Eastern Region Champions – Flying Team Dominates

The real “Flying Illini” outperformed Purdue, Middle Tennessee State, Southern Illinois and Lewis Universities on their way to the National Intercollegiate Flying Association Region Eight SAFECON Championship held November 7-15, at Murfreesboro, TN. The victory qualifies the team for the National competition to be held at Ohio State University in May 2002. At this event the Flying Illini will test their skills against 30 collegiate flight schools.

On their way to the championship the team placed first in Flight Events and Ground Events. Special honors went to Jennie Davis who was awarded the Region Eight “Top Female Pilot Award,” and David Penny who received the “Scott Perry Memorial Award.” Team members who placed in the top ten in the events include:

**Simulated Comprehensive Aircraft Navigation:**
4. Wei Zheng, 7. Jennie Davis,

**Computer Navigation:**
1. David Penney, 4. Jennie Davis,

**Aircraft Recognition:**
2. Joe LaValle, 4. Andrew Oliphant,

**Simulator:**

**Preflight:**
4. Andrew Oliphant, 10. Alex Kenesson.

**Message Drop (Dropmaster and Pilot):**
3. Julie Snyder and Matthew Kiger,
8. Jennifer Dille and Brent Furrow,

Air Navigation (Navigator and Pilot):
7. David Penney and Michael O’M alley,

**Power Off Landings:**
2. Matthew Kiger, 7. Adam Nagao,

**Power On Landings:**
1. Adam Nagao, 6. (tie) Matthew Kiger
6. (tie) David Penney.

Additional team members who participated in the events: Jason Lahr, Amy Rodriguez, and Brian Hemmersbach.

The Flying Team coaches are: Eric Cowan, Evan Nelson, David Stanko, Paxton Corwin, and Dana Dan-M essier.

Congratulations to all the flying team members and coaches and best of luck at the Nationals in May 2002.
Welcome to 2002 and the Institute of Aviation!

With the new Bachelor of Science in Aviation Human Factors degree in place, Fall 2001 found nearly 300 students flying at Willard Airport.

As of January 2002, Aviation students have a completely new fleet of Piper aircraft. This winter we have added three new Piper Seminoles to the fleet replacing the aging Duchesses. The new multiengine aircraft join our orange, blue, and white fleet of 18 Piper Archer IIIIs and five Piper Arrows. Our FAA Aviation Maintenance Diamond Award winning maintenance department provides excellent service.

Also during the Winter, the Institute is adding two new Frasca 141 Flight Training Devices (FTDs) to our current fleet of two Frasca 141s, one Frasca 142, and one Frasca 242. A GAT II is still utilized in research. The Flight Training Device Lab is also brightened by a new coat of paint.

The Flying Illini Precision Flight Team placed first in regional competition this fall beating rivals Southern Illinois, Purdue, and Middle Tennessee State among others. The team will be traveling to Ohio State in the Spring to compete in the National SAFECON.

The Human Factors Division continues an excellent, nationally recognized research program. Sponsors include the Federal Aviation Administration and NASA. One project already underway is a study to improve airport screening. We are looking forward to two new faculty who are joining us for Fall 2002.

These expert aviation human factors faculty teach the human factors courses in aviation for our majors. The renovation of the old terminal building is well underway. Through the cooperation and financial support of the Provost and the University administration we will be able to complete all three phases this fiscal year. We are anticipating moving into the facility Summer 2002. The Professional Pilot Division will have a wonderful facility. Watch for further information for our September dedication and celebration with students and alumni!

Willard Airport now offers 17 commercial flights a day for university and business travelers. The 24 hour FAA Tower facility on our commercial airport provides an excellent training environment helping prepare students for their future careers. Willard is adding a new parallel runway this year primarily to support student operations.

The Institute of Aviation also serves as the administrative home for the Illinois Fire Service Institute and the Police Training Institute.

Looking Forward to the Future!

C. Elaine McCoy, Ph.D.
Director, Institute of Aviation
Director, Willard Airport

2002 Aviation Student/Alumni Career Night

The annual Aviation Student/Alumni Career Night will be held Monday, February 11, 2002. The event will be held in the University of Illinois Union Ballrooms A, B, and C and feature four alumni speakers and numerous booths with representatives of the aviation industry. This is a great time to network, meet potential employers, talk to people in the industry, and as alumni help students launch their careers by sharing your own experiences. Each year Career Night gets better and better and this one should be no exception. Plan on coming and meeting the students and the staff.

The four speakers for 2002 are:
Thomas Ritzert: Chief, Quality Control of Inner Plane, Boeing, Seattle

Dave Payton: Corporate Pilot, Liberty Mutual, Boston
Marika Soot: First Officer, Chautauqua Airlines, St. Louis
Dennis Anderson: Captain, American Airlines, MD-80 and Retired National Guard Pilot, Peoria

We have three new booths this year: Boeing, The Army National Guard, Urbana, and Sporty's Pilot Shop. Hopefully, by the time the event takes place we will have several more.

Soft drinks and sandwiches will be provided.

The student committee organizing this year's event has put a lot of effort into getting this program together. Help make it a big success with your presence.
Constituency Board President’s Letter

Happy New Year!

Well, this has been quite a year. Less than one month after Dr. McCoy took over as Institute Director; the entire airport shut down. She spent many hours in meetings with the FBI, local police, and security personnel while Rick Weinberg dealt with the shut down of Pilot Training. Fortunately, everyone worked the challenging time and the semester finished successfully and on time.

As for new happenings and plans for this year, we have a new Constituency Board member, Jennifer Black. Jenny is a Captain for American and has already brought many good ideas and given great input to the Board. The remainder of the Board has agreed to additional terms of office, and we are already planning for the next year. We are planning the Institute Reunion at Oshkosh 2002, and we are looking for a mentor for the Flying Illini NIFA Flying Team. The team has just won the Regional Championship title and will now move on to the National competition. The students are busy planning the Career Night in February, and we will continue to review the Pilot Training and Research programs.

We are all looking forward to beginning the Spring 2002 semester. Please continue to e-mail and write your Board if you have any questions or just want to say hello. Keep checking the Institute web site for updated news and information. There is a lot to look forward to this year.

Thank you,

Karen Koenig
President, Alumni Constituency Board

Oshkosh 2001/2002 Reunion

The second Institute reunion, held at the Annual Experimental Aviation Association’s International convention in August 2001, was another success with 62 alumni and friends of the Institute in attendance. The informal event, held at the Charcoal Pit Restaurant located on the edge of the convention site, provided a casual atmosphere for the participants to meet and share stories of their aviation experiences as well as recalling memorable events during their attendance at the University of Illinois.

The diversified group covered alumni from the early years of the Institute to the students who are still in attendance. The mix provided for some interesting discussions and exchange of experiences (some of which I am sure have been embellished just a little). During the evening several door prizes were awarded. The fortunate winners received Institute mugs and cups. The highlight of the event was the presentation of a book signed by all who attended to Dr. Henry L. Taylor who retired at the end of August. A list and photos of attendees can be viewed on the Institute web site www.aviation.uiuc.edu.

We are planning another reunion at Oshkosh next year on Saturday, July 27, 2002, from 4:00 to 7:00, at the same location. I promise to have more this time and hope you will be able to attend. Keep an eye on the web site for more details. If you plan to attend let me know and I will put your name on the attendee list on the web site. If a fellow alumni sees you are attending he/she may decide to attend. Our New Director is planning to attend Oshkosh Reunion 2002. Here is a chance to meet her in an informal aviation related atmosphere.

Plan on coming and making this the biggest event ever!

Sun-N-Fun Get Together

Building off the success of the Oshkosh reunions a group of alumni are trying to start a reunion at the Annual Sun-N-Fun fly-in/convention held in Lakeland, Florida. The dates of this year’s event are April 7 – 14. Organizers are trying to find a location in order to have an informal get together. Keep an eye on the Institute’s web site www.aviation.uiuc.edu for current information on this activity. If you want to help or want to attend leave a message with the web master. Your information will be forwarded to the event organizers.
Dr. Henry L. Taylor Retires

On August 30, 2001, a reception was held in Hangar two at the airport to honor Dr. Henry L. Taylor for his 21 years of service as the Director of the Institute of Aviation. Over 300 guests and family gathered to extend their best wishes to Dr. Taylor and his wife Mur upon reaching this momentous occasion.

The gala was attended by the many friends and co-workers Dr. Taylor has made contact with during his tenure as Director. Keynote speakers, Chancellor Nancy Cantor, Provost Richard Herman, and Vice Chancellor Charles Colbert shared their appreciation for his long and distinguished career and his work in directing the Institute through difficult times and into a bright new future. They even shared a few humorous antidotes from their experiences in dealing with Dr. Taylor since they came to the University. Their accolades were followed by a talk made by Greg Taylor, the middle son of Dr. Taylor's three sons. Greg shared a childhood experience where he had tried to hide something he had done from dad. The story outlined how a loving and understanding father dealt with this situation and gained the respect of his son while teaching him a very valuable lesson. The class with which the situation was handled made this a very meaningful story since it outlined how Dr. Taylor has dealt with people to this date, firm and yet with compassion and understanding.

Following the speeches and a period of time with which to mingle with guests the time arrived to bestow Dr. Taylor and Mur with a few gifts to remember their stay here and the friends they have made here when they are in North Carolina. The employees of the Institute presented Dr. Taylor with a stone globe supported by a brass base that included an engraved plaque with the time frame he was the Director. The Chancellor's office presented Dr. Taylor and Mur with a beautiful Redwood bench for use in their garden in North Carolina. Other gifts were presented. The most notable being those from Provost Herman that included a Police Cap for the “Sheriff of Mayberry”, a firemen's helmet from the Mayberry Fire Department (recall Police Training and the Fire Services Institute are under the Directorship of the Institute of Aviation Director), and a leather flying helmet. Not to leave Mur out, Provost Herman presenter her with an Official University of Illinois football helmet.

As with all events of this type the time passed quickly. While friends and family lingered on to wish Dr. Taylor and Mur a fond farewell, the beautiful sunny day changed to dusk and a dazzling lightening show viewed by all through the large hangar door. The transition in weather somewhat reflected the feels felt by those who know Dr. Taylor and Mur. We were touched by the brightness we experienced while they were here, and the sadness we now feel upon their departure. Our best wishes go out to them as they move on in life's journey always in our hearts and memories.
WE STARTED!
Construction on the Remodeling Project Takes Off

The remodeling of the old terminal building is underway and moving along at a rapid pace. Initial work started September 1, 2001. If the pace continues Pilot Training will have a new location to instruct students in June 2002, along with new office space for the administrative and academic offices. The photos below show the inside of the building, the demolition and some construction that has taken place. By the time you are reading this article new heating and air conditioning duct work, plumbing, and stud walls will be in place and we will be working on the details leading up to the completion of the total project.

That’s right! The completion of the entire project, all three phases. The architect detailed Phase III and Campus committed to help bear some of the cost. Phase III covers all the exterior work (windows, panels, landscape, sunscreen, etc.). Doing this work in conjunction with Phase I and II will provide some savings and will mean the entire project will be completed within the initial Phase I & II project schedule. Come June 2002 Pilot Training will be moving in and setting up shop.

The completion of the project in June 2002 will allow time to get things organized for the start of the Fall 2002 semester in the new facility. Keep an eye out for announcements for the dedication ceremony being tentatively planned for September 2002. We are looking forward to having alumni and students together to celebrate this monumental event, one that is a sign of things to come.

Keep up to date with the project on the Institute’s web site www.aviation.uiuc.edu and plan to attend the dedication of this new facility and celebrate the new Institute in September 2002.

It’s not too late to contribute to this project. Your contribution will provide funds to upgrade or provide items we need but were not in the construction budget. Help make this a facility you, our students, and the Institute can be proud of.
**Employee Awards Ceremony**

On August 22, 2001, the employees of the Institute gathered in the Bryan Room to participate in the recognition of the accomplishments of their co-workers during the annual Employee Awards Ceremony. During the event, awards were presented to employees for length of service and special contributions. Presenters of the awards included Dr. Henry L. Taylor, C. Elaine McCoy, Ph.D., Dr. Thomas W. Emanuel, Jr., Dr. Christopher D. Wickens, and Thomas J. Rettker from Personnel Human Resources.

**Personnel receiving awards were as follows:**

**Those attaining 10 years of service received an Institute pin:**
- Victor B. Beeson  
  Airport Operations
- Sharon Yeakel  
  Aviation Human Factors Division
- Christopher E. DeVore  
  Aircraft Maintenance

**An Institute pin for 15 years of service was awarded to:**
- Karen Ayers  
  Aviation Human Factors Division

**University Staff Certificates and/or Momento were awarded to:**
- 5 years service  
  Malissa L. Leistner  
  Professional Pilot Division
- 10 years service  
  Victor B. Beeson  
  Airport Operations
- 10 years service  
  William F. Bialeschki  
  Airport Operations
- 10 years service  
  Christopher E. DeVore  
  Aircraft Maintenance
- 15 years service  
  Wayne D. Hammer  
  Airport Operations
- 25 years service  
  Mary C. Welborn  
  Aviation Human Factors Division

In addition to the service awards, the Jessie W. Stonecipher Annual Institute of Aviation Employee Award and the Ralph E. Flexman Masters Thesis Award were presented. The Jessie W. Stonecipher Annual Institute of Aviation Employee Award, which is given to the Institute employee who has made the most significant contribution to the goals of the Institute during the past year, was presented to David Adkisson by incoming Director C. Elaine McCoy, Ph.D. In addition to a plaque the recipient of this award receives a monetary award of $1,000. David is our Ground Flight Simulator Technician who is also performing the duties as the Institute computer and network administrator.

The Ralph E. Flexman Masters Thesis Award was presented by Mrs. Vivian Flexman and Dr. Henry L. Taylor to Donald A. Talleur. This was a very special occasion because this was the first time the award has been presented and Mrs. Flexman was here to present it. Don recently completed his Masters thesis in Engineering Psychology. In addition to a plaque an honorarium of $500 is provided.
**Change! Change! Change!**

In addition to the remodeling of the old terminal building and the purchase of new twins, noted in earlier articles, other changes are taking place at the Institute. Since the last newsletter several projects are receiving attention:

We have extended our painting program to encompass the roofs of our main hangar and Quonset 3. Due to the weather, the sides of Q-3 will have to wait until spring.

The simulator room has been cleaned out, the walls and floors painted, and two new Frasca 141 simulators have been added.

Several of the aircraft hulks have been removed and plans are in place to eliminate the rest.

We now have a fully equipped classroom at the Institute. The upstairs classroom of Q-3 has been redone and now sports a complete audio visual presentation system which includes a projector linked to a computer, DVD, and VHS tape player, and a floor to ceiling projection screen augmented with two large screen monitors for viewing and sound. This is in addition to the standard overhead and 16mm projector. The classroom now competes with some of the best on campus.

Watch for more to come!

---

**Alumni Association Dues Increase**

The alumni volunteers who make up the governing body of the University of Illinois Alumni Association voted to increase the cost of joining the organization effective Oct. 1, 2001.

Citing membership dues as its only self-directed source of revenue, an increasing list of requested services and programs, and the need for improved business efficiencies, the Board of Directors approved a plan in which the annual cost for a single membership will rise from $30 to $45, and a life membership will cost $750, up from $450.

Several new payment methods and installment plans accompany the change in dues to make the personal investment for alumni and friends more convenient and affordable over time. In the five years since the last dues increase, the programs and services of the Alumni Association have expanded significantly in the areas of alumni records management, career services, constituent association relations and Internet services.

The University of Illinois Alumni Association was formed by alumni in 1873 as an independent but related organization to the University of Illinois. The Association's purpose is to facilitate the relationship between the University and its alumni for the welfare of all. Today the alumni population of the University of Illinois' three campuses totals more than half a million, and more than 110,000 are members of the Alumni Association.

For More Information: Phone 217/333-1471 or e-mail at alumni@uillinois.edu.

---

**Seminoles Arrive at Institute**

Have no fear Chief, these are Piper Seminoles, PA-44-180's. The Institute received three new Seminoles in December to replace the Beech Duchess currently used to provide multi-engine training. The new aircraft, along with the Arrows and Arrows purchased over the last two years, complete the replacement of the training fleet. These aircraft will provide increased availability and dependability to meet the increasing demand for multi-engine training. The large number of students enrolling in the Institute's Aviation Human Factors Degree program has resulted in more students taking the advanced flight courses that include multi-engine training.

They say a picture is worth a thousand words so here is an exterior and interior photo of one of the Seminoles. For the aircraft specifications visit our web site at [www.aviation.uiuc.edu](http://www.aviation.uiuc.edu). Better yet, come visit the Institute and see the aircraft and the other changes that are being made.
**Online Alumni Directory**

Many alumni have asked how they can contact fellow alumni and reestablish communications. Up to now we have not been able to assist them because of restrictions on giving out personal information. The University Alumni Association has been working for some time on a system that would provide a directory and protect alumni's privacy. The work has resulted in the first phase of a new, searchable online alumni directory, accessible to Alumni Association members only (an important new membership benefit!) was launched in mid-September. Alumni Association members can now access available contact information about fellow UI alumni on a per-name basis (regardless of membership status). Future, on-going development of the directory will allow for members to update their own contact information and search on multiple criteria. Special care has been taken to provide security to users and to discourage any commercial usage of the directory. To access the online directory, visit [https://www.uiaadirectory.org](https://www.uiaadirectory.org). Please note that the protocol at the beginning must be included since it is “https” instead of “http.”

If you are a member of the Alumni Association you can start finding your friends now. If you are not a member this is a good reason to join. You can join by going to the Alumni Association [www.uiaa.org](http://www.uiaa.org).

When joining remember to use the Institute's constituent tracking code, UD06. Using this code directs a portion of your alumni dues to the Institute's Constituency Board budget. These funds are then used for alumni activities like the Oshkosh reunion, newsletter, etc.

Support the Alumni Association and take advantage of the benefits the association provides.

---

**Chanute Air Camp 2001 a Great Success**

Last summer, just after the publication of the Alumni Newsletter, the Institute, in conjunction with the Octave Chanute Air Museum, put on its first combined summer camp. In previous years the Institute put on the air camp using its own staff and equipment. Reorganization of the Institute made providing a well rounded aviation experience difficult but the desire to continue the effort lingered on. The longstanding relationship with the Museum, and its efforts to provide the aviation experience to youth, made merging our efforts a logical choice. Having a well established relationship with the Museum and sharing in their vision the Chanute Air Camp program was established.

Through the efforts of the Museum's staff, Institute instructors, and many volunteers from the community the first Octave Chanute Air Camp was held June 11-15. In the program the twenty attendees, from grades 7-12, constructed model gliders, drilled and riveted aluminum, flew in a flight simulator, and engaged in other aviation related activities. The week was capped with a visit to the Institute of Aviation where the participants were given rides in the Institute aircraft and a tour of the airport.

Since this was the first year of the program it was only offered for one week and limited to twenty participants. The interest and enthusiasm shown by the attendees and their parents and the number of people who applied has encouraged expanding the program to offer two one week programs for 2002.

Our thanks go out to William Geibel and Jim Snyder who organized the event and to the numerous volunteers who made the program work. Special thanks goes to Rick Weinberg, Head of the Pilot Training Division and the instructors who provided the rides, Terry Ladage, Brad Eisenger, Ed Kobel, and Jim Eldridge who instructed the classes, and the Chanute Museum Staff who organized the activities and handled all the details that make something like this successful.

Jim Snyder (l) and Bill Geibel with Air Camp participants in front of Piper Archer.
Ted has also owned a Cardinal, a Beech Sport and a Mooney in addition to the Debonair, and started to build a Glasair 1, but sold it when he bought the Debonair.

Ted worked with Flo-Con/Vesuvius for 25 years and now is the Assistant to the Director at the Institute of Aviation. In addition, Ted is a member of the Champaign Lions Club, AOPA, EAA, the Champaign County Radio Control Club, and is an officer and member of Illinois Pilots Association. Ted uses his plane mostly for pleasure and visits to family, and the occasional $100 hamburger. He is also an avid aircraft modeler and also does model trains and boats.

We welcome Ted back to the t-hangars and look forward to rides in the Comanche.

What's going on in Research

Ever wonder what researchers do? Here are a few of the projects being worked on by our Aviation Human Factors Division.

Research is currently being conducted by Doug Weigmann to help aviation safety professionals better identify and analyze human factors issues that often cause airplane crashes. How pilots' make decisions about flying into adverse weather conditions is also another project that is being directed by Professor Weigmann. Dr. Wiegmann and his faculty colleagues at the Institute of Aviation are also performing research that involves major commercial airlines. These efforts focus on identifying organizational factors, such as organizational culture, that can affect the safety of flight operations.

Dr. Art Kramer has just started a research contract with the FAA, in collaboration with Dr. Chris Wickens and Dr. Jason McCarley, to study how best to train baggage inspectors to be more vigilant for recognizing weapons in the X-ray images that they must inspect. One particularly important feature of this project is to understand how training to recognize a weapon in one orientation, may not generalize to the inspector's ability to recognize a different orientation of the weapon.

Dr. Chris Wickens has also pursued research that examines solutions to the problems of “gridlock” in the national airspace (bottlenecks and delays). One solution to this problem is the concept of “free flight”. Wickens' research has examined the technological requirements in the cockpit for free flight to be implemented, including a small air traffic controller's display of traffic. He is also evaluating the safety implications of this, and other advanced displays (3D displays, head up displays) for future air travel.

Aircraft Maintenance Department Mechanics 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 scene 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 following Institute mechanics received awards: The Silver Award requiring a total of 12 hours of training. Two of those hours must be on FAA regulations and policy. Recipient of this award was Richard Delhaye.

continued...
Aircraft Maintenance Department Mechanics Receive Awards, continued

The Gold Award requiring a total of 26 hours of training. Two of those hours must be on FAA regulations and policy. Recipients of this award were; Floyd Brittian, Richard Claar, Phil Hayden

The Ruby Award requiring a total of 60 hours of training. Two of those hours must be on FAA regulations and policy. Recipients of the award were; Jay Bongiorno, Chris DeVore, Richard Gilbert

The Diamond individual award requires 100 hours of training annually.

In addition to individual awards the Aircraft Maintenance Department received the Diamond Award for 90 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.

PLANE FACTS: The new security regime at Willard airport. by Joe Atwood

There is no doubt that beginning with the tragic terrorist event in New York September 11th nothing about America will ever be the same again. Over the years flight crews have been trained for hijackings as we knew them to be. It was some guy wanting to go somewhere or to get money. That mentality is gone. The game has changed as have the stakes and that greatly affects airport security rules. That one event has forever changed how we think about our personal security, or lack of it as we use commercial air transportation facilities. Now comes the opportunity to change the system into one that provides the passengers with a true sense that their right to safe transportation is being taken seriously at every level of government. The newly promulgated rules signed by President Bush on the 19th of September will create a much safer and more secure environment for the passenger.

New rulemaking requires that pre-board screening be undertaken by Federal employees and that oversight be far more rigorous than before. In the short term both Army National Guard forces and a Law Enforcement Officer will attend the screening areas. The screening apparatus will be modernized over time to include the newest technologies available that will detect additional items. More Federal marshals are on flights and a better trained, higher quality workforce are being sought. The issue of carry on baggage will be resolved in a manner that will assist the passenger and security needs jointly. One of the biggest enhancements to the total security of any given flight is the required inspection of all baggage submitted for carriage on board the aircraft. Passengers will take some comfort from knowing that the issue of passenger security has reached the highest priority status in the view of the airlines as they regain the confidence of the public. Most customers are convinced that flying is by far the safest means of traveling and to be sure it is by all statistical measures. Now that the system is far more secure it remains for the public to return to the skies.

Willard passenger counts decreased significantly following 9/11. Traffic counts were down 42% for September 2001 as compared to September 2000. October was a recovery period resulting in traffic being down somewhat and November was much better. Traffic for the 2001 was down only 9.9% compared to 2000. We are confident our industry will recover and prosper over time. The most important aspects of the industry continue to be safety and security. We are all working towards improvements that encourage our customers to return to the skies.

There is no doubt that beginning with the tragic terrorist event in New York September 11th nothing about America will ever be the same again. Over the years flight crews have been trained for hijackings as we knew them to be. It was some guy wanting to go somewhere or to get money. That mentality is gone. The game has changed as have the stakes and that greatly affects airport security rules. That one event has forever changed how we think about our personal security, or lack of it as we use commercial air transportation facilities. Now comes the opportunity to change the system into one that provides the passengers with a true sense that their right to safe transportation is being taken seriously at every level of government. The newly promulgated rules signed by President Bush on the 19th of September will create a much safer and more secure environment for the passenger.

New rulemaking requires that pre-board screening be undertaken by Federal employees and that oversight be far more rigorous than before. In the short term both Army National Guard forces and a Law Enforcement Officer will attend the screening areas. The screening apparatus will be modernized over time to include the newest technologies available that will detect additional items. More Federal marshals are on flights and a better trained, higher quality workforce are being sought. The issue of carry on baggage will be resolved in a manner that will assist the passenger and security needs jointly. One of the biggest enhancements to the total security of any given flight is the required inspection of all baggage submitted for carriage on board the aircraft. Passengers will take some comfort from knowing that the issue of passenger security has reached the highest priority status in the view of the airlines as they regain the confidence of the public. Most customers are convinced that flying is by far the safest means of traveling and to be sure it is by all statistical measures. Now that the system is far more secure it remains for the public to return to the skies.

Willard passenger counts decreased significantly following 9/11. Traffic counts were down 42% for September 2001 as compared to September 2000. October was a recovery period resulting in traffic being down somewhat and November was much better. Traffic for the 2001 was down only 9.9% compared to 2000. We are confident our industry will recover and prosper over time. The most important aspects of the industry continue to be safety and security. We are all working towards improvements that encourage our customers to return to the skies.

NOTES FROM ALUMNI

Jeri Alles, Institute Graduate 1975
FAA, Airports Division Manager (Great Lakes Division)


Derek Beaty - Spent the past year in Barcelona under a Rotary Ambassadorial Scholarship & exploring Europe. Works for Andersen (formerly Arthur Andersen) in their Corporate Finance Group as a financial analyst on mergers & acquisition transactions.

Stephen A. Becker - Works for Los Alamos National Laboratory as the Deputy Group Leader in the Applied Physics Division.

Dr. Gerald (Jerry) H. Borden - 1946 (Instructor rating with Ralph Flexman as the instructor). Lives in Thousand Oaks, CA. Is an orthodontist. Also does flight instruction and aircraft leasing. Has amassed 6000+ hours including WWI B-24 PIC time - Now retired. When 75 rode bicycle across US in 48 days (5 rest days). Hopes to do it again in 2002 at 80 yrs.
Doug Cooney – Works for Pratt & Whitney – Aircraft Engines F22/F119 Augmentor Supervisor. He leads the engineers responsible for the afterburners on the F22 fighter engines.

Byron Eggemeyer – Institute Graduate 1958
Lives in Bayonet Point, FL. Retired

Charles R. Finley – Institute Graduate 1957.
Executive Vice President (Retired). Golden Harvest Seeds, Inc. AVI 103 helped me land a job and advance my career. Thank you.

Maxwell C. Freudenberg – 1948
Lives in Durango, CO. Attorney in Intellectual Property Law – Is a partner

John Fuller – Lives in Littleton, CO
Works for continental Airlines as a First Officer of 767/757

Don Gantt – 1982 Institute graduate
Lives in Carrollton, TX. Director of International Jet & Turboprop Acquisitions for million Air of Dallas, TX

Eddie Garces – Institute Graduate 1989
Lives in Miami, Florida. Works as an account manager for ALAMO card rental

John E. Gilroy – Lives in Virginia Beach, VA. Colonel United States Air Force – Retired


David S. Heeschen – 1949
Lives in Marathon, FL. Sr. Scientist/Director (Retired) National Radio Astronomy obs.

Everett G. Hopson – 1949
Lives in Fairfax, VA, Colonel (Retired) United States Air Force; 41 years as an Air Force JAG & civilian Air Force Lawyer; charter member Senior Executive Service, USAF

Nicolaus Koczo – Institute Graduate 1976
Lives in Louisville, KY. Works for UPS as a Captain of a 747

Gary Kopp – Lives in Parker, CO
Works for United Airlines as a B-767 Standards Captain. Married to Susan, 4 children

Matthew Erik Lewin – Institute Graduate 1995, Operations Officer in the USAF for RDT&E Support Complex (RSC). Working on research & development spacecraft for the USAF


Lonny McClung – Institute Graduate 1962.
Lives in Valencia, CA. Executive Assistant/Pilot

Steve McGraw – Institute Graduate 1993 (Combined Flight/ Maintenance)
Lives in Springfield, IL. Works for Garrett Aviation Services - Lead Mechanic/Inspector for Airframe Service Department

“Sorry AMT has closed — Some of the best mechanics I’ve met have come from the U of I. Thanks to my old instructors for their knowledge.”

Cole A. Meisinger – Lives in Claremore, OK

Edwin John Monke – Live in West Lafayette, IN. Retired Professor of Civil Engineering from Purdue University in 1992. Has had 2 open-heart surgeries & a stroke

Bernard A. Paul – Is an attorney and lives in Marion, IL. Owns a 1959 Champion 7EC-115hp conversion


Dawn (Marcheschi) Perun – Institute Graduate 1988
Lives in Palatine, IL. First Officer of 737 for United Airlines.
First child, baby girl in May 2001
Married to Dan Perun (1997 Institute Graduate)


James P. Root – Lives in Fairfax, VA
Retired Colonel USAF. Now works for the MITRE Corporation - Gout Consulting (Non-Profit)

Richard L. Ruddell – 1964
Lives in Round Rock, TX

Ralph W. Sanders – 1958
Lives in Iowa. Is a Photographer/writer.

Third Book – Ultimate John Deere; the History of the Big Green Machines. Published by Voyageur Press

Alan L. Satorius – Institute Graduate 1962. Moved from Florida to Petersburg, IL

Robert C. Van Nuys – Institute Graduate 1953. Lives in Stevens Point, WI. Retired Professor of Music - University of Wisconsin

Dan Vavra – Institute Graduate 1968
Lives in North Pole, Alaska. Captain of a DC-6 for Air Cargo Express. Interests include 3 children, 2 grandchildren, flying Cub, moose hunting & fishing

Bill Welbourn – 1969, United States Aviation Underwriters, Inc. – Aviation Insurance. Responsible for all general aviation insurance business on a worldwide basis

Richard C. Williams – Institute Graduate 1972. Lives in Pahoa, HI. Works as a Vocational Educator at Pahoa High School

Wendell R. Williams – Institute Graduate 1951. Owns Williams Design in Elk Grove Village, IL


Bruce Young
forbytoo@yahoo.com
Donors to the Institute of Aviation

The Institute of Aviation would like to thank the following donors, who contributed between July 1, 2001 – December 31, 2001, for their support.

$1,000+
- Todd S. & Christine Drew
- Mrs. & Mr. Robert C. Sanwald
- Mr. William W. Tomlinson
- Aerospace Human Factors Association
- The Boeing Gift Matching Program

$500-999
- Mr. & Mrs. Robert J. Beals
- Mr. Scott G. Haisler, Sr.
- Mr. John Currier Hixon
- Mr. Alan B. Hunt
- Mr. & Mrs. Leslie E. Kimmel
- Mr. Alan B. Hunt
- Mr. & Mrs. William E. Alblinger

$250-499
- Williams Airmotive, Inc.
- Philip Morris Companies Inc.
- Nogle & Gblack, Inc.
- Jordan Investment Company
- Robert C. Wubben, MD
- Dr. Christopher D. Wickens
- Dr. Stanley C. White
- Mr. & Mrs. James D. White
- Bruce A. Weiss, MD
- The Honorable Stanley B. Weaver
- Mr. James C. Watson
- Mr. Brock M. Tunnicliff
- Mr. & Mrs. Stephen J. Nicoletti
- Mr. Charles H. Nogle
- Mr. Dale G. Randol
- Mr. & Mrs. Thomas L. Ritzert
- Mr. & Mrs. David C. Shaul
- Mr. Patrick J. Shum
- Mr. & Mrs. Fred J. Siebenmann, Jr.
- Mr. & Mrs. Mark Signoroli
- Mr. & Mrs. Dean G. Spielman
- Mr. & Mrs. Walter Spracklen
- Dr. Stanley R. Troitip
- Mr. & Mrs. Brock M. Tunnicliff
- Mr. & Mrs. James D. White
- Dr. Stanley C. White
- Dr. Christopher D. Wickens
- Mr. & Mrs. Paul E. Williams
- Robert C. Wubben, MD
- Jordan Investment Company
- Nogle & Black, Inc.
- Philip Morris Companies Inc.

$50-99
- David O. Aldrich
- Mr. & Mrs. Gregory A. Bludorn
- Mr. Robert A. Chaber
- Mrs. Janet M. Davis
- Mr. Mark L. DeHart
- Mrs. & Mr. Thomas H. Gordon
- Mr. & Mrs. Gordon C. Gran
- Mr. Stephen A. Green
- Mr. & Mrs. Theodore J. Hagerty
- Mr. Jordan C. Hauss
- Mr. & Mrs. Michael C. Healy
- Mr. Susan K. Healy
- Mr. & Mrs. Carl A. Henrich
- Mr. & Mrs. Charles A. Asklund
- Dr. Carol M. Helwig
- Mr. & Mrs. Scott D. Harr
- Mr. & Mrs. David Hight
- Dr. & Mrs. Gary G. Homan
- Mr. Daniel G. Kazmierczak
- Mr. Patrick C. Kennedy
- Dr. & Mrs. Daniel B. Lesage
- Mr. Gary F. Machon
- Mr. & Mrs. Danny K. Martin
- David W. McClivvy
- Mr. Michael B. MCMurry
- Mr. Peter M. Monaco
- Mr. & Mrs. Thomas D. Moore
- Dr. K. Jeffrey Myers
- Mr. & Mrs. Thomas M. Myers
- Mr. & Mrs. Ardell W. Nease
- Dr. & Mrs. Stephen J. Nicoletti
- Mr. Charles H. Nogle
- Mr. Dale G. Randol
- Mr. & Mrs. Thomas L. Ritzert
- Mr. & Mrs. David C. Shaul
- Mr. & Mrs. Patrick J. Shum
- Mr. & Mrs. Fred J. Siebenmann, Jr.
- Mr. & Mrs. Mark Signoroli
- Mr. & Mrs. Dean G. Spielman
- Mr. & Mrs. Walter Spracklen
- Mr. & Mrs. David G. Temple
- Dr. Stanley R. Troitip
- Mr. & Mrs. Brock M. Tunnicliff
- Mr. & Mrs. James D. White
- Dr. Stanley C. White
- Dr. Christopher D. Wickens
- Mr. & Mrs. Paul E. Williams
- Robert C. Wubben, MD
- Jordan Investment Company
- Nogle & Black, Inc.
- Philip Morris Companies Inc.
- Williams Airmotive, Inc.