer and is trying to get real estate
taxes more fairly applied in Fayette
County. He and his wife Susan and their
three children live at RR 1, Loogootee,
Illinois 62857.

1959

Richard Zipperer, who was flight in-
tstructor at the Institute in 1958 and
1959, is a flight instructor on the DC-10
simulator for American Airlines in Ft.
Worth. He and his wife Marta, reside at
624 Queens Way, Bedford, Texas 76021.

1960

James D. Pahl is a high school band
director and flies his own aircraft. He
and his wife Sandra Jean have two chil-
dren. They live at 2060 Ninth Street,
Green Bay, Wisconsin 54304.

1962

Dick Glattar, is the Chief Pilot for
Sealed Power Corporation. He is living
at 2257 Forest Avenue, Spring Lake,
Michigan 49456.

John B. Gotta is a 727 pilot for Eastern
Airlines in Chicago. He has been found
at 1220 Olympus, Naperville, Illinois 60540.

Robert F. Truty is a first officer on
B-747’s for United Airlines in Chicago.
He and his wife Martha have three chil-
dren: Jay, Bobby, and Danny. They live
at 5650 Barrington Road, Morris, Illinois
60450.

1963

Robert G. Beabou is an MD-80 cap-
tain for Continental Airlines (formerly
with Frontier Airlines). He and his wife
Bet have two children. They live at 1510
S. Macon, Aurora, Colorado 80012.

Dale Rapp is the President of Sport
Plane Specialties. He and his wife Carol
reside at 251 Wolfe Road, Sublette, Illi-
nois 61367.

Leo Wiedenfeld is a Captain on 727’s
for United Airlines. He and his wife Judy
live at 4003 Welking Ridge, Crystal
Lake, Illinois 60014.

1964

David L. Joseph is the vice-president
do sales for Anchor Communications,
Inc. He and his wife Louise live at 18803
Queens Road, Homewood, Illinois
60430.

1965

William F. Kelley Short is a 747 pilot
for Northwest Airlines in Seattle. He
and his wife Donna Jean have three chil-
dren: Grant, Cayce, and Brie. They live
at 1801 Markhamae N.E., Tacoma,
Washington 98422.

Bill Robinson is a DC9 Captain for
Delta Airlines in Chicago. He and his
wife Jean Ann live at 2617 E. Holderman
Road, Morris, Illinois 60450.

Jack W. Taylor is now a captain for
United Airlines in Denver. He and his
wife Bonnie are at 1857 25th Avenue,
Greeley, Colorado 80631.

1966

Harley W. “Bill” Parker is the Senior
Technical Writer for Cessna Aircraft. He
writes pilot operating handbooks for all
Cessna singles, twins, and jets. He lives
at 2550 S. Oliver, #1022, Wichita, Kan-
sas 67210.

Robert Winter is a First Officer for
Midway Airlines in Chicago and a
Reserve Officer in the US Air Force. He
was recently on active duty in the Philip-
ines. He now lives at 226 Pelmah Road,
Ft. Walton Beach, Florida 32548.

1967

B. Craig Baldwin is an engineer for
Univair Aircraft. He lives at 14906 E.
Columbia Drive, Aurora, Colorado
80014.

Donald Brehm works for Martin
Marietta Aerospace in Denver as an Air-
craft Maintenance Engineer. He says his
A&P license has been of benefit in the
design field. He and his wife Patsy have
two children, Karl and Steven. They live
at 6518 S. Garland Way, Littleton, Col-
orado 80123.

Lawrence Heinrich is a lead engineer
for McDonnell-Douglas. He is involved
with research and development and
testing of laser interactions with materi-
als. He and his wife Catherine Sabine
live at 244 Big Sky Drive, St.
Charles, Missouri 63303.

1968

David Burroughs is the Associate
Director of Research for the Country
Companies Insurance. He is also Presi-
dent of “Bloomingston Gold,” the coun-
try’s largest Corvette show. He and his
wife Carol and their son Ryan live at 300
Felmley, Normal, Illinois 61761.
David C. Johnson is a Captain on the Lear 35 for Dart and Kraft, Inc. He and his wife Linda, and their children, Kimberly and Michael, live at 1491 Lindenhurst Drive, Centerville, Ohio 45459.

Stephen W. Peters is a Field Engineering Manager with midwest region responsibility for Litton Amecom in Chicago. He and his wife Peggy and their son Billy live at 15546 S. Mimoga, Orland Park, Illinois 60462.

1969

Ken Becher is now a pilot for Midway Airlines. He and his wife Diane reside at 516 Franklin Street, Wausau, Wisconsin 54401.

James Becker works for C.E. Niehoff & Company as a chief engineer in product development. He lives at 30 Elmhurst Avenue, Crystal Lake, Illinois 60014.

Doug Powers is an Air Traffic Manager and FAA Tower Chief in Minneapolis. He and his wife Beverly reside at 321 Hillcrest Lane, Burnsville, Minnesota 55337.

1970

Terry Galbreath is a chief of the manned spaceflight division in the USAF. He is responsible for the activation of the shuttle operations and planning center at the USAF Consolidated Space Operations Center. He and his wife Heather live at 14125 Citation Lane, Falcon, Colorado 80831.

1972

Edmund T. Dorner is a professor of safety at Illinois State University. He and his wife Sue have two children. They live at 1307 Westview Drive, Normal, Illinois 61761.

Kevin Martin is an Adversary PIlot working as a Reserve A-4 Representative for the U.S. Navy. He and his wife Paula have three children: Matthew, Zachary, and Jared. They live in Dallas, Texas.

1973

John Lariviere is a special investigator for State Farm Insurance Companies. He and his wife Kathryn have a son Jack. They live at 2889 Eisenhower Parkway, Ann Arbor, Michigan 48104.

1974

Glenn W. McGee is a Captain in the US Air Force working as an Intercontinental Ballistic Missile Academic Instructor. He is the President of the Missile Heritage Foundation, an organization dedicated to preserving the heritage of Air Force ground launched missile systems. He and his wife Anne live at 520 Baywood Street, Bandenbery AFB, California 93437.

1975

Darryl K. Christen is a law partner for Coudre & Christen in Louisiana. He can be reached at P.O. Box 4211, Houma, Louisiana 70361.

Howard Christensen is a B-727 Flight Officer for United. He and his wife Martha and their daughter Julie live at 1135 North Shore Drive, Crystal Lake, Illinois 60014.

William Fuchs is a pilot for Northwest Orient in Minneapolis. He and his wife Arlene and their daughter Christina live at 29W2955 Pomeroy, West Chicago, Illinois 60185.

Marty Galis is a First Officer for Pacific Southwest Airlines. He and his wife Laura reside at 5149 Karm Way, Sacramento, California 95842.

1976

Jim Behnke is a senior test engineer for McDonnell-Douglas in St. Louis. He and his wife Cindy live at 24 Lemon Tree, St. Peters, Missouri 63376.

David J. Eichhorn is an experimental test pilot. He and his wife Anita have three children. They can be found at 6819 Spatz, Edward, California 93523.

Jane Booyer Fauber is an air traffic controller. She and her husband Cliff live at 1512 Forestview Ct., Cincinnati, Ohio 45238.

Nick Koczo is a lead captain for Brit Airways. He is at 3927 Terra Trace, Evandale, Indiana 47175.

Matthew Nisbet is a District Part Service Manager whose duties include working as a technical service representative. He and his wife Klaris have two children: Mark, and Kristin. They live at RR #1, Leland, Illinois 60531.

1977

Ed Bernzen (BS 79) is a First Officer for American Airlines at O'Hare. He entered the US Navy flying P-3's and has been with American since January 1986. He and his wife Beth live at 6400 N. Ridge, #102, Chicago, Illinois 60626.

Clifford W. Fauber is a Line Pilot for Hillenbrand Industries, flying their Citation II's, Lear 35's, Citation III's, and Gulfstream I's. He and his wife Jane live at 1812 Forestview Court, Cincinnati, Ohio 45238.

Dan Kazmierczak is a 727 Flight Engineer for Delta Air Lines. He lives at 2209 N. Landing Way, Marietta, Georgia 30066.

Mark Signorelli (BS 79) is a senior systems analyst in computer services for Delta Air Lines. He lives at 2756 Field Creek Court, Marietta, Georgia 30062.

1978

Mark DeNoma works for Professional Security in Champaign. He and his wife Sharon have three children. They live at 1011 Frank Drive, Champaign, Illinois 61821.

John Evans is a farmer and is attending law school of Northern Illinois University. He resides at R 1, Box 102, Waterman, Illinois 60556.

Brian O'Byrne is a C-130 Pilot in the 17th Tactical Airlift Squadron for the U.S. Air Force. His mailing address is 3561 Dons Circle, 20 Manitou Tr, White Plains, New York 10603.

1979

Scott Altmann is in the U.S. Navy. He was chosen to be one of the F-14 pilots filmed in Top Gun. He and his wife Jile live at 3228 Browning Street, San Diego, California 92106.

David Hast is a truck driving instructor for Van Andel L.P. Gas. He flies for pleasure and does some business flying. He lives at 5772 Pinebrook, Kentwood, Michigan 49508.

William M. Jagust is a Pilot, Instructor, and Mechanic for Wright International Express. He can be found at 2894 Merrymount Court, Columbus, Ohio 43232.
David Majchrowicz is a senior engineer for Northrop Corporation. He and his wife Cynthia have two children. They live at 540 Edgemont, Hoffman Estates, Illinois 60195.

1980

Jon V. Cabanban is a First Officer for Britt Airways. He lives at 2406 Rainbow, #1D, Bloomington, Illinois 61701.

R. Keith Dillaway is an A&P Mechanic for Northwest Orient Airlines. His duties include heavy corrosion control and structural repair. He lives at 10524 Nicollet Avenue S., Bloomington, Minnesota 55420.

Andrew A. Kleya is a Check Pilot for the U.S. Air Force. His mailing address is 166 E. Cunningham Drive, Palatine, Illinois 60067.

William Leigh is working as a farmer, but still flies for pleasure. He and his wife Deborah live at RR 1, Box 32, Minook, Illinois 61760.

1981

Michael J. Audo is a technician for Chrysler Corporation. He and his wife Julie have two children: Amanda and Tony. They live at 37412 Groesbeck, Mt. Clemens, Michigan 48043.

Brian Conway is a First Officer for Simmons Airlines in Marquette, Michigan. He lives at 656 Greenview, Lake Forest, Illinois 60045.

Eric Howard is an aircraft mechanic (line maintenance) for American Trans Air. He lives at 9408 S. Sangamon, Chicago, Illinois 60620.

Leif Reditsch is a First Officer for American Airlines. He lives at 535 S. Elizabeth, Lombard, Illinois 60148.

Michael S. Sweeney is a Broadcast Engineer for WGN Television in Chicago. He lives at 682 Plumtree, Glen Ellyn, Illinois 60137.

Neil Warren is an Aircraft Mechanic for America Trans Air in Chicago. He has also worked for Britt and as a crew chief for ComAir. He lives at 907 E. SYLES Drive, Palatine, Illinois 60067.

Russell Richards can be reached at 3209 River Park Lane, Ft. Worth, Texas 76116.

1982

Jack O'Callaghan is an A&P Mechanic maintaining King Air's and an antique Ryan for Rose Packing Company. He lives at 1549 Winslowe, #5A, Palatine, Illinois 60067.

Thomas Ritter is a lead engineer for Boeing Commercial Aircraft in Seattle. He lives at 20906 114th Place SE 13, Kent, Washington 98031.

Charles A. White is an Ensign and Jet Pilot for the U.S. Navy in San Diego. His mailing address is 1134 Florimond Drive, Elgin, Illinois 60123.

1983

Matt Kuhn is working for Standard Aero. His address is 1624 W. Village Way, Tempe, Arizona 85282.

Jerry Miller is a first officer and ground school instructor on Fairchild Metro II and III for AAV-Air-American Eagle (formerly Air Virginia). He says AAV-Air has hired several pilots from U of I and has been very pleased with them. He resides at Pine Haven Drive, #104, Lynchburg, Virginia 24502.


1984

Robert Franklin is working for the U.S. Air Force at Hughes Aircraft in Quality Assurance. He lives at 309 W. Palm Avenue, #A, El Segundo, California 90245.

Edwin A. Montufar is a UH-60 pilot for the Army. He and his wife Vilma live at 720 Aviation Center Apts., Daleville, Alabama 36222.

Russ Talbot is a Claims Representative for U.S. Aircraft Insurance Group. He examines and observes teardowns of aircraft powerplants. He lives at 318 N. Salem Avenue, #2A, Arlington Heights, Illinois 60005.

Robert Wiebmer is a Pilot for Promptair in West Chicago. He lives at 2215 Willow Knolls Road, #612, Peoria, Illinois 61614.

In Memorial

John Thomas Ringler

John Thomas Ringler, a combined flight/maintenance student at the Institute from 1973-1975, died April 23, 1987, in an airplane crash during takeoff from the New Hanover County Airport at Wilmington, North Carolina. He had been employed by Airlift Associates of Raleigh.
Institute Referral

If you know someone who might be interested in attending the Institute of Aviation, please give us his/her name and address and we will send information to that individual.

Name ____________________________ Address ____________________________

State _____ Zip Code _________ Phone (______) __________________________

Year in high school or college ____________________________

Name of School Attending ____________________________

Spring applications are accepted between September 25 and November 1.

Fall transfer applications are accepted between February 1 and March 15 for the same year.

Now is the time for high school juniors to begin gathering college information.

Return this form to: Academic Office, Institute of Aviation, University of Illinois, Willard Airport, One Airport Road, Savoy, IL 61874.

Are you a member of the Alumni Association?

More than 100,000 alumni are — including approximately 70,000 who are life members. As a member you’ll receive the Illinois Alumni News or U of I Chicagoan, as well as publications of your college or department constituent association. You’ll qualify for our tour program, our insurance program, and the annual family camp. And you’ll continue your loyal 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: Director’s Office, Institute of Aviation, Ull-Willard Airport, One Airport Road, Savoy, IL 61874. Please make check payable to the University of Illinois Alumni Association.

☐ One year single membership—$20  One year husband-wife—$25
☐ SINGLE LIFE MEMBERSHIP—$250. (INSTALLMENT PLAN: $300—$10 DOWN, FOUR YEARLY PAYMENTS OF $72.50.)
☐ HUSBAND-WIFE LIFE MEMBERSHIP—$300. (INSTALLMENT PLAN: $350—$10 DOWN, FOUR YEARLY PAYMENTS OF $85.00.)

Name ____________________________ S.S.# ____________________________

Spouse’s name (if an alumnus) ____________________________

If female, list maiden name. Does Spouse have a U of I degree? ________________

College and Dept. ____________________________ College yr. ________________
KEEP IN TOUCH

Use this form to keep us up-to-date on your activities or to inform us of a change of address.

Name _______________________________ Spouse's Name _______________________________

Names and ages of children _______________________________________________________

Home Address _______________________________ City _________________________________

State _______________________________ Zip Code ___________________________ Phone (_______)

Check here if this is a new address ______

Company Affiliation _____________________________________________________________

Business Address _______________________________________________________________

Primary Responsibilities __________________________________________________________

Recent Promotion or Change in Employment _________________________________________

How are you using your aviation training? ___________________________________________

Your aviation training at the Institute _____________________________________________

________________________________________ Year Completed _______________________

Degree _______________________________ Year __________ Where _______________________

B.S., M.S. & Field _______________________________________________________________

Former Institute Employee? _________ In what capacity? _______________________________

Alumni News (include photos, press clippings, etc.; use extra sheet if necessary). _____________

If there is something you would like to see in the next Alumni News, please let us know.

________________________________________

Return to: Glenn Miller, Alumni News Editor, Institute of Aviation, UI-Willard Airport, One Airport Road, Savoy, IL 61874. Thanks!!

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