Mayday! Institute of Aviation and Academic Programs Threatened with Elimination

The Illinois Board of Higher Education (IBHE) staff report of October 6, 1992 recommended that the University of Illinois at Urbana-Champaign consider eliminating the Institute of Aviation as well as the three aviation certificate programs, and reassigning the human factors research group in the Institute to another campus unit. The three certificate programs refer to the avionics program (which we were already eliminating), the Aviation Maintenance Technology program which leads to an A & P certificate, and the Professional Pilot Program.

During the summer, the University of Illinois Budget Strategies Committee (BSC) identified eight program areas to be considered for review for restructuring: The Institute of Aviation, Basic Biology, Communications and Information Science, Computer-Based Education Research Laboratory, Agriculture Economics, Environmental Sciences, Colleges of Medicine, and Health and Human Development. BSC identified the three major programs of the Institute as airplane mechanics (A & P), pilot training and human factors (aviation research). They noted that the mechanics and pilot training program were less central to the campus mission and less integrated with research and teaching. BSC questioned whether the "human factors program which relies in part on access to pilot training could be sustained while eliminating less central activities to more appropriate institutions and in the process achieve budget reduction."

Finally, the president of the University of Illinois, Stanley O. Ikenberry, forwarded a September 23, 1992 required report on Priorities, Quality and Productivity for the University to the Executive Director of IBHE. The President's report reported that ten areas were under review.

These three reports clearly indicate that the Institute of Aviation will be reviewed for restructuring/reduction and possible elimination during the year. A MAYDAY COUNCIL has been formed among current Institute faculty, instructional staff, staff (nonacademic personnel) and students. Many of you have or will receive a letter requesting that you oppose major restructuring/reduction of the Institute and its academic programs.

AN INSERT IS PROVIDED WITH A FACT SHEET AND SUGGESTIONS FOR WRITING UNIVERSITY ADMINISTRATORS, AND BOARD OF TRUSTEE MEMBERS. THIS IS A SERIOUS PROBLEM. YOUR HELP IS NEEDED NOW TO SAVE THE INSTITUTE OF AVIATION AND ITS ACADEMIC PROGRAMS.

Second Annual Alumni Sponsored Aviation Career Night is a Huge Success

The Second Annual Alumni/Student Career Night sponsored by the Institute of Aviation Alumni Association Constituent Board was a great success. The event was held at the Illini Union on February 24, 1992 featuring four noted Institute alumni. Speakers were Leslie E. Kimmel from United Airlines, James W. Edwards from the FAA, Danny Garrett from McDonnell Douglas Corp., and Gary Junker from Marathon Oil Company. They presented views/perspectives on aviation careers and how Institute students can best prepare themselves for aviation's highly competitive environment. Other speakers at the event were Dr. Henry Taylor, Director of the Institute, and Lyn Jones, Associate Director of Programs and Services Alumni Association.

The 1993 Student Career Night will be held on February 8, 1993 in Illini Union rooms A, B and C at 6:30 p.m. All Institute of Illinois alumni are invited. For information, contact Glenn Miller at 217/244-8651.

Willard Airport Terminal Third Anniversary Celebration

On October 1, 1992, the third anniversary of the Willard Terminal Building was celebrated. The event was noted with a special reception where the Institute and the University of Illinois hosted about 250 University and Champaign/Urbana community frequent travelers. President Ikenberry emphasized the joint effort of the University, the Champaign County Board and the community in developing the Terminal Building Complex. Mr. Donald F. Wendel, Vice Chancellor for Administrative Affairs, noted the economic development contribution that the Airport provides the community. Director Henry L. Taylor welcomed all attendees and commented on continued use of the University of Illinois-Willard Airport.

(Continued on page 6. See Willard Airport)
Message from the Director

Dear Institute Alumni

We have some good news and some bad news. The good news is that enrollment remains strong with the Institute’s professional pilot training program being in high demand. The bad news is that the demand for the maintenance program is quite low. This fall we enrolled 64 new freshmen professional pilot students but only 27 combined (Professional Pilot/Maintenance) students and only 1 maintenance only student. Enrollment was on the best qualified basis. The professional pilot students had an average selection index of 37 (a combination of high school rank and ACT scores) which is good news. The combined students’ selection index was 33. Current enrollment statistics provide good news even though airline employment activity is soft (bad news). We will need to work hard to maintain interest in our programs since “the word is out” that we are being considered for restructuring/reduction/elimination. We plan to recruit a full freshman class with the promise that they will be able to complete their studies at the Institute. In view of the weak demand for the maintenance only option, we are currently negotiating with Parkland College to conduct an A & P program for them. I consider this a win/win situation. We can continue to conduct an A & P program, use our personnel, facilities, and equipment, but reduce the requirements for state funding. All current Institute students, including those recruited for the Fall 1993, will complete their studies as U of I, Institute of Aviation students.

The bad news as noted in the lead article is that the IBHE staff has recommended that the University consider eliminating the Institute and its academic programs. The good news is this is only a recommendation and the Institute of Aviation will have a chance to “make its case” to a Budget Strategies Task Force, the campus and University Administration and to the Board of Trustees. We need your HELP to help us make this case. A fact sheet and suggested course of action is enclosed. Please take action. I would appreciate receiving copies of any letters that you write on the Institute’s behalf.

On behalf of the Institute, I thank our contributors for their financial support. Our last phone-a-thon campaign exceeded $22,000 which was needed for scholarships, flying team support and the acquisition of equipment, and research. The Institute is under significant financial constraints now with the state budget reduced. In spite of this, our academic and research programs have maintained their quality. Since 1987, we have received 52 grants and contracts totaling $5.8 million. Our flying team has ranked between 3rd-5th nationally during the last five years. Since 1985 we have supported forty-six graduate students in the Engineering Psychology program, a joint program with the Institute of Aviation, the Department of Psychology and the Department of Mechanical and Industrial Engineering being full partners.

Now, as with no other time in our history, the Institute of Aviation needs your support to retain the Institute. Please do all you can to assist your Institute.

Sincerely,

Henry L. Taylor
Director

Message from the Institute of Aviation Alumni Board President Jimmy R. Howe

Thanks to all alumni for your support and assistance. Without it, the Institute would not be the first class organization that it is. Your support of time, talent, kind words and financial contributions make possible the pride of the students, staff and alumni. Please continue your support and assistance during these very difficult times for the Institute. Drop me a line and let me know what the Alumni Association can do better, to improve from your perspective. I also invite you to visit the Institute facilities any time you are in the area. Contact Glenn Miller with a date when you may be visiting. You can contact me at:

Jimmy R. Howe
Alumni Constituent Board
Institute of Aviation
University of Illinois-Willard airport
1 Airport Road
Savoy, IL 61874
217-244-8651

Thank you again from the entire Institute of Aviation Alumni Constituent Board.

From the Newsletter Editor

Glenn R. Miller

I want to thank all the Institute alums for your outstanding support. I certainly welcome your comments on the Alumni Newsletter and how it can be improved. Please keep in touch and I certainly look forward to a bigger and better 1993.
Contributions 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 year have played a significant role in allowing the Institute to continue to offer superb quality aviation education to hundreds of deserving young people. The list of donors is as follows (if you are a contributor and your name is omitted, please let us know):

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NOTABLES

Associate Director Dr. Allen I. Ormsbee Retires After 46 Years of University Service

Dr. Allen “Al” I. Ormsbee retired from the Institute of Aviation on August 31, 1992 after a long and distinguished University of Illinois career. Al started in 1946 as an instructor in Aeronautical Engineering and progressed to full Professor in Aeronautical and Astronautical Engineering. He joined the Institute in 1971 as Professor of Aviation. In 1979 he became the Head of the Aviation Research Laboratory and in 1982 was made the Associate Director of the Institute of Aviation where he served until his retirement. Dr. Ormsbee is a member of a number of professional societies including the American Institute of Aeronautics and Astronautics. He has chaired a number of Institute committees, including the Promotion and Tenure Committee, the Ad Hoc Committee on Institute Programs, and the Committee to Remodel the Administration (old terminal) Building. He developed the Institute Bylaws, revised Aviation Education Specialist criteria and has recently completed a first draft of a five year planning document.

From 1952 to 1954, while on leave from the University, he worked as a research physicist for the Hughes Aircraft Company. Al also served as a consultant for the McConley Accessory Division, Cessna Company. He was awarded the University Effective Teaching Award, a Hughes Fellowship and Distinguished Alumnus award.

The Institute will certainly miss Al and we wish him and his wife Gerry an exciting retirement.

John Johnson Retires as the Business Manager After 23 Years of Service to the Institute

John Mason Johnson retired at the end of October 1992. John started his career at the University of Illinois in 1967 in the audit division and came to the Institute of Aviation in February of 1969 as the Business Manager. John has provided outstanding service as Business Manager for the Institute and is known and appreciated by all University and Institute departments. Prior to joining the University, S/Sgt. Johnson served in the United States Air Force as a meteorologist in Alaska, Texas and Illinois from 1950-1955. Johnson worked briefly as a farm hand, feed mill mixer, construction laborer, and chemical plant operator, prior to his return to college in 1958. After graduation, he worked in the construction business until joining the University in February of 1967. He is the father of three sons and one daughter and has seven grandchildren.

Highlights of his career at the Institute include developing and implementing differential flight fees based on the cost of the courses, preparing the extensive financial data as the basis for remodeling of the old terminal, creating pay parking for the commercial airport, preparing a data base to increase O & M funding for the Institute and assisting in the growth of the Institute research program. He also made a significant contribution during the development of the new commercial airport terminal complex. Each year he has assisted Institute department heads and the Institute administration in cost analyses of programs and budgets for both the Institute academic programs and for the commercial airport. John plans on enjoying retirement with greater emphasis on travel and his hobbies which include fishing, golf, furniture refinishing and reading. Everyone at the Institute will miss John, and we wish him the best of success and happiness.

Marian Armstrong Retires After 26 Years of Service to the Institute of Aviation

Marian Armstrong retired from the Aircraft Maintenance Technology Department (AMT) on July 24, 1992, after providing over 26 years of service to the Institute of Aviation. Many Institute of Aviation alumni were present at the retirement celebration. Marian was a positive influence in the Aircraft Maintenance Technology program and with the Institute’s academic program during her years of employment. She enjoyed contact with the students and many of them thought of her as their “second mom.” She particularly enjoyed her work with the Institute’s Advisory Council, which is comprised of Institute alumni. Ms. Armstrong and her husband Army were recognized at the U of I Staff Recognition Banquet, October 20, 1992. We all wish Marian and Army happiness in their retirement.

Jimmy R. Howe is Selected for the 1992 U of I Alumni Association Constituent Leadership Award

Jimmy R. Howe, President of the Institute of Aviation Alumni Board, was selected by the University of Illinois Alumni Association as one of four recipients of the 1992 Alumni Constituent Leadership Awards. This award, which will be presented December 4, 1992, is one of the Alumni Association’s most noteworthy honors and is based upon leadership and personal performance. The Institute of Aviation Alumni Association’s growth and the student career night are just two of many successful programs conducted under Jimmy’s leadership. The faculty, students, staff and alumni salute Jimmy R. Howe for the quality of his contributions which led to this award.
Willard Airport:  
(Continued from page 1)

Airline representatives, rental car agencies, Flightstar, Willard Restaurant and Lounge and the Institute provided door prizes. Tours of Flightstar were available.

The event was highlighted with the unveiling of an outstanding William Carlson sculpture that was commissioned with an anonymous donation. The three-part sculpture has a transparent colored glass interior with a granite exterior and border. The inscription on the granite base reads, “This sculpture is contributed in honor of the faculty of the University of Illinois at Urbana-Champaign, in recognition of their dedication to the highest quality in teaching, research, creative and performing arts, and public service.”

At the celebration the large number of enplanements that took place during the summer was noted. The month of June broke all records with 17,085 enplanements.

Henry L. Taylor Receives Longacre Award

Henry L. Taylor, Director, was awarded the Raymond F. Longacre Award by the Aerospace Medical Association May 14, 1992 at the Honor Night during the sixty-third Annual Scientific Meeting of the Association. The Longacre Award is given for outstanding accomplishment in the psychological aspects of aerospace medicine. This award is sponsored by the National Bank of Texas, N.A., Fort Sam Houston Branch. Lt. General George Schaeffer, USAF, Retired, presented the Award.

Focus on Faculty

The Aviation Research Laboratory (ARL) has a History of Winning the Human Factors Society Jerome Ely Award

In the last three years, the Jerome Ely Award, presented by the Human Factors Society for the outstanding paper published in the international Human Factors Journal, has been awarded to personnel within or associated with the Institute’s Aviation Research Laboratory. The Human Factors Society has over 4000 members, and each year the peer-reviewed journal contains approximately 60 articles. In October 1992, this highly coveted award was presented to Dr. Tony Arezzi at the Annual Human Factors Awards Banquet for his work on electronic map displays for flight navigation. Dr. Arezzi carried out his research for this award while working at ARL.

Dr. Penelope Sanderson received the award in 1990 for her work on industrial planning. She holds an appointment with ARL and has worked closely with the Institute and its human factors research endeavors. In 1991, Dr. Gavan Lintern, Dr. Jeff Koonce, Dr. Stan Roscoe and Mr. Leon Segal were all presented the Jerome Ely Award for their outstanding work on the transfer of landing skills for beginning flight students. The 1991 and 1992 awards were based upon ARL research that depended heavily upon the active participation of personnel from the Pilot Training Department. Further, Dr. Wickens, current head of ARL, received the award in 1982 and Dr. Roscoe, former head of ARL, received the award in 1989.

Weldon Garrelts Serves for Another Three Years on the Wright Brothers Award Committee

Weldon Garrelts, Head of Aircraft Maintenance Technology, was again selected by the President at the Society of Automotive Engineers to serve for an additional three-year term on the Wright Brothers Award Committee. This Committee presents an annual award to the most outstanding aviation paper which is submitted to the Award Committee.

The Ralph E. Flexman Research Award

The top priority this year is the support and enhancement of an endowment account which has been established for the Ralph E. Flexman Research Award. The goal for the endowment account for 1992 is a minimum of $10,000. We currently have about $4,200 pledged for this year. An annual award will be presented to an Institute of Aviation graduate research assistant who has made a significant contribution to aviation research. The Institute of Aviation supports a number of research assistants through grants and contracts of Institute Staff and Faculty. We encourage your support of this effort.
Dear Institute Alumni:

Despite the quality of our program and the demand for it, the Institute is being reviewed for elimination. As mentioned in Dr. Taylor's letter in this newsletter, you may have already received a mailing from the 1992 Mayday Council asking for your support. If you have already written letters in response to the Mayday Council's request, I am asking that you send me a copy of those letters, and to also write to the NEW OFFICIALS on the enclosed list (Gindorf, Lopez, and Wagner). If you have not yet written, I have included a list of names (with addresses) and am asking you to PLEASE WRITE letters of support to all of these individuals. If you are a resident of Illinois, please write and call the senator and representative in your district. Enclosed are "helpful hints" for letter writers and a fact sheet. Please send me a copy of your letters.

In your letters, include information about your personal experiences here at the University of Illinois and how your instruction at the Institute has been helpful in your career. Also, please stress the significance of continuing to combine aviation education with aviation research, just as we have been doing here for many years. This is very important, since the Budget Strategies Committee is, among other things, looking at whether the aviation human factors research could and/or should be conducted WITHOUT flight and maintenance training programs. We do NOT feel that this would work. The notable success of our Aviation Research Laboratory in areas such as cockpit display design, and pilot training and flight simulation is due in significant part to its ready access to pilot training students as subjects and to the flight instructors' involvement in research projects. The need for this unique resource will continue to be extensive, and this capability must be retained. A summary of a recent NASA Ames research report written by the Aviation Research Lab ended "...in conclusion, our ability to combine psychological theory of human spatial cognition, with advanced computer graphics technology, and with the resources and flight students at the Institute of Aviation, has allowed us to provide guidance for how the next generation of electronic navigational systems should be designed."

Let me thank you in advance for your support. If I can provide you with any additional information or if you have any questions, please call me at 217-244-8681.

Sincerely,

[Signature]

Tom W. Emanuel
Chair, Institute Coordinating Committee and
Assistant Director for Academic Affairs
Facts About the Institute of Aviation

The Institute's mission consists of teaching, research, and public service.

QUALITY: The Institute provides a broad based aviation education plus articulation with other University of Illinois colleges and departments leading to the baccalaureate degree. The majority of Institute students complete their degree at the University of Illinois. The average Institute freshman has a 25 ACT score and was at the 82 percentile of their high school graduating class. Our National Intercollegiate Flying Team has been first in the regional meet for ten of the last twelve years, and has been in the top five nationally for the past five years. In 1990, the team placed first in the nation in the flying events competition, and was ranked third overall. Another measure of relevance of the educational program is that about 70% of our graduates are employed in aviation related occupations. The Institute in unique among major research universities with our facilities, equipment, training programs, faculty, and instructional staff which permit us to conduct high quality research in the areas of flight training, maintenance training, and human factors. Major impacts have been made in pilot training and in simulation techniques, as well as in cockpit displays. We are also one of only fourteen colleges in the country with an internship with United Airlines. This program hires about 70% of all interns as United pilots.

DEMAND: Student demand for our academic programs and the number of well qualified applicants has been at a record high over the past several years. Many academically qualified applicants are turned away each semester due to lack of capacity. Our flight program has averaged over 300 students per semester for the past two years, which is an all time record. During the past six years the Institute has issued an average of 245 FAA Certificates each year. Of these, an average of 57 Commercial certificates have been issued each year. A total of 153 Airframe and Power Plant and Airframe (3), Power Plant (60) and Airframe and Power Plant (90) have been issued. Since the Institute was founded, we have issued over 9,400 FAA flight certificates and over 2,000 A & P technician certificates.

INTEGRATION: The integration of our educational mission with research and with other colleges and departments is both vital and impressive. Since 1982, we have been a full partner with the Engineering Psychology program within the graduate college. This unique program is a joint venture between Psychology, Mechanical and Industrial Engineering, and the Institute of Aviation. This and other Aviation Research Lab activities have, over the past seven years, supported 46 cross-disciplinary graduate students of the highest quality. In the past five years alone, we have received a total of 52 grants, contracts, and funded projects totaling $5.8 million for aviation research and education. This does not include the gift of the Evans and Sutherland landing display equipment valued at $1.0 million. Current or previous contracts have been provided by Boeing, FAA, NASA, the National Science Foundation, the U.S. Army, Navy, and Air Force, Shell Oil, Mobil Oil, Castrol, Honeywell, and Cybernets. The contract funds, flight fees, and other initiatives provide 56 percent of the Institute's budget with state funds providing only 44 percent.

All aspects of the Institute’s educational programs have been involved with aviation research. While the majority of the work done at the Aviation Research Lab has involved Pilot Training, Aircraft Maintenance Technology has been involved in oil certification testing (we are the only facility in the world authorized by the FAA, SAE, and the U.S. Navy to conduct certification testing for new recipe engine oils), and is presently involved with the college of Education in the development of a computer-based tutor program and a multimedia program for use in aviation and vocational/technical education.
Helpful Hints for our Letter Writing Campaign

- Don’t hesitate to write, you have a right to be heard
- Board Members are elected and therefore sensitive to voter opinions
- Administrators are appointed and serve at the pleasure of the Governor
- Letters that directly affect the writer carry the most weight

PERSUASIVE DO’S

DO address your letter properly
DO write legibly — handwritten is ok if it’s readable
DO discuss only this issue, be brief and to the point
DO use your own words and stationery
DO include your name and address
DO write your letter now while the issue is under consideration, not after the fact
DO be courteous but firm
DO state how this action will affect you directly

DON’T’s

DON’T write on a postcard
DON’T send a form letter
DON’T begin on a righteous note “As a citizen and taxpayer,” they assume that you are not an alien, etc.
DON’T apologize for writing and taking their time. If your letter is short and expresses your opinion, they are glad to hear from you
DON’T be rude or threatening
DON’T be vague
DON’T send a copy, write each one individually
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revised 11/9/92
Pilot Training

Pilot Training Conducts Special PC-Based Ground Trainer Research

Since January 1992, the Pilot Training Department has been conducting a research project to evaluate the effective use of PC-based ground trainers in instrument training. The software package being used is Auzersoft's Elite program. The study thus far has compared the performance of beginning instrument students who have been trained using the Elite with those who have been trained using a conventional ground trainer (ILLIMAC). A current follow-up study compares these two groups with a non-simulator control group. Paul Lamermayer, Sybil Phillips, and Jim Ponder have been working to develop and conduct the project.

The Pilot Training computer lab has four computers loaded with the Elite program. Database areas available include Chicago, St. Louis, Minneapolis-St. Paul, Detroit, Washington D.C., San Francisco, and Miami.

Other flight students not directly involved with the research project have enjoyed the benefits of the Elite program. It has been found to be an excellent part-task trainer. For example, a student experiencing difficulty in learning proper wind correction techniques can see the results of poor tracking through the Elite's replay feature. This feature allows the student to replay the flight and compare the actual ground track with the desired ground track.

The Flying Team Region 8 Champions for the Seventh Time

The University of Illinois Flying Team was awarded its seventh Regional Intercolligate Flying Association Region 8 Championship in a row on October 24, 1992. During the three-day air meet, held at Parks College of St. Louis University, the team competed against the best pilots from Purdue University, Southern Illinois University, Parks College, Lewis University, Middle Tennessee State University, Vincennes University, and Eastern Kentucky University.

The team won both the Flying and Ground Event Top School trophies. Leading the scoring with 1st place finishes in the Flying events were Chris Cannon in Power Off Accuracy Landings and Brian Sajdak in Short Field Accuracy Landings. Leading the Ground Events scoring with 1st place finishes were Brian Kennedy in Manual Flight Computer, Chris Cannon in Aircraft Identification, and Aaron Hedman in Preflight Event. Also contributing to the win were Peggy Campbell, Trevor Eissler, Steve Gugala, Florian Kapp, Chris Magnuson, Geoff Oberg, Tom Pellegrino, and Jeff Skiba.

Chris Cannon was named Top Pilot, placing 1st in Power Off Accuracy Landings, 1st in Aircraft Identification, 3rd in Simulator Event, 5th in Aircraft Navigation, and 9th in Short Field Accuracy Landings, and 9th in Manual Flight Computer.

The first place finish will send the team to the National Air Meet in which they have finished in the top four for six consecutive years. The meet will be held in the spring at Central Texas University. Also representing Region 8 will be Southern Illinois University and Parks College.

U of I Institute of Aviation Places Fourth Overall at SAFECON 92

The Institute of Aviation Flying Team took fourth place overall at the National Intercolligate Flying Association 1992 SAFECON held at Northeast Louisiana University, Monroe, Louisiana. During the four day event, the flying team competed against twenty-eight of the top aviation schools in the country, taking second place in ground events and seventh place in flying events, for fourth place overall. The team consisted of Peggy Campbell, Chris Cannon, Scott Carlton, Craig Jacobson, Brian Kennedy, Rick Kim, Thyer Landowne, Chris Magnuson, Michael Miley, Tom Pellegrino, Bob Primmer, Brian Sajdak and Jeff Skiba.

Demand for and Student Quality in Professional Pilot Program is at an All Time High

This fall has shown an increase in the proportion of Professional Pilot majors. Not only have numbers increased, but the number of students enrolled in the flight program (both aviation majors and non-majors) is at an all time high of just over 300 flight students. The increase in the Professional Pilot enrollment is in response to student demand and a result of a "quasi-open enrollment" policy which was adopted in November, 1991. Instead of limiting admissions to a certain percentage of students in each major, the best qualified students are admitted to the curriculum they select. Since admission requirements are more stringent for consideration for the Professional Pilot curriculum (about 25 high school percentile points higher for a given ACT score), this has resulted in a better quality student on the average. The freshman class has improved about one full ACT score on the average.

The most recent campus-wide data available (fall, '91 freshmen), shows that the average Institute freshman is of higher academic quality than freshmen in either Agriculture or Applied Studies, is essentially tied with Fine and Applied Arts and ranks slightly below Liberal Arts and Sciences freshmen. The Institute continues to offer a high quality aviation education to highly qualified young men and women. The Institute takes great pride in the accomplishments of current students and former students.
1947 Aeronca Chief Wins Award at Oshkosh Air Show

Oshkosh 1992 was very special to many students in the Aircraft Maintenance Technology program. After years of restoration work, the school’s Aeronca 11BC was judged “Outstanding in Type” during the awards ceremony. The Institute was also recognized for these achievements in the October issue of Sport Aviation.

The 1947 Aeronca Chief was donated to the University during the mid 1980’s. This airplane was a true “basket case” with numerous parts missing. Several classes participated in the restoration with much of the work accomplished in the Aircraft Assembly and Rigging course. With the guidance of instructors Terry Ladage and Darwin Zachay, the project resulted in an authentic restoration. Color scheme, engine installation, interior upholstery, instruments and panel were returned to their original configuration. The success of this project reflects positively on the quality of our educational program. Any interested parties should contact Mr. Weldon Garrels at (217) 244-8612.

Congratulations go to the students, Ladage and “Zach” for this national recognition. The project has generated more interest and excitement than anticipated.

Aircraft Maintenance Technology

Multimedia Simulation Aircraft Accident Training

On June 26, 1992, William Geibel from AMT in close collaboration with Dr. Scott Johnson from the Department of Vocational and Technical Education and the Carle Emergency Medical Clinic conducted a special aircraft emergency response training session at the Institute of Aviation. This training seminar utilized specifically developed computer-assisted instruction programs in conjunction with real life simulated aircraft accident situations. A total of 27 personnel from fire and local emergency medical service departments attended this special program. The computer-assisted instructional programs optimized student learning and allowed AMT to take advantage of the leading edge of computer training technology. The program appears to be very promising and will be provided again to the community next spring. Dr. Marty Weller from ARL also provided computing design and technical assistance for this highly successful project.
Aviation Research Laboratory

NASA Supported Research on Electronic Maps

Over the last 4 years, NASA Ames Research Center has supported a program of research at the Aviation Research Laboratory which has focused on the design of electronic maps that support the pilot's geographical and navigational tasks. How much detail should these maps contain? Should they rotate in a "track up" fashion or remain fixed in a "north up" orientation? Should they be 2D "lock down" maps or 3D perspective maps? How do pilots use the maps, and what kinds of navigational errors result when they misinterpret them?

Two studies have used Institute of Aviation pilots to examine whether maps should rotate or be maintained in a fixed "north up" orientation. Our first study by Harwood and Wickens examined a range of navigational tasks performed by pilots using the maps while flying in our IRIS simulator. The study concluded that "track up" maps were generally better for moment by moment navigation, particularly when flying south, but "north up" maps showed some advantage when the pilot needed to locate unexpected objects. The article based upon this work appeared as the lead article of the first issue of the International Journal of Aviation Psychology. In the second study, again using Institute pilots flying the IRIS simulation, Tony Arezz compared the two types of electronic maps, and found that pilots flying with the "north up" map did a better job of learning about the environment within which they flew. Arezz also developed an "electronic enhancement" of the "north up" map, based upon "visual momentum" principles used by film editors. He found that this map provided all of the advantages for navigation performance that the "track up" map had received. The article based upon this research received the Jerome Eh Award, given by the Human Factors Society for the best article published in the Human Factors Journal in 1991.

Most recently we have broadened our investigation to consider the role of 3D (perspective) maps, that present navigational information more from the perspective of the forward field of view of the pilot. In an article that will appear in a forthcoming issue of the International Journal of Aviation Psychology, Haskell and Wickens found that such 3D displays offered an advantage over more conventional 2D or planar flight instruments for a pilot following a curved approach to landing. A current study carried out by Henry Williams focuses on the role of 3D display technology in rehearsal flights. These are used in situations in which a pilot might need to learn about the terrain of an unfamiliar area prior to flying a mission in that area (for example, search and rescue). How should preflight briefing information be presented? By studying a 2D map? By passively watching a video of the required flight path? Or by actively flying through a simulated data base of the terrain? In the latter two cases, when the map is presented dynamically, how much detail should be provided? This study employs a large number of pilots at the Institute, who learn the terrain through these different study techniques with either paper maps, or an IRIS computer electronic map, and then try to fly the mission on our Evans and Sutherland high fidelity visual simulator.

In conclusion, our ability to combine psychological theory of human spatial cognition with advanced computer graphics technology, and with the resources and flight students at the Institute of Aviation, has allowed us to provide guidance for how the next generation of electronic navigational systems should be designed.

The FAA Funds Visual Simulation Research

The Aviation Research Laboratory of the Institute of Aviation has been funded by the Federal Aviation Administration to conduct a research program on visual simulation requirements for training regional Airlines and general aviation pilots. The program was initiated in October of 1990 and is to continue until September 1993. The funded amount for the three-year program is $774,825. The goal of the research program is to establish behavioral design parameters for visual simulation. Issues such as field-of-view and scene detail are being investigated. The one million dollar equipment gift of a two-channel image generation system by the Evans and Sutherland Corporation, and the lease of a 142 simulator by Frasca Aviation on generous terms, have been crucial to the research effort.

Research has been tightly integrated with the Institute Pilot Training program. In one experiment, students from Aviation 101 are being taught landing skills in the visual simulator, and in another experiment, students from Aviation 292, who are transitioning to a complex multiengine aircraft, are being taught visual and instrument takeoffs, patterns and landings. The intent is that there be a reciprocal relationship between the Aviation Research Laboratory and Pilot Training. Initially, the close cooperation between the two departments has made it possible to execute this research program, and as results from the research become available, they will be used in updating the flight training curriculum.
The Students

1992 Graduation

On Saturday, May 2, 1992, the Institute of Aviation held its graduation ceremony at the Elmira Union. Forty-nine graduates were honored from the Professional Pilot, Aircraft Maintenance Technology and the Combined Aircraft Maintenance/Professional Pilot programs. Special recognition of award and scholarship recipients were also made. The award winners were: Carl Wilson Williams, J. R. Mylin Award; Carl Wilson Williams, Helen Fairfield Woolman Award; Robert E. Smith, Amity Award; Steve McNelly, J. W. Steevesipher Award; Annamarie Craven & Lance Isakson, Olive Ann Beech Scholarship; Lori Ciciwa, PMC Award. Congratulations to the graduates and their families on their accomplishments.

Graduates from the Professional Pilot Curriculum were: Christopher Michael Budde, Stormy Lynn Calvert, Margaret Anne Campbell, Thomas Michael Casper, Jr., Steve Anthony Fark, Robert Arthur Gaikis, Joseph Daniel Haumann, Karl Peter Heincke, William Joseph Jacometti, Bradley Gordon James, Brian Douglas Kennedy, Mark Daniel Claus, Steven Charles Krause, Heather Lynn Lumina, Chad Matthew Melby, Michael James Miller, Donald Alexander Newell, Gary Glenn Patrick, Miranda Lee Plummer, Michael Marston Price, Jeffrey Allen Randall, Eric Theodore Rehn, Brett John Ringel, John Marvin Roxas, Brian Christopher Sajdak, Steven David Stadl, Scott Devin Steuber, Cindy Lisa Temple, Steven Dale Ward, Johnathan Klaus Winkler, Daniel Blair Young, Geoffrey Lyle Zimmerman.

Graduates from the Aircraft Maintenance Technology program were: Kurt Henry Bodenbender, Peter James Eisenmenger, Patrick Walter Grady, Carl Wilson Williams.

Graduates from the Combined Aircraft Maintenance/Professional Pilot graduates were: Michael Lina Farreyro, Walter German Borja, Jesus Hernandez, Brian Douglas Hill, Richard Jaymin Kim, Thomas Craig Lamoureux, Steven Richard McNelly, Steven Shane Nash, Robert Blake Ren, Andrew John Sass, Jeffrey Todd Sedwick, Robert Edward Smith, David Michael Sporrier.

On The Alumni Trail

1957
Jerome K. Tankel is an attorney at law. He and his wife Roberta live at 1310 Round Oak Court, McLean, VA 22101.

Don G. Larson is a senior counselor at the Naples American High School, Department of Defense Overseas Schools. He and his wife Alice can be reached at PSC #810, Box 15, FPO AE, 09619.

1959
William E. Gooch is a pilot with Northwest Airlines. He lives at 5186 Alden Pond Lane, Eagan, MN 55121.

Steve Goodman has retired from the Federal Aviation Administration. He lives at 2727 Stagecoach Drive, Fayetteville, AK 72703.

1967
David N. McLane is the Director of Admissions/Registrar at Alvin Community College. He and his wife Anne live at 49 Lazy Oak Court, Alvin, TX 77511-9245.

1971
Tom Fisher is a first officer on B747-400 for Northwest Airlines. He and his wife Cindy live at 105 N. Lakeside Drive, Kennesaw, GA 30144.

1973
Bruce R. Kappel is the manager at Quality & Training of Square D Company, Smyrna, Tennessee. He and his wife Donna live at 6168 Harveys Drive, Murfreesboro, TN 37129.

1977
Jeffrey A. Glass is a pilot for Delta Airlines, Inc. He and his wife Barbara live at 1463 Pineridge Circle, Dunwoody, GA 30338.

1978
Gary S. Moffitt is an avionics technical crew chief for American Airlines at Chicago. He and his wife Peggy live at 605 Van Nortland Road, Elgin, IL 60120.

1981
Eric G. Howard is a first officer flying ATR 42/72 aircraft for American Eagle-Simmons. He lives at 9408 S. Sangamon, Chicago, IL 60620.

1983
John Kelley is a senior underwriter for Associated Aviation Underwriters-Chicago. He and his wife Nancy live at 310 Waterford Drive, Lake Zurich, IL 60047.

1984
Daniel A. Schultz is a corporate pilot for Spectra Physics Laserplane, Inc. of Dayton, Ohio. He and his wife Lori live at 405 Richard Glen, Tipp City, OH 45371.

1987
Larry Kreeger is a co-pilot for the Kress Corp., Brimfield, IL flying an E-90 King Air between the U.S. and Canada. He and his wife Ida live at 2427 W. Heading, Peoria, IL 61604.

Daniel Mitchell is a technical station manager for SOC Inc. in Southgate, Michigan. He lives at 7361 Windsor Woods Drive, Canton, MI 48187.

1988
David Susemihl is an instructor at the Michigan Institute of Aeronautics, Belleville, MI. He lives at 24676 Taft Road, Novi, MI 48375.

1989
Dale G. Randol is a product support representative for GTE Airfone Incorporated. He lives at 471 Prospect Avenue, Elmhurst, IL 60126.
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More than 100,000 alumni — including approximately 70,000 who are life members. As a member you'll receive the Illinois Alumni News or U of I Chicagoman, as well as publications of your college or department constituency association. You'll qualify for our tour program, our insurance program, and the annual family camp. And you'll continue your local involvement with something great — your University of Illinois.

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Your aviation training at the Institute

Degree_________________________Year Completed________________________
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