Eight-six new freshmen and transfer students participated in Aviation New Student Orientation the day before fall semester classes began in August. New Student Orientation provides an opportunity for new freshman and transfer students to get acquainted with administrators and instructors as well as other new students.

Four student organizations provided informational tables for new students who were interested in becoming involved. Alpha Eta Rho president Dana Dann-Messier, East Greenwich, RI, coordinated his organization in facilitating the pizza lunch served to those attending. Dana also spoke to the group on the benefits of his organization. Other organizations represented were Aviation Student Advisory Board, Peter Lehner, Evanston, President; Women in Aviation International, Amy Rodriguez, Morris, IL, President; and the Flying Team, Eric Cowan, Head Coach.

Administrative speakers included Dr. Henry Taylor, Director of the Institute of Aviation, Dr. Chris Wickens, Head Aviation Research Laboratory, and Rick Weinberg, Chief Pilot.

Two scholarships were awarded to beginning students by Dr. Tom Emanuel, Assistant Director for Academic Affairs. Heather Hockenberg, Mt. Laurel, New Jersey was the recipient of the University Achievement Scholarship, awarded to an out of state student in an effort to provide more diversity among the student population. Heather is a May 2000 graduate of Lenape High School in Medford NJ. She receives $2,000 per year for four years of attendance, providing she meets the criteria set forth for her scholarship.

The FMC Scholarship of $1,000 was presented to Kevin Williams, Bloomingdale, IL. This scholarship is presented to the top academic freshman student entering the University. Kevin was a May 2000 graduate of Lake Park West High School in Roselle, IL. The FMC Scholarship is made through the generosity of Mr. Bert A. Gayman, a University of Illinois alumnus who donated a large block of preferred stock of the FMC Corporation (formerly Link-Belt) to the University of Illinois Foundation in 1963.

In an effort to help new students become better acquainted with each other, Sybil Phillips, Flight Instructor, coordinated team building and leadership activities with the students and flight instructors.
Important Announcement!

After 21 years, serving as the Director of the Institute of Aviation, Dr. Henry Taylor has announced that he is retiring effective August 31, 2001. As Director of the Institute of Aviation, Dr. Taylor has provided guidance and direction for an organization that has gone through several trying periods. He has persevered through these and has provided the Institute with a strong foundation and a bright future. Some of the notable accomplishments achieved under his supervision are: the research program in Aviation Human Factors has received international recognition as one of the outstanding programs in this area; the joint Engineering Psychology Program with the Departments of Psychology and Mechanical/Industrial Engineering is recognized as one of the outstanding engineering psychology academic programs in the United States; approval of the Aviation Human Factors B.S. degree, the Institute’s participation in the Beckman Institute’s Intelligent Training Department). Phase II will complete construction on the interior of the building. Phase III will remodel the building exterior.

You may recall that last year I pledged a challenge gift of $1,200 to provide additional funds for remodeling the old terminal building. It was my hope that many of our alumni and friends would match my gift. To date nine alumni have made a similar pledge. In addition, Jimmy R. Howe has designated the cash value of an insurance policy worth $14,181 and Rudy Frasca has contributed $5,000 to this project. My personal thanks to these alumni. There is a unique opportunity for alumni and friends to make a substantial contribution to the terminal building remodeling effort, which is our highest priority for gift funds. We have included a pledge card with this newsletter for your pledge.

The research program for the Aviation Human Factors Division (formerly the Aviation Research Laboratory) continues to be strong. We are completing a study on the effectiveness of desk-top personal computers to provide recency of experience for instrument pilots. The results thus far are encouraging. We expect a report during the spring of next year.

I hope that you agree that this has been an exceptional year for the Institute of Aviation. The continued financial support of our alumni and friends has helped make these achievements possible. We have had good results from our direct mail and telephone campaigns, but our needs continue to be great. If you didn’t make a contribution in 2000, I urge you to contribute now. Your support will continue to provide the additional resources to help us improve our program. I especially encourage you to match my gift for the terminal building project.

Sincerely,

Henry L. Taylor, Director
Alumni Constituency Board President Message

Happy New Year! I am writing this the night before the Alumni Constituency Board meeting so the Institute of Aviation, past and present, is on my mind. Let me start by announcing that Bill Gianetti, the owner of FlightStar, the FBO at Willard Airport, has agreed to be your Vice President of the Alumni Board. Between his and my flight schedules at least one of us will be in town and accessible. This is great news for everyone and we all thank Bill for taking on this added responsibility.

In this newsletter, you will be reading about the upcoming events at the Institute and the University. Please pay particular attention to the article on the Oshkosh reunion. The Institute has two major events, one being Career night held in February, and the other, just starting, is the Oshkosh Reunion. The Oshkosh reunion is the event focused on alumni and the first reunion was a great success. I am looking forward to the next one, Oshkosh 2001, to be even better. I highly encourage you to plan to attend Oshkosh Reunion 2001 on July 28, 2001. Come see your friends and make this a reunion to remember.

Over the years we have lost track of many of our fellow graduates. Without updated addresses we can not notify alumni of events, get them a newsletter, or even contact them to let them know we have lost track of them. If you know an alumni or run across one in your travels ask him/her if they are receiving a newsletter. If not, encourage them to contact the Institute by phone 217-244-8699 or the web site www.aviation.uiuc.edu (send information to the Webmaster) to update their records. There are exciting things happening and we do not want anyone to miss out.

I would encourage you to contact your Board members with questions or suggestions regarding the Institute and alumni activities through the web page or by calling the Institute. All of us working together can guarantee a safe and exciting new Millennium for the Institute of Aviation. Hope to hear from you soon.

Thank you,

Karen Koenig
President, Alumni Constituency Board

ASAB Update

The Fall semester has been an exciting one for the Aviation Student Advisory Board (ASAB)! The Board has been very active in several different areas. Through several of these programs, we have achieved our main objective of getting the word out among the students that the Board exists and improving the communications between the students and the administration of the Institute.

Our biggest event this semester was sponsoring a program presented by Captain Al Haynes, the Captain of United Flight 232, which crashed in Sioux City, Iowa in 1989. It was an excellent presentation and a wonderful opportunity for students and staff of the Institute to meet someone who is internationally known for handling a very difficult in-flight situation and saving many lives. (Details of the presentation are covered in a separate article in the newsletter).

ASAB also sponsored the first ever Aviation Town Meeting this past December! Both Dr. Taylor and Dr. Emanuel were present to answer student questions about the Institute and what the future holds. Many subjects were discussed, including the number of credit hours offered per class, why the Institute does not have more high performance aircraft, why the maintenance program was shut down, and a possible new flow - through program with a regional airline. Everyone learned something from the discussion. The administration learned what the students felt was important, and the students were able to hear directly from the administrators the reasons that decisions were made.

Overall, it was a very informative evening.

The last major event of the semester for ASAB has been the creation of some working by-laws. The by-laws still need some revision work and then approval by the Board, which is expected as soon as the new semester starts in January. These by-laws will provide the framework from which all of the future Boards will operate. As soon as the by-laws are adopted, elections will be held for the new Board members for the next school year.

Overall, this has been a very good semester for the Aviation Student Advisory Board. A lot of progress has been made, and the organization is in excellent position for the new Board members to come in and start to make a difference.

Plan to attend our meetings! For further information on ASAB contact Peter Lehner, plehner@uiuc.edu.
Ronny Hilpipre Retires

The photograph at right is of Ronny Hilpipre receiving his retirement certificate from Dr. Henry L. Taylor when he revisited the Institute in October 2000. Ronny had been an Airport Mechanic working at AOD since July of 1969 and retired in August of 1999. In his thirty years of service Ronny worked on about everything there is at the airport. His specialty seemed to be renovating and/or moving the Director’s office. (We are getting ready to move the Director’s office in May 2001, Ronny are you sure you want to remain retired?) I am sure Ronny has found better things to do even though his presence at the airport has been missed.

Congratulations and best wishes on your retirement Ronny! You earned it!

Institute Students Receive 2000 ATA Scholarships

Two Institute of Aviation students received two of five Illinois Aviation Trades Association Scholarships offered to Illinois students interested in aviation careers.

Karl Nero, a senior in the Aviation Human Factors curriculum at the Institute of Aviation was the recipient of a $1,000 scholarship. As one of five recipients of scholarships, Karl indicated that his scholarship money would certainly be useful in completing his flight training this year. Karl is planning to be one of two of the first graduates the May 2001 of the Human Factors degree program. He is from Chicago and plans to flight instruct after graduation, either in the Chicago area or at the Institute of Aviation.

William Schmidt, Broadlands, a May 2000 graduate of the Aircraft Maintenance Program, was the recipient of a $1,000 scholarship. Bill started work shortly after graduation as aircraft technician in the airline division of the Service Department at Flightstar at Willard Airport, Champaign. He works on ATR’s ERJ Jets, Falcon 20’s, and King Air’s. Bill’s supervisor at Flightstar, Ray Vought, a 1997 graduate of the Institute of Aviation AMT program, said “Bill’s a good worker and a good mechanic. His training has been excellent. The training offered by the AMT program was very thorough in systems. Because of that excellent training, we find that a new Institute of Aviation AMT graduate has the same knowledge as some mechanics who have worked 5-6 years already in the profession.”

Karl and Bill were presented their checks at the IATA picnic in summer of 2000 by Tom Frasca, Scholarship Chairperson of IATA.

Lester M. Lendrum Retires

Les Lendrum, after 25 years of service, has retired from the University of Illinois. Most of those years Les spent as a Research Engineer for the Institute of Aviation. In addition to that capacity Les has supported and helped all the functions at the airport, most notably, as the computer systems and network administrator. His duties have been taken up by other members of the staff since his retirement on August 20, 2000, but hardly a day goes by that someone wishes Les was still here. I am sure that Les looks at it differently, particularly when he is waist deep in a beautiful mountain stream out West fly fishing for trout, a passion that when working, he could only dabble in.

When you see Les be sure to thank him for all his years of dedicated service to the University and congratulate him on his new career. Congratulations and Best Wishes Les!!
Aircraft Maintenance Technology Update

The Institute of Aviation formally closed the Aircraft Maintenance Technology (AMT) program on July 20, 2000 with the surrendering of its Air Agency Certificate with the ratings of Airframe, Powerplant and Airframe and Powerplant. David Slaybaugh and Kerry Gambrel from the FAA Flight Standards and District Office (FSDO) in Springfield presented a Letter of Commendation and Certificate of Recognition from the Springfield FSDO which read:

“On behalf of the Springfield, IL Flight Standards Office, we wish to formally recognize the University of Illinois for fifty-one years of distinguished service as an Aviation Maintenance Technician School. The technical expertise, professionalism, and dedication the University has exhibited, significantly contributed to further the cause of aviation safety.”

In 1998 Lincoln Land Community College elected to move the program to Springfield Airport. As of this date training has not resumed.

Special recognition was made to the retired AMT staff during the May Institute of Aviation graduation ceremony. In attendance were: Professors L. B. Applegate, W. D. Trulock, and Weldon Gerrelts, along with Darwin Zachay, Marian Armstrong, and Helen Colbert. The current staff composed of, Paul Van Proyen, Head; William Geibel, Interim Head; Terry Ladage, and Chuck Zeigler, was also recognized.

Former AMT instructors have assumed a variety of responsibilities since the closing of the program. Paul Van Proyen, Head of the AMT Program, has moved to Arizona to look for a new job and is enrolled in Law School. Terry Ladage, after teaching at the University for 31 years, has retired and will remain in the area to pursue his A-1 Balloon Business. Chuck Zeigler has written a proposal for a grant to do oil testing in 2001. Glenn Saccone is at Greenville Technical College, Greenville, N.C. Bill Geibel is working at the Aviation Human Factors Division (formerly the Aviation Research Laboratory) and for the Professional Pilot Division (formerly the Pilot Training Department) as an instructor for AVI 184, Aircraft Systems. Doreen Woodworth retired and is now spending all of her time enjoying her family.

Aircraft Maintenance Department Technicians Receive Awards

The people who keep our aircraft in tip-top condition go about their daily work without much recognition. Unless there is a problem these behind-the-scenes people who assure the aircraft are ready when needed, are maintained to the highest standards, and safe to fly, go unnoticed. The Federal Aviation Administration (FAA) has put in place a program of awards to recognize the efforts of these dedicated individuals and their efforts to stay at the top of their game by participating in recurrent training. This program consists of five awards, Bronze, Silver, Gold, Ruby, and Diamond, that are given to mechanics who participate in training that consists of a combination of On-The-Job Training, Industry Training Seminars, FAA Seminars, HRD courses and Factory Training annually. The Silver Award requires a total of 12 hours of training. Two of those hours must be on FAA regulations and policy. Recipients of this award were:

Floyd Brittain  Richard Delhaye
Richard Claar  Richard Gilbert

The Gold Award requires a total of 26 hours of training. Two of those hours must be on FAA regulations and policy. Recipients of this award were:

Jay Bongiorno  Christopher DeVore
Phil Hayden  Shawn Martin

The Ruby and Diamond individual awards require 60 and 100 hours of training annually. In addition to individual awards the Aircraft Maintenance Department received the Diamond Award for 100 percent participation by eligible employees in a repair station.

Take a moment the next time you are at the airport and look up these outstanding individuals and add your thanks for a job well done. Without them we would not be able fly and by their willingness to learn more about their jobs we can fly in confidence knowing that our aircraft are maintained by the best.

L to R: Richard Claar, Shawn Martin, Phil Hayden, Jay Bongiorno, Floyd Brittain, Christopher DeVore, Richard Gilbert, Richard Delhaye
**Student/Alumni Career Night 2001**

On Monday February 5, 2001, the Institute of Aviation hosted the eleventh Annual Student/Alumni Career Night beginning at 5:30 PM. The event was held in the Illini Union Rooms A, B, and C.

The Career night featured four successful alumni of the Institute of Aviation speaking about their careers in aviation and the current state of the aviation industry from their viewpoints. A committee comprised of students, faculty, and staff planned the event and selected the following speakers:

**Todd Fox** – Air Safety Investigator, National Transportation Safety Board, West Chicago, IL.

**Randy Hesler** – DC-8 Captain/Check Airman/FAA Designee, United Parcel Service, Louisville, KY.

**Julianne Fox Merwin** – Human Factors Program Leader, Engineering, United Airlines, San Francisco, CA.

**James Schneider** – First Officer Canadair Regional Jet, Skywest, Salt Lake City, UT.

Everyone had an opportunity to visit with the speakers individually after their formal presentations. In addition, a number of booths representing airlines, student organizations, FAA, and other flying interests were available with aviation related information. The booths included Air Force ROTC, Navy ROTC, Air National Guard at Peoria, Air Traffic Controllers/FAA, American Airlines, Chicago Express/ATA, Continental Express, Executive Jet, representing fractional carriers, FedEx, United Airlines, United Parcel Service, US Marine Corps, Women in Aviation, Alpha Eta Rho, Illini Glider Club, Flying Team, Aviation Student Advisory Board, Falling Illini Skydiving Club, UIUC Career Center, and Archer Daniels Midland corporate flight department. Refreshments of hearty sandwiches, chips, desserts, and soft drink were provided after the formal speaker presentations for all that attended.

As a special activity at this year’s event, Dr. Chris Wickens was presented the FAA’s 2000 Excellence in Aviation Award by Dr. Herman Rediess, Director of Aviation Research, FAA, Washington, D.C. (Details of this award are contained in another article in this newsletter)

The program committee put in a lot of effort and provided a great program. Plan on attending this important Institute function in the future, and having a good time networking with your friends in aviation... February, 11, 2002

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**Terminal Remodeling Project Update**

The remodeling of the old terminal building into new classroom and instructional space for Pilot Training and updated space for the academic and administrative offices is making progress. With the approval to do the engineering for Phase I & II and proceed with construction on Phase I, we have been working with Architectural Planning and Consultation and involved University departments through Project Planning, to get details down on paper to prepare for bids early in 2001. This will keep the project on schedule so that construction can start June 1, 2001.

In addition to the engineering work, work progresses on getting the office space in Quonset 4 (space vacated by the closing of AMT) prepared to accommodate the academic and administrative offices during the eight month interior construction stage. Plans call for moving out of the old terminal building in May 2001, following graduation to minimize any disruptions in operations.

Funding for the complete project is still needed. The Chancellor’s Capital Review Committee (CCRC) will be asked to move up their consideration for sharing in the funding of Phase II from February to January. Hopefully we will be considered favorably.

Completion of Phase II will complete the interior work. Phase III will finish the project by dealing with the exterior upgrades, panels, windows, landscape, etc. There is still a lot to do and the speed to get it done is a function of funding.

We need your help in funding the remaining portion of the project. If the CCRC decides to share in the costs of Phase II we still need to raise $700,000. Dr. Taylor’s challenge at the beginning of the project, asking for contributions of $1,200 by 1000 alumni/friends of the Institute, has led to only $31,181 thus far and contributions at this stage have slowed to almost a halt. If you want to make a difference in the Institute of Aviation and have an interest in aviation education the time to give is now. If we can’t get off the ground we will never be able to fly. Show the Campus and the Institute that there is a burning interest in the Institute and its programs.

Friends and Alumni who have distinguished themselves by taking up Dr. Taylor’s challenge are:

- Thomas M. Payne
- Omer Benn
- Leslie Kimmel
- Roger & Ann Brodt
- Karen Koenig
- Bob Bedows
- Bertrand W. Henne

Special recognition goes to Jimmy R. Howe who has contributed $15,381.00 and Rudy Frasca who has contributed $6,200.
FAA Announces Winner of the 2000 Excellence in Aviation Award

WASHINGTON, D.C. – The Federal Aviation Administration (FAA) has announced the selection of Dr. Christopher Wickens, of the University of Illinois Institute of Aviation, as the winner of this year's Excellence in Aviation Award for his continued contributions in aviation research and education.

“For more than thirty years, Dr. Wickens' work in aviation human factors has supported our mission and the nation's aviation goals through his applied aviation research activities,” said FAA Administrator Jane Garvey. “Working with both government and industry, he has made valuable contributions in aircraft flight operations, flight training, simulation technology, and aviation education. His applied research has led to changes in heads-up displays (HUD), while his theoretical research has investigated human attention and cognition.”

Professor Wickens currently is the Head of the Aviation Research Laboratory at the University of Illinois. His primary research interests focus on the relevance of principles and theories of human attention to the design of complex systems, particularly aviation systems, with which humans must interact. He has authored or co-authored seven textbooks, 146 articles or book chapters, 152 technical reports, 200 publications from professional meetings and presentations, and has given 75 symposia or invited presentations. In 1997 and 1998, as chair of the FAA's Panel on Human Factors in Air Traffic Control Automation, he co-authored Flight to the Future: Human Factors in Air Traffic Control and The Future of Air Traffic Control: Human Operators and Automation, published by the National Academy of Science.

The Excellence in Aviation designation is a highly competitive, non-monetary award presented annually to individuals and/or institutions following an evaluation of documentation which clearly shows how their research benefits the aviation community today. Through this award, the FAA formally recognizes significant accomplishments as a result of aviation-related research efforts. This special distinction is intended to augment the ability of the government to recognize superior research efforts and to highlight benefits of such activities.

Dr. Taylor Recipient of Illinois Public Airports Association President's Award

Dr. Henry L. Taylor, Director of the Institute of Aviation and the commercial operations of the University of Illinois-Willard Airport, was awarded the 2000 Illinois Public Airports Association (IPAA), held at Galena, IL. The award was presented by Roger C. Marquardt, President of the IPAA, “in recognition of dedicated service to the citizens of Illinois through the promotion of aviation education.” Marquardt indicated that the IPAA Board of Directors had established the award five years ago, but this was the first award to be presented.

Dr. Taylor has been the Director at the Institute of Aviation, since August 1980 and has been a member of Illinois Public Airports Association (IPAA) since 1980. He has served as a member of the Board of Directors, First and Second Vice President, Vice President, Past President, Chair of the Internal Affairs Committee and Chair of the Membership Committee. Dr. Taylor is a member of the University Aviation Association (UAA). As a member of UAA he serves on the Distance Learning Committee, Simulation Committee, Flight Education Committee and Center of Excellence.

Dr. Taylor's research interests are concerned with the design and instructional use of flight training simulators. He has served as principal and co-principal investigator on a number of research contracts and has written and presented a number of papers. Dr. Taylor received his Ph.D. in Psychology from Florida State University. He is a Colonel (Retired) in the United States Air Force.

ASAB Sponsors Student Leadership Seminars

During the Fall semester, the Aviation Student Advisory Board (ASAB) sponsored the first ever leadership seminars for student leaders in the Institute of Aviation. The goal of the seminars was to give the students some ideas as to how to better lead their group. All of the officers of the student organizations within the Institute were invited to attend. The organizations represented at the seminar included the Flying Team, Alpha Eta Rho, Women in Aviation, and the Aviation Student Advisory Board.

The seminars were conducted by senior flight instructor, Sybil Phillips. Sybil received her master's degree in leadership, and volunteered her time to lead the discussions. Areas discussed included how to better motivate students to attend events, how to retain students, and how to increase the involvement of students in each group. Everyone learned a great deal, and this will hopefully result in more student participation in student groups.
Opportunities for Pilots Abound

There has never been a period such as now with as many opportunities for pilots. The major and commuter airlines are clamoring for pilots and the requirements are lowering everyday. This phenomena brought on by a number of factors has opened the door for aspiring pilots and graduates from the Institute of Aviation. Due to retirements, fewer military pilots entering the job market, a booming economy, and growth in the aviation industry, airlines cannot get enough pilots. This has been happening over the last several years and according to some experts has not peaked yet. They project the demand will be great for the next six to eight years.

What does that mean for our graduates? It means that you could get on with a commuter airline with anywhere from 400 to 1000 hours with minimal twin engine time. Some carriers are offering seniority numbers while you are building time to meet the minimum requirements if you agree to work for them. With the turnover of pilots and the influx of new pilots into the system, having a low seniority number means fast advancement up the ranks. What used to take many years of service to attain, can be achieved in a shorter period of time by the new generation of airline pilots.

Opportunity has its down side. In the ladder leading up to being hired by a major carrier, pilots progress from students, to instructors, to the commuter airlines, and then on to the majors. With the demand as high as it is, and projected to get higher, progression up the ladder is increasing in speed. This leaves voids that need to be filled in the lower end, specifically the instructor ranks. Instructors instruct until they meet the minimum requirements for the next level and then move on. What that translates into is a shortage of experienced pilots to train new pilots. In the last few years the Institute has experienced a 67% turnover in our instructor staff and other schools are reporting similar problems. The concern is that just as new instructors are gaining the experience to make them better instructors they move on in their career. Over time this means that a high percentage of instructors are new instructors lacking experience to pass on to students. We need to make provisions that this does not translate into lower quality of instruction. Something needs to be done to deal with this trend. It is being discussed but the solution is still in question.

If you are looking into a career in aviation or are in the midst of pursuing this career the future is very bright. There is a big demand for quality pilots and opportunities abound.

Author in our midst

Over the past 8 years William M. Jones has been teaching students the skills they need to earn their ratings and to become successful pilots. But few know that this 21 year marine veteran, a retired Lt. Colonel, and A-6 bomberdier/navigator has another career, as an author. In 1995 Bill published his first book called “The Pilot’s Outline Guide to Basic Aerodynamics”. This was followed quickly by “Simplified Instrument Flying /Instructing Techniques”. Both of these are used in the current curriculum at the Institute.

Most recently Bill has expanded his writing into fictional novels and in 1997 released “Silent Rescue”. It featured a hero named Matt Taft, a retired marine colonel who possesses a number of skills, including excellent piloting ability in a variety of aircraft from gliders to jets (note some similarities). Matt Taft is called out of retirement by the US Government to fly a daring one-man mission to rescue the President of the United States from foreign abductors and does so with experiences that will keep you glued to the text. You need to read the book to find out the outcome of Matt’s mission. It’s safe to say he survives since he is the leading character in Bill’s second book, “A Chameleon in the Plumbing”. If it is as good as the first, well let’s say, it may be worth getting Bill’s autograph now (Of course many of you already have it in your log book).


Keep an eye out for further adventures of Matt Taft brought to you by our own pilot instructor/author Bill Jones.
Service Recognition Awards

On October 19, 2000 presentations were made to a number of Institute of Aviation employees recognizing their length of service. Dr. Henry L. Taylor presided over the activities accompanied by Robbie Witt, Personnel Human Resources Officer. Dr. Taylor presented the awards to the following individuals for service from 5 through 35 years.

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<td>Roger Marsh ARL</td>
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Robbie Witt, representing the University, presented the University Staff Certificates and/or Momento to the following employees:

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<td>Karen Ayers</td>
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Oshkosh Reunion 2000 and 2001

As many of you already know by now by following the articles on the Institute's web site Oshkosh 2000 was a great success. The first Institute of Aviation reunion, held at the Annual EAA International Convention on July 29, 2000, was attended by sixty-two Alumni and friends. The event, held at the Charcoal Pit on the Northwest corner of Wittman Airport, Oshkosh, Wisconsin, lasted 3 plus hours and everyone had a wonderful time. Graduates from as far back as 1947 where able to reestablish old friendships, get acquainted, and share stories about the Institute, careers, instructors, and classmates. Snacks and soft drinks along with access to the bar and the multitude of pictures covering the history of the Institute provided an atmosphere that stimulated a lot of discussions and reminiscing.

The enthusiasm and interest in this event has provided a fitting start for the reunions to come. So mark your calendar and start making your plans now for Saturday July 28, 2001 to attend Oshkosh Reunion 2001. Information and updates regarding this event will be posted on the Institute web site www.aviation.uiuc.edu. A flyer will be sent out in March of 2001 as a reminder.

A businessman walked into the New York airport, carrying his briefcase and two suitcases. He went up to the check-in window to - naturally - check in. The cashier asked, "And where will you and your luggage be flying today, sir?"

He replied, "Well, I'm flying to Denver, but," pointing at each item of luggage in sequence, "I want this sent to Seattle, this sent to Los Angeles, and this sent to Miami."

The cashier blinked, somewhat taken aback, and eventually managed to say, "I'm afraid we can't do that for you, sir."
Plane Facts – Willard Airport

New Parallel Runway Planned for CMI

Does Willard need another runway? Yes we do, in fact Willard has many good reasons for constructing another runway.

1. The pilot training program currently utilizes two “special use” runways, which are actually taxiways, for landing student activity. This is a very unusual practice and one targeted for closure by the FAA as soon as possible resulting in the loss of two landing surfaces.

2. The Institute’s Pilot Training program continues to flourish with current enrollments at all time highs. The industry demand for pilots is at historic levels and predicted to remain so for the next decade.

3. The existing airfield operating capacity of 98 operations per hour is often exceeded. The airport conducted 178,000 operations in 1998 and has increased at approximately 4% annually since. It is estimated that 30% of the current student operations are conducted at outlying airfields away from Willard.

4. The new parallel runway will better segregate traffic by aircraft type thereby enhancing safety for all classes of users.

So, that said, what are the details of the project?

The new runway is parallel to 14/32 and will be designated as 14R/32L with offset thresholds. Design standards are for a 3815’ x 75’ lighted strip with REILs and VADIs. The funding is available for an estimated $2.1 million project cost. The environmental assessments have been accomplished and forwarded to the State for review and acceptance prior to holding a public hearing and final submittal to the Federal Aviation Administration.

This very significant improvement to the airfield will complement a new air traffic control tower project: the subject of another article. Watch our progress.

Willard Air Service

Commercial air service is alive and well at Willard Airport. American Eagle has completed the change to Embraer RJ’s. Effective November 2nd, American Eagle’s CMI service includes four ERJ 145’s (50-seater) and two ERJ 135’s (37-seater). The University and the community are enjoying the fast flight to Chicago on regional jets.

TWE is serving the CMI-STL route with a mix of J41’s and ATR’s. Luckily, the J31’s are not in the system any more. Additionally, TWE has made several service improvements in the last year. TWE offers six daily departures.

Northwest Airlink continues their Champaign-Detroit service on Saab 340’s. They provide five daily departures. We look forward to the day when this service is converted to RJ’s. US Airways Express discontinued service to CMI in April 2000. Enplanements through November total 119,000. We are down 4.2% year-to-date 2000 compared to 1999.

...Fly Willard Airport...Good Beginnings...

T-Hangar Topics

The big news from the Summer of 2000 is that the painting project has been completed and all of the T-hangars look great! Thanks to Airport Manager Joe Attwood and Head Airport Caretaker Don Ruwe and their hard working crew, we can once again be proud of the appearance of our hangar village.

Our T-hangar group was pleased to be invited to participate in the formation of the development team for the Land and Hold Short (LASHO) operations at Willard Airport. While LASHO operations do not adversely affect most of the t-hangar users, it is a way of life at many airports, and we were pleased to have the opportunity to participate and learn more about these procedures.

The tenants who occupy the 32 t-hangars at Willard Airport do not have a formal association, but we keep in touch by way of an e-mail newsgroup that is hosted and maintained by Steve Sanderson, T-18, www.aardvark@uiuc.edu. We had a T-hangar party in April of 2000 and we look forward to more social events in 2001. Anyone interested in organizing an activity?
Notes From Alumni

Morris L. Finney, Jr. - 1948
Retired
Won Golf CC Championship 1962-1984-2000 – spent 6 months in Mexico

Howard M. Ross - 1949
Retired

John E. Rimkus - 1954
Bay Aviation - Chief Executive Officer
Aircraft Repair & Alteration

Eric Stattin - 1955
The Stattin Group - Investment Software - Owner

Franklin D. Postula - 1956
Raytheon Missile Systems - Principle Systems Engineer (Defense)
Past president of AACE International. Chairman of International Standards-International Cost Engineering Council

Jay H. Erickson - 1957
Living in Texas

John K. Groenier, Sr. - 1960
TWA Flight OPS - Lambert Airport, St. Louis, MO
Retiring 10/15/00 (age 60 retirement)
“Thanks to U of I for helping with a great career.” Now on to my workshop.

Robert G. Beabout - 1963
Continental Airlines/Co. ANG
Retired Captain/Lt. Col. ANG
Captain, Check Airman, Fighter Pilot
Volunteer Director of Operations for Colorado Civil Air Patrol.
Fly about 150 hours/year in C-182.

Dean Kenyon Smith - 1963
Captain Delta Air Lines - Retired May 1, 2000
D eceased - May 13, 2000

Robert G. Briggs - 1967
United Airlines - Captain 777

Dell W. Ward - 1967
USAir - MTS Operations Supervisor

Stephen C. Fisher - 1969
American Airlines - Captain
Recently qualified as B-737 Captain. Have also flown as Captain in the MD-80 and Fokker F-100.

James E. Kirkman - 1972
FAA - Government Regulator - Aviation Safety Inspector (Avionics)
Program Manager for Delta Air Lines B-373, B-767 and B-777 Aircraft Fleets

Thomas A. Justison (Institute Graduate 1972)
Justison Farms - CEO

Gary Mack - 1972
Mack Communications Inc. - Public Relations - President

Robert H. Sampson - 1972
TWA - M D-80 Captain/Check Pilot

Bill Giannetti - 1975
Flightstar Corp. - FBO - President
Flying Falcon's and King Air's out of CMI. Married to Cindy 14 years, two boys. Like to hear from cohorts via e-mail.

Brian Killian - 1979
Captain B-727 - United Airlines
Based in Denver

“Bob Ruelle had a significant impact on my life and I will miss him.”

Greg Campbell (Institute Graduate 1980)
Works with Computer Science - Data bases

Kevin Heine - 1982
Delta Air Lines - Pilot

Brad Mcke - 1990
Air Wisconsin Airlines Corp. - Captain
Became Captain on Dornier 328 10/99. Been with Air Wisconsin since 10/98

Roy Ott - 1991
Unison Industries - Manufacturing Engineer
Manufacturer of Aircraft Ignition Systems

Brad Hutchens - 1993
First Officer - United Airlines 767
Based in Miami

Charles A. Scribner - 1995
General Electric/Garrett Aviation - Aircraft Modifications Inspectors

Stephen Vedder - 1989
Pilot for American Trans Air
First Officer/International Officer - B-757

Jim Larson - D eceased - 8/19/89
Are You Fit to Fly?

This month's Pilot Primer is written by Donald Anders Talleur, an Assistant Chief Flight Instructor at the University of Illinois, Institute of Aviation. He holds a joint appointment with the Pilot Training and Aviation Research Laboratory Departments. He has been flying since 1984 and in addition to flight instructing since 1990, has worked on numerous research contracts for the FAA, Air Force, Navy, NASA, and Army. He has authored or co-authored over 40 aviation related papers and articles and is also working on an M.S. degree in Engineering Psychology at the University of Illinois.

What does it mean to be fit to fly? Does it simply mean that you're not sick and not on faculty altering medication? Or does it mean that you are in peak physical condition for running a marathon? Actually, the concept of being fit to fly encapsulates more than either of the above statements. Flight fitness can be separated into physical, mental and physiological wellbeing. While each of these can be described separately, they complement each other when considering overall fitness. Let's examine each in turn.

Physical fitness typically invokes images of body builders, joggers, and athletes in general. For a pilot, however, we're concerned with the ability to withstand the various forces that will be acting on him or her at any given time. Gravity is an obvious force that is normally at work on the pilot at all times, but the real importance of maintaining good physical fitness is far from obvious. In order to maintain the fine motor skills required to pilot an aircraft, good muscle tone, flexibility, and coordination are essential. Anyone who has not done any real kind of exercise in recent years will most likely notice a marked decline in all three of these. A simple method of getting back into shape can start with walking or some other low impact sport that interests you.

Mental wellbeing includes two areas of concern. One area is the general health of mental faculties. In general, any decline in mental wellbeing may affect the pilot's ability to correctly and efficiently direct physical motion in the cockpit. What types of things will cause a breakdown of mental wellbeing? The breakdown can occur because of distraction, emotions, attitude, etc. The other area of concern deals with the physiological health of the brain. If the brain is deprived of the ingredients that make it function normally, the pilot is once again at risk for errors in judgement and physical response. Remember that the brain directs all internal and external functions and any impairment experienced in carrying out its commands is about as dangerous as a computer with a nasty virus. In order to maintain peak mental wellbeing, it is important to be well nourished and not be under any psychological distress. The problem is that it is difficult to pinpoint the causes of this distress. However, if you've experienced any extremely stressful events in the last 48 hours, you may want to reconsider stepping foot into the cockpit.

Physiological aspects of fitness are more commonly addressed in aviation literature. This is the realm of circulation, respiration, digestion, and the processes these systems must carry out during flight. We hear about hypoxia and hyperventilation, aviator's bends, carbon monoxide poisoning, inner ear problems, and sinus problems, to name a few. The bottom line is this: for these bodily systems to meet the demands of the environment we fly in, everything must be in reasonably sound condition. There must be adequate oxygen and at a pressure that is suitable to sustain normal respiration. Circulation must continue uninterrupted or else critical organs such as the eyes and brain will not receive adequate oxygen in order to work correctly. Digestive processes must be normal or we are likely to experience discomfort while flying. It should be apparent that any breakdown in respiration will also have a ripple effect on the other systems. Review aeromedical factors so that you are aware of the symptoms that may preclude flight duties.

So what does all this mean to you, the general aviation pilot? It means that if you neglect your body or ignore the signals it gives you of impending problems, you may run into trouble. There are usually good reasons why you don't feel up to par on certain days. Think about what you did during the previous week. Bodily neglect can be cumulative and it may take a few days to see the effect. Now, if by chance you notice that you're not completely "fit" on a given day, please reconsider your plans if they include flying an aircraft. Many accidents have occurred because pilots failed to heed their body's warning signs, yet continued on with their flying plans. Remember that we don't fly at ground level. What you feel on the ground will normally be exacerbated by any increase in altitude. So please listen to your body, stay fit, and don't be afraid to ground yourself when necessary.
First New Piper Arrow Arrives

On September 19, 2000, we received our first new Piper Arrow. This is the first of five new Arrows we will receive by the end of the Spring semester. These aircraft will compliment the 18 Piper Archer III’s we put in service over the last two years. This new Arrow is fully equipped including a HSI, flight director, dual GPS moving map displays, ADF, and a full auto-pilot. Not all the Arrows will be as lavishly equipped. Piper Aircraft requested the use of this aircraft in order to certify the Garmin radio package. In return for the resultant delay in delivery they provided the flight director, ADF, auto-pilot and the second GPS/moving map.

The pictures give you some idea of how nice an Arrow this is. Add to that a review of the equipment below and you can see why we are proud to have this aircraft in our fleet. Unfortunately the picture is not in color. If it were, you would see an orange on white fuselage with a blue stripe, and wings with orange tips and a blue chevron. The colors and patterns used are the same as those on the Archers with the exception that the rudder is orange. The Archers’ rudders are half orange and white. To fully appreciate this aircraft you need to see it first hand. Until you have a chance to visit you can view color pictures on our web site www.aviation.uiuc.edu

## Arrow Equipment List (as ordered)
- Audio Panel with Marker Beacon and four position intercom
  GMA 340
- 1- Comm/Nav/GPS moving map GNS 430
- 1 – VOR/LOC/Gs/GPS Indicator GI-106
- Transponder GTX 327
- Altitude reporter Narco, AR 850
- Avionics Master Switch
- Microphone Noise Canceling
- Speakers Dual overhead
- Mic buttons on each wheel
- Horizontal Situation Indicator
- Landing and recognition lights

## Extra Equipment on first Arrow
- 1- Comm/Nav/GPS moving map GNS 430
- 1 – VOR/LOC/Gs/GPS Indicator GI-106
- 1 – STec Auto-pilot with altitude pre select
- 1- ADF w/ Indicator
- 1- DME
News from Crash Fire Rescue:

As this is our first submission to the newsletter, we would like to introduce the Willard Airport Fire Department. The department is led by John Smith, Airport Fire Marshal. John has been in command of the facility since May 1994. The staff of the department includes Shift Supervisors Tom Reese and Mike Kobel, (Crash Rescue Security Specialist II’s) and John Riegel, Ray Clark, Vic Beeson, Mike Phillips (Crash Rescue Security Specialist I’s). These personnel have over 120 years of combined fire service experience.

The Willard Airport Fire Department has provided emergency services at the airport for over 45 years. These services include aircraft rescue and firefighting (ARFF), structural firefighting, emergency medical services, hazardous materials response, fire extinguisher and CPR training. Airport security is also provided through the department. Personnel are also trained as severe weather spotters. The Fire Department is part of the Airport Operations Department.

Fire Department personnel train extensively on subjects mandated by FAA Part 139. The recent addition of jet aircraft flown to Willard has brought new issues of training to the department. Some of the key issues are jet intake and exhaust hazards, gaining access into the aircraft and familiarization in general with the aircraft. Implementation of a computer-based program coupled with a hands-on study of the aircraft assist in meeting objectives. All emergency response agencies who respond to the airport are trained annually.

Several of the staff are active with volunteer fire departments in Champaign County and civic organizations such as the American Heart Association’s Operation Heartbeat, Champaign County Safe Kids Coalition, Champaign County Freedom Celebration Committee and Project Impact. Working with Bill Geibel, we organize and instruct an aircraft accident awareness course presented by the University of Illinois Fire Service Institute for the annual State Fire College.

Last February we said good-bye to Roger Holste. Roger was a member of this department for 29 years. He saw the airport grow and change dramatically in his time here. Roger has decided to remain in the area and is now working as a security agent at the main terminal.

Update: Census 2000

In the previous issue of the newsletter the article on “Census 2000” reported that everyone who attended the University of Illinois would be receiving the census forms in September/October 2000. Unfortunately, when the mailings were given to the post office, the Alumni Association found out that, due to postal restrictions, they had to split the mailing into two groups and that only one group could be mailed this year. As a result, you may not have received forms in 2000. The second group will be sent out early 2001.

If you did receive the Census this year, please help the Alumni Association update the records database and populate an online directory (expected implementation: early 2001) by filling out and returning your Census form, either on paper or online. If you have questions, please contact Chan Nair, Director of Business Information, University of Illinois Alumni Association, 217/333-1471, or channair@uillinois.edu.

Internet Services Reminder...

If you haven’t already registered, you may want to sample the new Internet services offered by the University of Illinois Alumni Association at http://www.illinoisalumni.org. You can claim a free e-mail address for life and Web-based e-mail account, as well as the use of a StartPage with content that includes University and Sports News, headline, financial and entertainment news, stock quotes, a quick survey, maps and more. If you have questions, please contact Susan McKenna, Media/Communications Specialist, University of Illinois Alumni Association, 217/333-1471, or mckenna1@uillinois.edu.

Institute Statistics

Students:
At the end of Fall Semester 2000 there were
214 Aviation Majors
118 Aviation Human Factors Degree Majors
87 Professional Pilot Majors
9 Non Degree Part Time Students

Instructors:
Full Time  28
Part Time  16
**From the Editor**

In the last newsletter I introduced myself as the New Assistant to the Director which also made me the Newsletter Editor. That issue was so full no space was available for a photo. Since then I have been asked by many of you to include a picture (I think that is so they can avoid me since I am also the Institute Development Officer). So here is your editor doing his favorite thing. Stop by or give me a call. I am also the webmaster so messages you leave on our web site come to me.

I am here to support the students, staff, faculty, alumni, and friends of the Institute so don't be shy about contacting me. I am looking forward to meeting you! (P.S. We are always looking for interesting articles about our alumni to put in the newsletter. Mail or e-mail your information to me for publication. Photos are appreciated.)

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**The Crash of United Flight #232**

This past November, the Institute of Aviation and Aviation Student Advisory Board (ASAB) had a busy semester planning an event for special guest speaker Captain Al Haynes. At Bevier auditorium, 200 faculty and students had the opportunity to hear first hand about his crash in Sioux City, Iowa. On July 19, 1989, Captain Haynes' DC-10 experienced a number two engine failure while flying from Denver to Chicago. This catastrophic event led to a complete hydraulic failure that rendered the aircraft's flight controls inoperative. This was a failure that "couldn't happen" to the DC-10, and as a result, was a situation that no pilot had ever trained for. According to Captain Haynes, that 184 people survived the crash landing was attributed to five main factors including luck, communication, preparation, execution, and cooperation within the flight crew. After a brief video of the crash, Captain Haynes discussed how the crew managed to adjust the power on the number one and three engines to maneuver the aircraft. By varying the thrust of each engine, the crew was able to marginally turn, climb, and descend into Sioux City, Iowa. According to ASAB President Peter Lehner, "The presentation was absolutely fantastic. Captain Haynes had a tremendous story to tell and delivered it in an unprecedented way." Captain Haynes also offered excellent advice for the faculty and students that attended the presentation that night. A common theme throughout the presentation was the importance of teamwork within the flight crew. Part of flight #232's success was a very experienced flight and cabin crew that worked extremely well together. In fact, flight #232 had over 100 years of aviation experience on the flight deck. "It's amazing how well Captain Haynes managed several critical tasks under such a stressful situation," commented ASAB event coordinator, Justin Beger. Another important factor in #232's success was the entire crew's professionalism in dealing with their non-routine situation. "To deal with an emergency of that magnitude, Captain Haynes illustrated the importance of staying calm and sticking to standard operating procedures," Beger added. Captain Haynes closed his presentation in remembering all the passengers and crew who did not survive the crash. In addition, Captain Haynes mentioned how important it is to continue talking about his experiences, and encouraged any other pilot to do the same after a traumatic event. "It was truly an honor to meet a hero to many of us in the aviation industry," expressed Beger. Now retired, Captain Haynes maintains a busy schedule with his presentations and coaches little league baseball in Seatac, Washington.

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**Not Approved for IFR Navigation**

During the approach, the airplane suddenly starts to shiver. The next moment they are going down very quickly.

A passenger in the cabin begins to pray and is certainly not at ease.

Another passenger next to him says "Don't worry sir, those two men in front are professionals. They know what they are doing."

The first passenger replies: "Yes indeed, I'm a pilot myself, and I know exactly what they are doing..."

It was mealtime during our trip on a small airline in the Northwest. "Would you like dinner?" the flight attendant asked the man seated in front of me.

"What are my choices?" he asked.

"Yes or no," she replied.
## Donors to the Institute of Aviation

The Institute of Aviation would like to thank the following donors, who contributed between July 1, 2000 – December 16, 2000, for their support.

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