Lynatus Gianelli - Apt. 351, Havana, Cuba

Nano has been in Cuba since 1954. He is now the Manager of Reynolds Metals for the Republic of Cuba. He tells us that he likes his work very much. Not only is he pleased with the nature of the work and the salary, but he particularly likes the fact that Cuba has no income tax. His brief visit here was the first for Nano since the early 1950’s. While renewing acquaintances at the airport, he became so interested in our new Cessna 150 that he almost missed his flight on Ozark.

Robert Gissing - 603 W. Nevada, Urbana, Illinois

Bob is just completing his fourth year as a civilian instructor of propellers at Chanute Field. He is specializing in Hamilton props and is currently teaching staff sargents, civilians, and upper grade airmen. He is still collecting bonuses for his ideas and contributions that are accepted by the Air Force. The latest such bonus paid $75. In addition to the 15 ideas that have been accepted, he has several more on file waiting to be reviewed. Not only do these pay off in cash but they also help his seniority rating.

Scott Hasler - 15 Roundridge Road, Timonium, Maryland

Scott is Chief of the Human Factors group for the Martin Aircraft Company at Baltimore. He has headed up this section since its inception several years ago. His training and experience made him especially well qualified for this position and he has played a key role in the development of some of Martin's latest aircraft.

Paul Huston - Hamilton Watch Company, Hathaway Instrument Division, 5800 East Jewell Avenue, Denver 22, Colorado

Paul’s success at Minneapolis-Honeywell has led him to still more success. Some time ago he accepted a position with the Hathaway Instrument Company of Denver. After being there a short time he was directed to report for a series of interviews with the Board of Directors and the President of the company in the east. A letter from him while he was out there indicated that he knew he was being considered for a very responsible position with the company but didn't know the exact nature of it. A later communication from Paul tells about his appointment to the position of Comptroller for the company. These people manufacture electronic gear, and have contracts in the fields of aircraft and missile work. Paul has had a vast amount of experience during the past ten years, with particular emphasis on manufacturing. We are glad to learn of this new assignment and extend our congratulations to him.
Class of 1951

Paul Fulkerson - P.O. Box 418, Tolono, Illinois

Paul is still employed by the Air Force as an instructor at Chanute Field. He has been there since 1955 and is teaching propeller operation, trouble shooting, removal and installation. He likes his work as he is working on live equipment. He has attended several training schools on props during the past several months. His current problem is to decide if he likes this work well enough to follow the department to Texas or to stay at Chanute and teach in some other field of work.

Harry McQuinn - 1448 Ladd Street, Edwardsville, Illinois

Harry is still sold on his job as a mechanic with Walston Aviation. We stopped in to see him during the latter part of May, and after seeing the set-up there we can understand why. They have a beautiful shop with pleasant working conditions, and apparently plenty of business. Walston is a distributor for Cessna so Harry naturally gets a lot of Cessna experience.

C. S. Rao - 27 East John Street, Champaign, Illinois

C.S. has completed his BS degree in Aero Engineering and took his Masters degree in Math in 1957. Since that time he has been working toward the PhD which he hopes to complete in 1960. In addition to this full time load he is also teaching in the Department of Mathematics. He has also done some research in Petroleum Engineering. Upon completion of the PhD he expects to secure a position in the aviation industry.

Sanga Rao - Air-India, Santa Cruz Airport, Bombay, India

Sanga continues to be employed by Air-India as a Performance Engineer. He has been with the company for several years. We understand from Wally Roze that Sanga is married. Wally visited with him on one of his trips to Bombay. We heard a rumor that he was scheduled to return to the United States for additional training but so far have seen nothing of him.

Wally Roze - 369 Briarwood Road, Massapequa, New York

Wally is employed as a co-pilot for TWA. He received his ATR in April. He has had a lot of experience flying Constellations on TWA's international run as well as shorter runs in this country. Wally is well established with TWA now and thinks he has about the best job he could ever hope for. His advancement to Captain will naturally depend on the matter of supply and demand within the company. Wally has been in to see us several times recently. He purchased an AT-6 a couple of years ago and has been doing considerable work on it in Tuscola. This gives him good personal transportation and a chance to keep his hand in the mechanics field too.

Class of 1952

Robert Carlton - 1601 South Neil Street, Champaign, Illinois

Bob is scheduled to graduate from the School of Fine and Applied Arts in 1960. He then expects to secure a position with some company manufacturing household wares or furniture. Bob's separation from the field of aviation is not as
complete as these facts might lead one to believe. For the past year or two, he has been working on a toy-size flying saucer. He now has the thing perfected and is currently awaiting final acceptance by the patent office of his application for a patent. It is powered with a model airplane engine, and in true saucer style, takes off vertically. The thing is capable of achieving an altitude of several hundred feet and has remarkable stability. As soon as the fuel is exhausted it promptly goes into auto-rotation and gently returns to earth. Several toy manufacturers have shown an active interest in the saucer and it probably will be put on the market within the next year. Bob is currently the President of the Industrial Design Student Association here on the campus.

Lowell Davis Jr. - 10704B Sixth Avenue, South, Seattle, Washington

Lowell is a Reliability Engineer for Boeing Aircraft in Seattle. He has been with the company for two years, having started as an instructor in their field service department. He seems to like that part of the country as it offers a great deal in the fishing and hunting line. Lowell is in frequent touch with Lyle Wheeler and others who have migrated out there from the Institute.

Harold Gabby - P.O. Box 593, Holloman AFB, New Mexico

Harold now has a regular commission in the Air Force and is planning to make the military a career. He is presently stationed at Holloman AFB. He says: "My job is duty pilot which means I fly all types of chase, photo, tracking, and target in support of the range. I am presently checked out in F-100 C, D, and F models, the T-33 and the U3A. The U3A is the Air Force version of the Cessna 310. A real dream for a light twin. And I am in the process of checking out in the T-29 (Convair 340) and I hope to check out in the F140 real soon." Harold has also been attending the jet instrument instructor school at James Connally AFB in Waco, Texas.

James Mayberry - 757 Santa Christian Ct., Sunnyvale, California

Jim has worked for United as a mechanic since he graduated in '52. He seems to think the work agrees with him as he has gained a little weight, bought a house, and added another member to the family. He says: "We are now flying Douglas DC-8, DC-6B, DC-7 and the Convair CV-340. We are getting DC-8's and B-720's later this year. As for the boys just graduating I don't think they will find it too hard to get a job. I look for a lot of expanding with the start of full scale jet operations. The maintenance on the jet engine will be less than on piston engines, but the airplane is going to take a lot of work. I must say that any way you look at it they are a lot of airplane."

Pete Maseng - 2179 West Sunset Drive, Palatine, Illinois

Pete reports that: "I'm still with United - almost seven years and am well satisfied. Four years as co-pilot now, but although I've been upgraded (captain ability, ATR school) it looks as if it'll be years and years before I'll get moved up to command pilot - especially with the advent of the jets. I'm still stationed in Chicago and flying some trips out of O'Hare but mostly Midway. My trips take me mostly to the east coast (Washington, New York, or Boston) or west to Omaha. Occasionally I get a west coast flight (Los Angeles, San Francisco or Seattle). Flying about half CV-340's and half DC-8, 7's."
Joseph B. Smith - RFD 2, Bethany, Illinois

Joe joined the Navy following his graduation and then took up farming after he returned to civilian life. He says: "I haven't had much to do with airplanes since I graduated. As you know I went into the Navy upon graduation and because of it I picked up a bit of knowledge in electronics. I certainly am grateful for the education I've accumulated in the past few years. It certainly has been helpful in this business of farming to say the least. I sure like this life. Maybe we'll never get rich but we'll have a lot of fun trying. We want our children to grow up on the farm because it is such a wonderful background for a person to have."

Harold Weaver - 138 North Marguerite Street, Ferguson 35, Missouri

Harold is working for McDonnell Aircraft as a Data Analyst Engineer. His training and experience make him particularly well qualified for the work he is now doing. His training at the Institute combined with his degree in Aero Engineering and his maintenance experience in the service have given him a unique and very broad background in aviation. Harold's work with McDonnell at this time is to analyze the performance and flight characteristics of the Voodoo while watching a television set. Radio signals transmitted from the aircraft and automatically recorded on magnetic tape for a permanent record of the flight are decoded and flashed on the "television screen" in the form of a graph bar which appears 20 times per second. Each line on the bar represents a different flight characteristic, such as air flow, flutter vibration, altitude, et cetera. By the use of such electronic gear it is possible for Harold to collect as much or more information about the plane's behavior as the Voodoo pilot himself.

Lyle Wheeler - 19617 Fifth Avenue South, Seattle 88, Washington

"I am still employed by Pan American World Airways as a co-pilot. Presently I'm flying Douglas DC-7C's all of the time. My normal run is from Seattle to Honolulu via Portland, Oregon. Once in a while I get to make a trip elsewhere in the world, but not very often. Last year I made a trip to Auckland, New Zealand via the Fiji Islands. I spent several days in the Fiji Islands and believe me it was quite interesting. I also made several trips to Tokyo and other points in the Orient. Needless to say I didn't get to spend as much time in any of the places as I would like. I'm pretty sure that I have found myself a home with Pan American -- that is unless something unforeseen happens. It may take me longer to become a first pilot with them but when I do I will still be flying the newest and best airline equipment. Someday I'll be number "1" on Pan Am's pilot list since there is no one younger than I am above me on the seniority list. I personally think that is something to shoot for. All I lack now is a jet type rating on my certificate." Lyle stopped in to see us a few weeks ago. He was flying his new 172 which he had just picked up at the factory the day before.

Darwin Zachay - Tolono, Illinois

Zack is beginning his 8th year here at the Airport. He has had a lot of experience in the light plane field, and does all the sheetmetal work that is done here. Pop says he is one of his better mechanics and apparently keeps trying to prove it by giving him a lot of the knotty problems that arise. One of the biggest jobs he has worked on during the past two years was the conversion of our C-45. Lately he has been picking up some experience on a Twin-Bonanza.
Class of 1953

Eugene Albrecht - 1412 49th Avenue, Pensacola, Florida

Gene says: "I was transferred from VU-7 at NAAS Brown Field, Chula Vista, California to NAS Pensacola, Sherman Field. I am assigned as the Assistant Line Maintenance Officer and as an Assistant Test Pilot. Presently I am on temporary duty at North American Aviation at Columbus, Ohio, and will shortly proceed to NAS Patuxent River, Md. The mechanic training has landed me in an aircraft maintenance job every place I have been assigned. The training I received has made it easy for me to understand new aircraft systems, have a better appreciation of the problems of the mechanic, and understand the malfunctions that sometimes occur on test flights. My wife and I now live in Pensacola. We were married a couple of weeks before I was transferred."

1st Lt. William L. Birk - E1107 30th Avenue, Spokane, Washington

Bill writes: "I'm now up at Fairchild AFB as a co-pilot on a KC-135 jet tanker. I got up here in September of '59. Prior to that I was a Squadron Commander at Bergstrom AFB in Texas. The 135 is a great airplane but it's nothing like flying fighters. I'm real happy to be up here in Washington to take advantage of all this good hunting and fishing."

Lt. George A. Brown - RR #1 Box 51, Valmeyer, Illinois

George tells us that he is now a 'grounded duck'. It seems that he made the regular army about a year ago and they proceeded to clip his wings for a couple of years. He has been detailed to Artillery and says that he likes it very much. He is presently attending school to learn about the missile program.

Charles Giuffre - 1203 North Champaign Street, Champaign, Illinois

Charlie is still teaching props at Chanute Field. He has been in his present position for three years, and is specializing in Hamilton Standard propellers as used on the DC-6 and 5B, the Constellation Super G and the KJ-97. He says he is still playing a little golf in summer and bowling in the winter. He manages a Little League team in his spare time during the baseball season. We rather imagine that such activities have been considerably reduced since June, as Charlie was married at that time.

Marshall Higgins - 374 Washington Avenue, Brentwood, New York

Marshall works for TWA as a flight engineer. He was transferred to the international division in May 1958 and has been flying a variety of trips from New York to Europe, North Africa, Asia, and the Philippine Islands. He says: "I'm happy to see the Institute of Aviation well represented in TWA. Herb Seiwert, ex-flight instructor and Wally Roze are first officers, and Sam Mantelos and Howard Frische are flight engineers," Marshall would like to hear from any of the Institute graduates that find their way to the New York area. In addition to his home address he can also be reached at TWA's International Division Crew Schedule Hangar 12 at Idlewild Airport."
Melvin is a pilot on a B-47. He is completely sold on the military and expects to remain as a career Air Force officer. He stopped in to see us recently while on his way to Topeka to be checked out as an aircraft commander on the B-47E. He now has 1500 hours to his credit, including multi-engine and jet experience. Mel makes frequent trips to England as a part of his regular duties. This has made possible frequent side trips to the continent with visits to Paris, Wiesbaden, Copenhagen, and other places of interest.

David Mann - 1560 West William, Decatur, Illinois

Dave writes: "The three of us from the AMC class of '53 are still working at St. Louis for Ozark Air Lines. Hutch is still working on the line and pulling periodic checks. Jim Wilson, however, has moved from the cowlin g department to the prop overhaul shop which is a part of the accessory shop. I followed Jim to the accessory shop about two months later, transferring from airframe overhaul to hydraulic component overhaul. My job includes the overhaul and testing of Bendix pressure regulating valves, power brake valves, landing gear compensation cylinders, control flap cylinders, hydraulic windshield wiper components, selector valves, and just about everything hydraulic except the pump and brakes. In addition to this, I'm responsible for the rework of vacuum relief and check valves, and the processing of engine oil screens, and the re-building of small landing gear door components. Needless to say, I'm kept quite busy but the work is diversified and I enjoy it. With Ozark expanding as rapidly as it is and with the addition of the Fairchild F-27 equipment, I feel that staying with Ozark will be to my advantage."

Sgt. Gary L. Singley - RA6451042, Post Rifle and Piston Team Fort Campbell, Kentucky

Gary says: "I'm applying for a commission in the Illinois National Guard. I've only got a few months left on active duty and would like to go into the Reserves as a 2nd Lt. I'm still with the Division Pistol Team and am still jumping. I jumped last Monday, by the way. It was such a nice experience that it's a shame that they pay me for it. Have been doing nothing but shooting all season with the exception that I went on Operation White Cloud. I didn't go with the Engineer Battalion, I went with the Commanding General's enlisted staff and kept the General's situation map for him. It was really a very easy job, never did so much sleeping and coffee drinking on a maneuver before in my life. My old foot injury hasn't been bothering me except that it gets a little stiff at times. I'm still jumping, have about 36 jumps now and don't really mind it so much. I don't know the meaning of fear, the emotion that I feel when I jump could be more nearly described as terror. But that is healthy because it tends to make one more alert and conscious."

Wendell Williams - 4005 W. Wareland, Chicago 41, Illinois

Wendell took his degree in industrial design and is now working in that capacity for a Chicago company. He was recently commissioned as a 2nd Lt. in the Illinois National Guard and is connected with a Chicago unit.

Robert P. Wilmes - 1926 Wilson Avenue, Chicago 40, Illinois

Bob writes: "The permanent assignments which I discussed when down at school last year, is in effect now and I am permanently assigned to taxi-rumap work
which I enjoy most. I still work the 3:30 to Midnight shift which I prefer. O'Hare Field in Park Ridge will begin jet operation soon and the airlines will be needing more mechanics so the Institute grad may have opportunities here. I am undecided as yet about my transferring to O'Hare."

Jim Wilson - 9121 Midland, Overland 14, Missouri

As Dave Mann told us in his letter, Jim is now working in the prop shop. His transfer there was made possible by the seniority he has built up with Ozark. Jim tells us that he has a baby girl who will soon be two years old. He seems to be a bit concerned about her though as she shows absolutely no interest in aviation whatsoever.

Class of 1954

Bill Alblinger - 215 North Wright, Naperville, Illinois

A recent note from Bill says: "I'm still living in Naperville, and flying out of Midway. Last month my trips included a Constellation to Tampa, DC-7 trips to Atlanta, and Martin 404 and Convair 440 trips to Charlotte. I certainly liked this particular bid trip, since it keeps me qualified on all the equipment. We have our Electra in service, however, and I think it will be at least six months to a year before I am checked-out in it. From all I hear it is the DC-3 of the jets. We not only like them but we expect to build our present business around them. I have had several trips with Dick Sharp and Glenn Miller as my Flight Engineer. They are good sharp boys who certainly reflect some of the learning they had back at the Institute."

Lloyd L. Austin - 488, 30th A.T.S., McGuire AFB, New Jersey

Lloyd stopped in to see us recently and told us: "I am still at the same job of flying for Uncle Sam, although I did take a big step up the ladder a few weeks ago. I made aircraft commander and moved over into that seat. We are still flying C-118's (ML, DC-5) here at McGuire but rumor has it that we will begin to get DC-8's in another year. My time is up in November of this year if I decide to get out."

Herb Berger - Berger's I.C.A. Store, 1623 Taft Avenue, Berkeley, Illinois

Herb says that not much has happened to him career-wise during the past year— he is still in the food retailing business. He got married in January of '58 and is apparently pretty well domesticated by this time. The Bergers' had a baby girl in December, so Herb is no longer the boss.

Charles Drewes - Van Doren Hall, Champaign, Illinois

Charlie has just completed his second semester in Architecture here at the University. He returned to the U. of I. after four years in the Navy where he served as a pilot, flying the AD Skyraider. Other duties included maintenance officer, photographic officer and a variety of other duties. The Navy took him to the Orient with visits to the Philippines, Guam, Midway and all the other well known spots in that part of the world. He is now spending an occasional weekend at Glenview to maintain his proficiency.
Jim Gilbert - 204 West Burbank Street, Harvard, Illinois

Jim stopped in to see us a couple of times this spring. Following his release from service he spent a short time in Industrial Education. Although he was one of their top men scholastically, the work was too far removed from aviation to hold him, so he withdrew. Since that time he has been holding an interim job while pursuing the girl of his choice. We understand that airplanes have even taken second place to this competition.

Donald E. Kenney - J-61-C Stadium Terrace, Champaign, Illinois

Following three years in the Army where Don served as an Aircraft Maintenance Supervisor, he returned to work on his degree in Industrial Education. This he expects to complete in 1960. If he goes into teaching he plans to work toward his master's degree. He has two very fine little girls—2 and 3 years old.

Allen Livek - 306 Harrison, Kewanee, Illinois

Allen went into the readi-mix concrete business several years ago. He maintains an active interest in aviation, however, and has done considerable work as an aircraft mechanic during his spare time.

John Rinkus - RR #5, Springfield, Illinois

John’s last report tells us that: "I am now working for Century Securities Corporation here in Springfield. It is all together different type of work than I have ever done before. I have been here but a short time and already I am vice president of the corporation. It is a very big outfit with 43 offices in four different states. The company just bought a brand new 3100 and I am flying it for them. My first week with the company was spent in Phoenix, Arizona. The weather was really nice there so I took advantage of it with a swim in the hotel’s outdoor pool."

Glen Sieben - 7111 Clover Ln., Florissant, Missouri

Glen is working for McDonnell Aircraft, in St. Louis. His job is the inspection of all maintenance performed, and the pre-flight of experimental aircraft. He is one of the ever increasing number of AMC graduates working for McDonnell. Like the rest of the fellows there, he likes his work and says the company is a good employer. All of the men who have gone to work for Mac have either been placed on inspection or in their Field Service department.

Charles Swinford - 107 West Springfield, Champaign, Illinois

Following four years in the Navy, Charley returned to the U. of I. to pursue a degree in Industrial Education. He expects to graduate in 1961, and work in the aircraft industry or in public school teaching. His service experiences was that of a structural mechanic with work in hydraulics, final inspection, sheetmetal repair, cabin pressurization, etc. He hopes this experience will prove of value once he gets his hand on that degree. The shock of returning to school has somewhat been overcome by his hobby of banjo playing—and he gives that most of the credit for being able to maintain his sanity at this time. He is even making a little money at it by playing with a couple of Dixieland bands in this area.
Arnold is with the Army in Germany. He tells us that his unit is hidden in the woods many miles from all traces of civilization. He says their job is to act as support for the Western Area Command which is based at Kaiserslautern. Other than that he is unable to tell us more about his job. He says his post is small, but has good facilities.

**David Wolcott - DeKalb Airport, Pleasant Road, DeKalb, Illinois**

Dave is flying charter and doing some flight instruction at the DeKalb Airport. He has been with them since the 30th of March.

**Class of 1955**

**Vincent Breuer - 926 Grant Avenue, Rockford, Illinois**

Vince is working for Butler Aviation as a mechanic. He says: "I closed my shop in May of '55 and came to Rockford. Started with Illini Aviation doing scarp inspection of Delawiland Beavers for the Army. Mostly did final assembly and rigging--then they went bankrupt. Am now working with Butler and doing the kind of work I really like--am beginning to even enjoy working for Butler."

**Ralph Burnstine - 1100 North Walnut, Springfield, Illinois**

Ralph said in his last letter: "We no longer run the hobby shop. Lately I've just been flying for Capitol and several individuals around here. I logged 456 hours at this last year. I've placed applications with several companies for co-pilot-mechanic. I'll know about castle soon. There are plenty of jobs combining charter, instructing and A & P work."

**William Clancy - 123 Froman Drive, Mt. Carmel, Illinois**

Bill says: "In December of '55 I left Ozark Air Lines after 3½ years of enjoyable work. I am now working for Thordarson-Maisner Transformer Company, and covering the area of Illinois and Wisconsin. Selling transformers and coils and exact replacement transformers. The company makes all sizes from transformers that go into hearing aids to the ones that weigh 250 pounds. Bill has had a heart condition for the past several years and he felt that the irregular hours and work at Quincy was a bit too much so he is trying this new work for a while."

**James Doty - 225 West Fifth Street, Pecatonica, Illinois**

Jim is now in the Army, where he is serving as a squad leader for an 81 mm mortar crew. He was scheduled to leave for Schweinfurt, Germany the middle of May. After he graduated from AMC he spent a year and a half in Aeronautical Engineering. He then went to work for Sundstrand Aviation in Rockford as an engineering technician in the Qualification Testing Group. He says he liked the work and felt the opportunities were virtually unlimited. He writes: "Each day I learned new things and I had ample opportunity to apply the things I learned at the Institute. Sundstrand produces constant speed drives, hydraulic..."
motors, frequency and load controllers, pressure switches, and various other accessories for all jet aircraft. My work involved preparing environmental test programs, supervising the testing, and writing reports on qualified products. Sometimes this work became very involved but I can assure you it was never dull. I gained experience in testing products through vibration, salt spray, sand and dust, fungus, radio noise, mud, static electricity, altitude, high and low temperatures, hydraulic wetting and life endurance tests. Sundstrand builds products for such aircraft as the F-100, F-102, F-104, F-105, F-106, F-108, B-52, B-36, B-58, DC-8, and KC-135 just to name a few."

Lt. j.g. Gordon Gran - W-13 NAS Patuxent River, Maryland

Gordon’s last letter says: "For the past year and a half I’ve been flying with the Airborne Early Warning squadrons out of Argantia, Newfoundland, but our home base is NAS Patuxent River, Md. For the past year a couple of crews from the squadron spends two weeks a month in Argantia and then rotates with other crews from the squadron to continually have fresh crews on the North Atlantic barrier. At the present time there are three squadrons supporting the barrier, which are W-11, W-13 and W-15. Up until last June I was in W-15, but then I received orders to W-13 and have been in W-13 ever since. I am writing this letter from the plane on which I’m flying my number one hundredth barrier and this one isn’t any different from the first a year and a half ago—except that I have worked my way through the ranks of 2nd navigator, 1st navigator and 3rd pilot. I made 2nd pilot or co-pilot a few months ago which means no more navigating. Our crews have been averaging 110 hours a month for the last year but the big thing is those 110 hours are all done in two weeks of every month. I have about 1600 total hours in the W-2 (radar super Connie). I will be getting out of the Navy the first of November 1959."

Sam Mantelos - 5704 South Rockwell Street, Chicago 29, Illinois

Sam has been flying as a flight engineer for TWA since he graduated. He has now accumulated 3400 hours with this organization. He spent last year on the international run with trips to London, Paris, Frankfort, Rome, Athens, Cairo, Bombay, Colombo, Manila, and a few other assorted points. At the present time he is flying Chicago to Albuquerque. All of his experience has been on Connies, Sam drove down in his Corvette to see us last week. He tells us that he likes his work and enjoys traveling very much. He is putting in between 80 and 85 hours per month on the job. When he was on the international run he averaged about 255 hours every three months.

Glenn Miller - Balbo Trailer Club, LaGrange, Illinois

Glenn is a flight engineer for Eastern Airlines, and is working out of Midway at Chicago. Like the rest of the fellows working for Eastern, he is pretty well sold on the organization.

Ken Newstrom - 509 East Daniel, Champaign, Illinois

Ken graduated in June from the school of Industrial Design. He has served as a part time flight instructor almost every semester since his graduation from the AMC. He was expecting to go into service following his graduation. Prior to leaving, however, he also planned to return to Grand Rapids and handle the seaplane and charter work for his uncle who operates Mesaba Aviation. Following his return from service he hopes to find employment as an industrial designer.
for an aircraft manufacturer. He is particularly interested in being able to combine his AMC training and his work in Industrial Design.

James Richardson - 3334 West 65th Street, Chicago, Illinois

Although Jim gives his home address, his card states that: "I am flying in the same squadron as Gordon Gran now." He only hopes he can make co-pilot this year, as Gordon did. For those interested in becoming Naval Aviators, he recommends that they go for single or twin engine aircraft rather than the transports.

Derrance Smaage - 1507 University Avenue, S.E., Minneapolis, Minnesota

Smaage is a flight instructor at the Minnesota Bible College where he has been a student since his graduation from the Institute. He says they are just starting an Aviation Missionary Program for their Bible College students. They now have one airplane and expect to expand in the next few years. He finds that his training here is beginning to pay off in this new program. The introduction of an aviation program into this Bible school seems to be the trend in such schools. We know that similar programs exist at Moody Bible Institute and at Lincoln Bible Institute.

David Van Kettena - 11313 Lowe Avenue, Chicago 28, Illinois

Dave is now a flight dispatcher in the Army. As of early spring he was stationed at Ft. Rucker, Alabama. He says the job isn't too interesting but certainly beats the infantry. He says: "I've got 16 months to go and am waiting for the day when I can get back to New York and Pan American. My seniority keeps right on building while I'm in the service. The airlines have started taking pilots again very slowly, but it will be a few more years before there will be the number of jobs available as there were in late '55 and early in '56."

James E. Vliet - 807 West Springfield, Urbana, Illinois

Jim is teaching at Chanute and is specializing in the production of liquid oxygen for missiles and aircraft. While in service he was assistant crew chief on a H-13 helicopter at Fort Rucker, Alabama. A clipping from one of the local papers recently reported that Jim was cited by Brig. General Cairns for "his splendid record as a student in aircraft maintenance from May 19 to July 11." In addition he was cited for outstanding application in his academic work and practical maintenance.

Class of 1956

Harold Atkins - 16 Eagle Creek Blvd., Indianapolis, Indiana

Harold is a line mechanic for TWA at Indianapolis. He is working on their Martins and Connies and likes the work very much. The last time we saw him he still had his Luscombe and was enjoying life to the fullest extent.

Robert Brown - 906 South Sixth, Champaign, Illinois

Bob is now a full fledged flight instructor here at the Institute. He got his degree in Industrial Education in June and then accepted his new position on
the Institute stuff. The work is not particularly new to him as he served as a flight instructor at the Lakeside Airport in East St. Louis last summer. They also gave him a chance to work in their maintenance shop so he picked up a lot of valuable experience. He seems to like his work here and is always on a dead run to get to his next student so he can start his character building process on him.

**Mike Conn - RR #2, Box 324, Chicago Heights, Illinois**

Mike graduated from the department of Industrial Education in January. As this is a bad time to get a job in the teaching profession he took a job as a carpenter with a contractor to tide him over until a teaching job became available. Mike seems real enthused about his future in teaching and is planning to begin work on his masters degree right away. He says he can do this at night school, and complete the work by 1963.

**Robert A. Dahlberg - 18234 Grant Street, Lansing, Illinois**

Bob is a junior ceramic engineer with the Ingersol Products Division of the Borg Warner Corporation. He says he likes his work, although he didn't tell us the nature of it. Bob is married now and busy raising a family.

**Wayne Damron - 1601 South Neil Street, Champaign, Illinois**

Wayne will graduate from Industrial Education in August 1960. He served 2 years in the Army with most of the time being spent at Fort Benning, Georgia. He worked as a sheet metal repairman on helicopters while there. He tells us that he likes his work in Industrial Education and is looking forward to his practical teaching assignment next fall. His service experience included work on 1-19's and the Sikorsky H-34 and the Bell H-13.

**William Duncan - 60 Kenilworth Court, Lafayette, Indiana**

Bill is teaching aircraft maintenance at Purdue University. He tells us: "I am teaching both airframe and powerplant courses but not in the same semester. I also have a lab session where I am supervisor over students working on the Purdue DC-3's. They are rebuilding two Air Force C-47's from start to finish to add to the DC-3 fleet. Both the students and I have learned a lot during this rebuilding program. I am also working on my masters degree in Industrial Education, and expect to complete it this summer. I have paralleled study on my masters with courses in Engineering and plan to complete a degree in either mechanical or aeronautical in the next year or two."

**Ken Gift - 1658 Swallow Drive, Sunnyvale, California**

Ken is with TWA as a line mechanic. He has been with the company for 2½ years now and he tells us that he enjoys his work very much. Like all the new men he is on the graveyard shift but thinks he may be able to change to daytime work in about six months. Last summer Harold Atkins used his airline pass to go to San Francisco so the two of them had a good on the job visit. Ken says that occasionally he has the opportunity to rent an airplane for an hour's flight but it seems like a mere drop of water for a very large thirst.
Frank Jones - Capitol Airport, Springfield, Illinois

Frank is working as a mechanic at Capitol Aviation, and teaching their apprentice mechanics during the evening. Because of the shortage of licensed mechanics, Capitol has found it necessary to conduct their own in-service training program. Prior to working in Springfield, Frank managed the airport at Wabash, Indiana. The burden of the job proved too much for Frank's inwards and it promptly landed him in the hospital. After a long period of pills, nurses, doctors, and bills, Frank finally staggered forward to continue the battle. But to see him wearing his new contact lenses is like meeting a new Frank Jones.

Stephen Kalish - 6709 North Hermitage, Chicago 26, Illinois

Steve is another AMC graduate working for TWA as a line mechanic. He too is on the midnight shift. When he was down to see us recently, he said that their pay is up to $2.97 per hour for general routine maintenance. He expects to go into service shortly, but like the rest of the airlines his seniority will continue and his job will be waiting for him when he returns.

George E. Lennard - 6239 Commodore Drive, Indianapolis 18, Indiana

George writes: "I'm still employed at the Allison Division of G.M.C. as a mechanical lab technician in the experimental fuel components laboratories. In the lab we conduct service-ability, environmental and endurance tests on all the fuel components for the various engines that are now in service as well as for those engines that are still in the planning stage. These tests include contaminated fuel tests, humidity and fungus tests, high and cold temperature tests, etc. An interesting test was run a while back in which an engine was "fed" ducks. The engine—the type currently in use on the Lockheed Electra—was mounted on a test stand. Immediately in front of the engine was constructed a "cannon". From this cannon, ducks were fired into the air intake of the engine at a velocity to simulate an airplane meeting a flock of ducks in flight. Afterwards the engine was disassembled and the components sent to various labs to determine what detrimental effects, if any, the ground-up and roasted ducks had on the engine. In my job, the technician does all the assembly or disassembly that may be required to test and inspect a particular component. He designs the set-up required to run the test, and he then runs it and compiles data. During all this, he works in conjunction with the design engineer and with a test project engineer."

Herbert Wodtke - 3530A Pennsylvania Avenue, St. Louis 13, Missouri

Herb is working for the Emerson Electric Manufacturing Company of St. Louis now as a senior technical publications writer. He had two years of similar experience with McDonnell prior to taking his new job. Due to an extensive lay-off at Mac, Herb suddenly found himself in need of another employer. He says of his new work: "The publication division has expanded from 40 to 100 people in the last year—and from about 6 to 12 writers with an additional six people on loan from the design department. Most of the books we are working on now are for Convair for the MB-7 fire control system for the B-58 Hustler bomber." Herb is attending night school at Washington University where he is building up an impressive collection of math credits.
Ernest E. Allen - 2513 Bob Wallace Avenue, Huntsville, Alabama

Ernie is working for the Chrysler Corporation at the Redstone Arsenal in Huntsville. He is in the training unit and is teaching launch crews and mobile maintenance teams on the Jupiter IRBM. Chrysler is a sub-contractor to the Army Ballistic Missile Agency for the building of the Jupiter. Charlie Koptis is also with Chrysler and lives across the street from Ernie. Prior to going with Chrysler, they both worked for Boeing at Seattle. More money and greater opportunities, however, were offered by their new employer.

Gordon Brown - 9446 South Raymond Avenue, Oaklawn, Illinois

Gordon worked in the shop here at the airport for a while following his graduation and then moved to Chicago to work for United as a line mechanic. Shortly after that he received an offer to fly as executive pilot for the United Retail Workers Union so he left United. He liked his new job but still wanted to be a flight engineer, the goal he has had in mind since he enrolled in the Institute. His determination and persistence finally paid off, and as of last May he became an employee of American Airlines and was promptly sent to their Flight Engineers school. Before he left he said he expected to be trained on their Electras, and the Boeing 707.

Jay H. Erickson - Circle "R" Ranch, Plainfield, Illinois

Jay completed the Navy's flight training program last December. He was awarded his wings and the commission as a 2nd Lt. in the Marines in January. He writes, "I'm flying helicopters now and I've never had so much fun. It's a wonderful machine with a great potential and is taking giant steps toward perfection if there is such a thing. There has been a lot of work and worry during the past year, but the experience, close friendship and self-satisfaction have made it more than worth the effort." Jay is now flying co-pilot on a Sikorsky S-55 and recently took part in the festivities connected with the opening of the St. Lawrence Seaway. A recent issue of the Milwaukee Journal headlined an account of the helicopter rescue of a boy adrift in Lake Michigan. Jay's picture appeared as one of the crew taking part in the mission.

Ray Grimme - Municipal Airport, Fort Madison, Iowa
c/o Sheaffer Pen Company

Ray worked as a flight instructor here at the airport from June of '57 until December of '58. He also attended the University part of the time, as a student of Industrial Education. In December he accepted a position with the Sheaffer Pen Company as one of the two company pilots. The job entails flying a Cessna 310B.

Dennis S. Haney - 511 South Pine, Arthur, Illinois

Dennis was married in August of 1957 and shortly thereafter enlisted in the Army. He claims there is no relationship between the close proximity of these two events. Upon completion of his basic training he was sent to Fort Rucker, Alabama. While there he was given a fourteen week course on helicopter maintenance. From there he was shipped to Hawaii where he has been serving as
a crew chief on an L-23D, a twin Beechcraft. He was later made a Tech Inspector on rotary wing and fixed wing aircraft. He says: "My A&P license has helped me in the service in many ways. I'm glad I chose aviation as my field. My wife and I are enjoying our stay here in Hawaii. We have eighteen months left here and then will return to Illinois."

Amin Hachathorn - 243 West San Bruno Ave., San Bruno, California

Amin stopped in to see us last December. He is working as a line mechanic for American Airlines, and has been with them since August of '57. His work is on DC-3's, DC-6A's, DC-6B's, and DC-7's. He is looking forward to being sent to their jet school the latter part of next year. American's plans are to be completely converted to jets in the early 1960's. He highly recommends American for any good A & P looking for a permanent job. The company offers the usual benefits with good pay and excellent working conditions. His trip back to Champaign was the first time that he has taken advantage of his free travel privileges.

Earl Heisterberg - 184 West Rosedale, East Alton, Illinois

Earl writes: "I'm still with Ozark Airlines and like it pretty well. I work in the hangar most of the time. The work varies from aircraft overhaul, routine maintenance, trouble shooting, conversion, and engine changes to some line work. Ozark is scheduled for three Fairchild F-27's in July. I will get some turbo-prop training when they get the classes set up. They are planning on about 2 weeks of continuous school. I've looked the plane over and watched demonstration flights and I feel it is a good plane with good performance, but as with most new equipment, it has weak points that needs to be corrected."

John Howard - 4747 Longworth St., Lawrence 26, Indiana

We don't have much information on John. We do know however that he is working for the Indiana Department of Aviation. We are told that a part of his job has to do with accident investigation.

Herman Krundus - RR #1, Box 90, Elgin, Illinois

Herman has been working as a mechanic for the B & M Aircraft Corporation of Elgin since November of 1957. Since his employer is certified for Piper service, he spends most of his time working on Piper products, but he has also worked on Beech and other aircraft. His title is Inspection Crew Chief so he obviously spends most of his time running inspections. He has also rebuilt a Comanche, an Apache, and two Tri Pacers. The repair job on the Apache was $13,000 so that represented a lot of repair. He recently purchased a 1953 Tri Pacer and just stopped in at the Institute on a return trip to Key West, Florida.

Donald E. Larson - 700 West Layton Avenue, Milwaukee 15, Wisconsin

Don writes: "I'm working for Trastle Tanneries in Milwaukee. We have two airplanes, a Super E-18 Beech and a Cessna 310B. I am flying co-pilot in the Beech and am going to be checked out in the 310. As for our operation there are only the two of us and we fly to both coasts and as far south as New Orleans so we pretty well cover the U.S. We have been letting Butler Aviation in Rockford pull our 100 hour inspections mainly because of the gear retraction check and also a cross check against my inspections. When you have more than one guy or group inspecting, you are pretty sure you're not going to miss any-
thing. However the 100 hour inspections run pretty light because I catch all
the squawks as quick as they show up, and they are both real good airplanes." Don
tells us too, that he became a member of the Professional Pilots Association
several months ago. This association will give him the opportunity to meet the
other professional pilots in the field and make his work even more interesting.

Donald G. Larson - 221 South Washington, Paxton, Illinois

Don is a student of Industrial Education. He should complete his work shortly
and will probably go into teaching. He is still an avid aviation enthusiast
and visits with us at the airport quite frequently.

Alan Latz - P.O. Box 4, Bureau, Illinois

Alan is also a student of Industrial Education. He has another semester or two
before he can go job hunting. He was married in August of '58. His practice
teaching assignment is scheduled for this fall. Periodically Alan reports for
Air National Guard training at Peoria.

Charles Lining - RR #2, Box 143, Huntington L.I., New York

About a year ago Charlie made Senior Mechanic with American Airlines and was
scheduled to reach their top pay rate the 1st of July. Charlie has been with
American since he graduated and is currently a DC-6 run-up man. The last time
we heard from him he was expecting to be sent to school for training on the
Lockheed Electra. As he is stationed at LaGuardia he will not have contact
with American's 707's as they will operate out of Idlewild. He tells us that
by 1962 American won't have a piston-engine-aircraft left in the fleet. In
addition to the Electra and the 707, the company is also buying several
Convair 660's.

Robert Matthews - 25115 25th Avenue South, Kent, Washington

Bob and Ernie Allen both started with Boeing at Seattle as instructors. Al-
though they liked their work they soon found that there was very little security
in the job. Bob soon left and went to work for Northwest Airlines as a mechanic.
He tells us that the company has the highest pay scale in the industry, and
provides excellent working conditions for their personnel. They are now flying
DC-4's, 6's, 7's and Boeing Strato Cruisers, but will take delivery on DC-8's
this fall. Bob made use of a pass and flew back to Champaign, this spring. He
told us that he expected to be sent to school to be trained on their new
equipment. He is completely sold on Northwest as an employer and very much
enthusiastic about the growth the company is making. He predicts an ever growing
need for mechanics, with emphasis on the good mechanics.

A/2e Allan A. Schock - AF 16560931, Box 1830 CMR #1, Keesler Air Force Base
Biloxi, Mississippi

Allan writes: "At the present time I am a crew chief on T-33 jet aircraft for
the U.S. Air Force. I use all the other spare time I have working at the
local airports doing A & P work. I've also picked up my instructors license,
and spend quite a bit of time flying with students at these airports. I am
now working on my instrument license. I am living as a permanent party crew
chief on Keesler Air Force Base. Down here on the gulf coast, the only
maintenance man other than myself is the IA for the area, a rating which I am
also working for. Between the two of us there is more than enough work to keep us busy at all times. Since I came down here I have made over fifty 100 hour inspections, turned in over 20 form 337's, rebuilt 2 wrecked Champs, and a wrecked 140, and I still use my school workbooks to help me out."

Don Schoenhoven - 919 First Street, Brookings, South Dakota

From Don we have: "When I left school I came directly to Brookings and went to work for the local airport operator as a mechanic and flight instructor. In June of '58 my boss quit the airport business to accept a different job. At this time South Dakota State College offered me a job to work as a mechanic and also to be in charge of flight instruction of the college flight courses. Previously the flight courses were contracted out to the airport operator. The maintenance of the college aircraft was being sent to different airports in the state. I took the job which put me on the staff of the school. Last summer we built a maintenance shop and now do our own maintenance. Also we now do our own flight instruction. I have two part time flight instructors helping me. I also fly a few charter trips when my boss is on a trip. The equipment we have are two Aeronca Champs, a Cessna 170, and a Piper PA-12. I enjoy my work here very much since I have a diversified job. I put to use my mechanical as well as the flight training I received at the Institute of Aviation."

Don Wassel - Capitol Aviation, Capital Airport, Springfield, Illinois

Don has been working as a mechanic with Capitol Aviation for well over a year. He and John Hodgson and a good many other ex-AMC students make up a large part of the maintenance staff at Capitol. We hear indirectly from Don but haven't seen him for a good many months.

Eugene W. Whitlock - 1817 Ervay Street, Alton, Illinois

Gene tells us: "I have been working as a Flight and Service Inspector for McDonnell for about two years. As is true with any large company, it takes years to become a supervisor, so it looks as if I will be inspecting for some time to come. But I like it better than turning wrenches and it also pays somewhat better." Gene was married in April of '58 and has already bought a house in Alton.

Class of 1958

Hasan Baig - Masah Tank, P.O. 4, Nederabad, India

Hasan left Champaign following his successful completion of all the AMC requirements and accepted a job in Chicago. Following a short period of employment there, he plans to enroll in a technical school in Boston, and finally from there--return to India. The school in Boston awards an associate degree, which Hasan feels would be of considerable benefit to him in his country.

James Bristow - 212 West Washington, Champaign, Illinois

Jim is now an Industrial Education major. He received his flight instructor's certificate in December of '58 and has been doing some teaching here at the
airport. He was married in August, and a month later signed up with the Marine Reserves. He will be sent to Pensacola for their flight training program right after his graduation.

Byron Claypool - Capitol Aviation, Capital Airport, Springfield, Illinois

As one of the ever increasing number of Capitol employees, Byron is working as one of their mechanics. He is getting a variety of practical experiences with particular emphasis on Cessna products. We have heard some good reports about the work that he and the other fellows are doing at Capitol.

Joseph Dalrymple - 1010 West Hillcrest Blvd. Space #7, Inglewood, California

According to inquiries recently received we know that Joe is being considered for a position with the Space Technology Laboratories at Los Angeles. He has been in California for about a year.

Russel Deliberto - 2400 South Ninth Avenue, Broadview, Illinois

Russ was in to see us recently. He is now working for Chicago Helicopter Airways, Inc. Following his graduation Russ and his wife took a vacation trip to the west and southwest. He found the job opportunities there rather scarce so he returned to Chicago. His job is that of a Junior Mechanic. In March of 1960 he will be eligible for their test of Mechanic and later for Senior Mechanic or cetera. The company has 3 Bell 47-G's and 5 Sikorsky S-58's.

Byron Eggemeyer - 3507A Medora, St. Louis 21, Missouri

Byron started with McDonnell Aircraft in June following his graduation, and now works in the Technical Publications Department. His work is connected directly with the F4H-1, the F3H - the Demon, and the GAM missile. He is working in a group of four people with an office in Mac's new Engineering Campus. Byron was married in July.

Ronald Galster - 727 North Garden, Bellingham, Washington

A short note from Ronald tells us that he is now married. He was scheduled to complete the requirements for a teaching certificate last March and hopes to secure a position teaching some aspect of aviation for the next school year.

Wayne Harshman - Box 214, Industry, Illinois

Wayne is attending Western University at Macomb, Illinois as a student of Industrial Education. Western was just recently classified as a University and has approximately 3000 students. He tells us: "I kind of miss not being around the airplanes at the airport and all the good times there, but I'm still glad that I decided to go ahead and work for my degree."

Ross Howe - 503 N. State Street, Champaign, Illinois

Ross transferred to Industrial Education last fall. He was married in June of '58 and worked as a mechanic during the summer here at the airport. He was accepted for advanced ROTC and expects to go into service for three years as soon as he completes the work for his degree.
Norman James - 556A Stadium Terrace, Champaign, Illinois

Norman is working full time at Illini Airport during the summer and part time the remainder of the year. His chief occupation is the pursuit of a degree in dentistry which still remains several courses and a few teeth aches away. Norman may well become known as the country’s leading flying dentist. He has maintained a very active interest in Alpha Eta Rho and been instrumental in building up the membership. He served as President during the 1958-59 term.

Saulius Janaitis - 2421 Eleventh Street, Rockford, Illinois

Saul writes: “I am working at Sundstrand Aviation—a concern that specializes in constant speed transmissions for driving the alternators on jet aircraft and in small hydraulic pumps and motors for aircraft and missiles. I am employed as an engineering technician and briefly, my work involves; writing up test procedures, supervising engineering tests, collecting data, analyzing it from the various recording media and writing test reports. Besides this, there are failures to be analyzed, trouble-shooting, etc. There is never a dull moment. In my spare time I maintain four airplanes for the Blackhawk Flying Club here in Rockford. The club currently has a Piper J-3, a Piper Super Cruiser, a three place Stinson, and a Cessna 172. I take out my earnings either in cash or in flying time.”

Robert S. Law - Box 1082, Manhattan, Kansas

Bob is now working with Capitol Air Service of Manhattan. He says he is doing a bit of every kind of work required by a fixed base operator. That includes flight instruction, charter flights, passing airplanes, and working as a mechanic. He feels it is a perfect set-up for acquiring the experience he needs for becoming a fixed base operator himself. Their fleet consists of two Lockheed 10-A’s, three 195’s, one Skylane, one 175, three 172’s, one 150, and four 120’s and 140’s.”

Bob has this word of advice for new AMC graduates: “I hope no one is naive enough to believe they will leave the Institute of Aviation as a polished mechanic, pilot, or what have you. I believe that the old adage ‘experience is the best teacher’ holds true particularly in the field of aviation. But on the other hand, I have been constantly aware of the advantage that short two years of schooling has given me in the ability to ‘bank’ and apply the experience I am acquiring. All the mechanics here at the shop have built their knowledge strictly on experience and I receive a lot of gentle razzing about being a college boy, but to the man they will seriously admit that they would have liked to have had a basic education with which to start as I have had.”

Thomas D. Laderer - 1804 North College Ave., Fort Collins, Colorado

Tom is now working for the Silvair Corporation as an inspector of their completed airplanes. As it is a small company and their rate of production is limited, he also takes care of the discrepancies found during his inspections, and the complaints of the test pilot. To become thoroughly acquainted with the company, Tom started working in the plant on the various sub-assemblies and right on up through final assembly. As none of the other employees have their A & P license and comparable flight ratings he feels that the opportunities there are excellent. He was expecting to apply for a test pilot rating from the F.A.A. as the company could use his services in that capacity too. At the time of his letter to us, the company was about to complete their 26th airplane.
Roger L. Luman - RR #1, London Mills, Illinois

Roger is about to complete his first year in the Marine Corps. He says his two years at the Institute are paying off in the service as he is being sent to officers school and will be assigned to an Air Wing upon receiving his commission. It seems he will also have the opportunity to work toward a degree while in service. Prior to enlisting he and a couple of his friends took an extensive trip through the west.

Gary Machon - 906 South First Street, Champaign, Illinois

Gary has just completed his second semester in Industrial Education, and should complete the requirements for his degree in June of '60. He is continuing his flight training and hopes that his service assignment will include some flying. He was scheduled for a training period with the Marine Corps this summer.

Raymond Maddox - 35 Delaine Drive, Normal, Illinois

Raymond has been working as a mechanic at the Bloomington Airport and is also enrolled as an Industrial Education student at Illinois State Normal University. He tells us he is quite fortunate to be working with an old time mechanic who has been in the business for over 40 years. This kind of association and experience would be hard to beat, so Raymond is making the most of it.

William Muttera - Harriman Airport, North Adams, Massachusetts

Bill writes: "After graduation I drove around Illinois and wrote letters for a month with no results. Then I advertised in Trade-A-Plane. I got several replies and accepted the job here in North Adams. I am instructing in an Aerona Tri-Traveler, Cessna 172, and Cessna 150. I have been working in on some of our Cessna 310 trips, and riding co-pilot in an Aero Commander Super 680 on instrument flights. Have been averaging 100 hours per month so far. When the weather gets bad I have been working in the shop with the mechanics. Have done some periodics and equipment installations, and being a small airport, we get in a little plane pushing too!"

Richard O'Neill - 105 North Gregory, Urbana, Illinois

Following his graduation from AMC he enrolled in Industrial Education here at the University. He expects to combine his aviation training with the degree in education to secure a position teaching aircraft in the public schools or work in service engineering in industry. His final decision will rest with the conditions as he finds them in 1961.

Michael Pasquerelli - 305 North Romine, Urbana, Illinois

Mike is enrolled in Industrial Education, and expects to graduate in June of 1960. All this education is taking on a real meaning now as Mike is married and well on the road to assuming other family obligations. He got some very good experience last summer while working as a mechanic for the Flying Tigers at Midway. His time there was spent working on Super Connies.
Dale B. Rizzolo - 220 B Madison, St. Charles, Missouri

Dale is working for McDonnell Aircraft as an inspector of experimental aircraft during the period of their flight tests. When he was in to see us last spring he was working on the prototype of the 119A. He has been with Mac over one year now. One nice feature of the job is the opportunity to travel with the prototype to the various test areas in different parts of the world.

Terence Sheridan - 595 Riford Road, Glen Ellyn, Illinois

Terry is a student of Industrial Education. He was one of a rather large number of the class of '58 to work toward a degree and probable entry into the teaching field. Not only are such men in demand in public school work, but an ever increasing number are needed as instructors in industry as well.

Arno Schriefer - 802 South Locust, Champaign, Illinois

Arno graduated from Industrial Education in June and shortly thereafter went to work as an instructor of ground power equipment at Chanute Field. He is teaching basic electricity for a two week period as a part of the 22 week course. The course covers the use of the equipment to supply power to airplanes for the testing of instruments, refrigeration equipment, pneumatic systems, as well as electric, electronic, and radio systems.

Albert Spottke -

Al is another '58 graduate in the school of Education, specializing in Industrial Education. Industry is especially interested in these fellows for their field service departments. They have excellent backgrounds for the writing of maintenance manuals, and working as technical representatives. Still another occupational possibility is the development of training aids for use by the military. With some of the larger aircraft manufacturers, this is a very lucrative part of their business.

James Watters - RR #3 Box 2, Dwight, Illinois

Jim worked as a part-time flight instructor here at the airport and also attended the University as a student of Industrial Education. He found this to be too far removed from aviation, however, and decided to look further. He recently accepted a position at the Joliet airport where he is working as a flight instructor. He also does some charter work and has had at least one trip to the east coast. He has also been picking up some time in an Apache.

Lawrence Weger - 11509 Natural Bridge, Bridgeton, Missouri

Larry is now in his second year with McDonnell at St. Louis. He is working as an inspector in their Pre-Delivery department. He writes: "About a month ago I moved out to the ready ramp along with three other fellows. It gets rather chilly out on the ramp at times but I really like it out there. The aircraft we work on have already been through Pre-Delivery and are awaiting a pilot to fly them away to where they are supposed to go. My work out there consists of pulling complete pre-flights on the F101B and the RF101C, pulling operational checks on all controls, some engine run work, hanging external fuel tanks and making all of the fuel transfer checks, and finally releasing the airplane. There is a lot of responsibility involved out there but I really like it." Larry started at an excellent salary and has had three salary increases during his short time there.
George Withrow - Capitol Aviation, Capital Airport, Springfield, Illinois

George is another AMC graduate working for Capitol Aviation. Although we haven't seen George for several months, we have heard about his work. We understand that he has been doing a lot of sheet metal repair for Capitol on their C-45 and various Cessna products. According to our machinist who visited Capitol recently, that workmanship is excellent.
AVIATION . . . AND YOUR FUTURE

Technical aviation education and training is steadily gaining stature in the overall educational picture. The University of Illinois, Institute of Aviation is planning its progress to keep pace with this growth. An increasing number of quality high school graduates are selecting aviation as their career area. Job and continued educational opportunities are becoming more frequent. In short, futures in aviation are truly great in potential.

Men with basic technical, general, and cultural education and training are much needed to furnish the technical manpower in the industry. You men who have added experience to your basic preparation received at the Institute should look toward moving to a strategic position which will truly utilize your composite preparation. Further training and education—be it part time, on the job, correspondence work, or full time study—is a wise and timely investment. Look to your place in the aviation picture and move forward.

The staff of the Institute is most anxious to assist you in attaining such goals. Please keep in touch. Good luck.

Sincerely yours,

Walter E. Ditzler, Supervisor

THE ANNUAL REPORT

Each year the gathering of information for the AMC Newsletter becomes a bit more difficult. We have lost contact with some of the fellows and are therefore unable to tell you anything about them. The number of graduates, too, has increased to the point where a lengthy report on everybody makes for a rather massive publication. In order to keep the Newsletter within bounds this year, we have included only those from whom we have had direct contact. A great many of these were in direct answer to our cards of inquiry, while several of the fellows have made special trips to pay us a visit, and bring us up to date on their activities. We have thoroughly enjoyed reading your letters and cards, and visiting with those of you who have been able to come to the Airport.

Our initial intent was to shorten the Newsletter this year by condensing your comments to a few lines of information concerning your activities. The deeper we got into the project, however, the more convinced we became that the more complete and direct the account, the more informative and interesting would be the Newsletter. In the future we will obviously have to cut and trim to keep this annual report within sensible bounds. But for this time we wanted to tell you as much of the story of the success of the AMC graduates as we could......for you see, your success is OUR success.

Sincerely,

L. B. Applegate