

Timlin has a master's degree in civil engineering from the University of Notre Dame, Indiana.

1990s

Brad Hamilton, '90, is now licensed as a professional engineer in Illinois. He is an airport planner/engineer in the aviation business unit of Crawford, Murphy and Tilly, Inc., in Springfield, Illinois.

David Ramirez, '90, MS '91, and Lorie Marie Henry were married on August 7, 1999 at St. Joseph's Catholic Church, Pesotum, Illinois. Ramirez works for Cessna Aircraft in Wichita, Kansas.

David Robinson, '90, and Lesley Rigel were married on October 10, 1998, in Lake Geneva, Wisconsin. He is employed as a manager for Andersen Consulting in Chicago.

Eugene Wagner, Jr., '90, and his wife, Sharon, greeted new daughter Erika Nicole on July 9, 1999. The Wagners moved recently to Dayton, Ohio, where he received a master's degree in aeronautical engineering from the Air Force Institute of Technology. He was also selected to attend the Air Force Test Pilot School at Edwards Air Force Base, California.

George Gunning, '91, MS '92, has finished his Air Force duties and is now a senior systems engineer with Raytheon Systems Corp. in Denver, Colorado. He works on satellite command and control.

Todd Keller, '91, is a senior project engineer at Hughes Space and Communications, where for the last eight and a half years, he has been supporting the design, development, and operations of spacecraft. He has participated in transfer orbit activities for about eight commercial spacecraft, all with communications payloads.

Adam Segal, '91, was recently hired as a pilot by Trans World Airlines. He is based at Lambert International Airport, St. Louis, Missouri.

Tony Springer, '91, was one of nine employees at NASA's Marshall Space Flight Center who received a Research and Technology Award in August 1999 for his achievements in current technology development.

Michael Swartwout, '91, MS '92, appeared in the August 1999 newsletter of the Campus Honors Program. It reports that he attended Stanford University after receiving his master's in AAE. Much of his time there was spent in helping establish the Space Systems Development Laboratory. He is close to completing his doctorate in aeronautics and astronautics.

Andrew Cary, '92, reports in the August 1999 newsletter of the Campus Honors Program that, while working for McDonnell Douglas, he studied unsteady fluid dynamics both theoretically and numerically at UIUC and University of Michigan. He married

IN MEMORIAM

Paul Norman Fuller, '50, died on December 5, 1999, at his home in Colorado Springs. He was 70. He joined Rockwell International after his graduation from Illinois, working on the Redstone, Jupiter, Thor, and J-2 engine programs during the 1950s and 1960s. In 1973, he joined the Space Shuttle Main Engine program as chief project engineer. He became the Peacekeeper program manager in 1984 and was appointed vice president for propulsion systems in 1987. He received the AAE Distinguished Alumnus Award in 1983. Fuller served as a board member of the Commercial Space Transportation Advisory Committee of the U.S. Department of Transportation, becoming its chairman in October 1990. He also served on the External Advisory Board of the Propulsion University Space Engineering Research Center at Pennsylvania State University. After he retired from Rockwell in 1994, he continued to consult for the company until 1997, when he started his own consulting business, Rocket Systems Services, contracting with The Boeing Company. Fuller is survived by his wife of 47 years, Elizabeth, and two daughters.

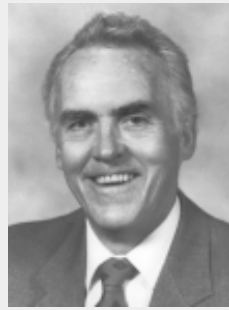
Harold F. Marthinsen, '58, died on October 30, 1996.

Harry G. Willis, Jr., '72, died on October 31, 1999, in Joliet, after a year-long battle with multiple myeloma. He was 50. He is survived by his wife Rita, his stepmother Ardele Willis, and two sisters. After graduation, he was employed mostly as a mechanical engineer. For the past 15 years, he was with the Victor Reinz Division of Dana Corporation in Lisle, Illinois, as senior mechanical development engineer. He received a master's degree in mechanical engineering in 1992 from the University of Toledo.

Thomas S. Tenerowicz, '82, died on January 12, 1998. He worked for Silicon Graphics in Seattle, Washington.

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Hershel Sams, '59, died on November 5, 1999, in St. Petersburg, Florida, a month after he was diagnosed with amyotrophic lateral sclerosis (Lou Gehrig's disease). He was 67. Sams retired as senior vice president of McDonnell Aircraft. He was a board member of the



Hershel Sams

Florida Botanical Gardens, Largo. In 1988, he was honored with the College of Engineering Alumni Award for Distinguished Service. The UI Alumni Association also honored him with the Loyalty Award. He was an Air Force veteran and served during the Korean War. Sams is survived by his wife of 47 years, Patricia; a daughter and son-in-law; a grandson; two brothers; and three sisters.

Wayne Solomon, AAE's former department head, remembers Hershel Sams:

Hershel Sams was one of the first graduates of the AAE department. He maintained a lively and active relationship with the department for his entire career, which, for the most part, was at the McDonnell Douglas Company (he retired prior to Boeing's takeover). He was the McDonnell Douglas resident expert in aircraft propulsion. He was known and respected throughout the industry and eventually was appointed a vice president of the corporation. At McDonnell Douglas, he was also well known as "Mr. Illinois."

He was president of our Alumni Advisory Board for many years and helped in a number of fund-raising efforts. He brought many very fine people onto the Advisory Board during his tenure. Most notably, he began to help in the development of AAE's very fine computer labs, a legacy that continues today. Hershel was a very smart man, a great leader, and a true friend of the department and its alumni. However, the thing that one noticed first about Hershel was his tremendous enthusiasm for the aircraft design process. He developed the skills of many budding engineers along the way. It just so happened that many came from our department, and they received wonderful mentoring along the way in their careers. To say that many people from around the country will miss Hershel can only be an understatement.

Kimberly Kusinski in 1995 and they have a son, Zachary.

Steven Tragesser, PhD '92, is an assistant professor at the Air Force Institute of Technology at Wright-Patterson Air Force Base, Ohio.

Debbie Wolff (née Wang), '92, is a project manager for Aldridge Electric, Inc., in Libertyville, Illinois. She married Tony Wolff in December 1994, and they have a 2-year-old daughter, Amanda.

Pamela McVeigh, '93, is working as a senior engineer for Cummins Engine Company, Columbus, Indiana. In 1995, she received her master's degree in aeronautics and astronautics in the area of structures and materials from Purdue University. She received her doctorate, also from Purdue, in August 1999.

John Winkler, MS '93, PhD '96, and his wife, Carol, became parents on June 23, 1999, with the birth of their son, Jacob Carl. He weighed 7 lb 14 oz and was 21 inches long.

Tamara Stickel, '94, and Bradley Miles Bennett were married on April 25, 1998, in Tuscola, Illinois. Stickel is employed at Clark Dietz, Inc., in Champaign as an environmental engineer.

Nashonne Candler, '95, was on campus in April 2000 to attend the Minority Engineering Program banquet, which is held yearly for alumni and students. Alumni return to campus representing their companies to give out scholarships and awards to the program's students. Candler was representing her employer, Ford Motor Company, in which capacity she presented the Caryn Casaz Incentive Award. Candler is a product development engineer at Ford. She reports that she also received a master's degree in electronic computer control systems from Wayne State University. She is engaged to marry Timothy Nugent in April 2001.

Aaron Evans, '95, and Kimberly Renee Kissam were married on December 23, 1999, in Winter Park, Florida. The couple now reside in Louisville, Kentucky, where Evans is an engineer at General Electric Company.

Cheol Kim, PhD '95, is an assistant professor in the School of Mechanical Engineering at Kyungpook National University, South Korea. He joined the university in March 1999 after three years with Samsung Aerospace, where he worked in airframe development programs in conjunction with Lockheed Martin.

Christopher Mulcahy, '96, and Vernice Veranga ('95 Educ.) were married July 11, 1998, in Chicago, Illinois. The Mulcahys now live in Malvern, Pennsylvania, where he is a systems engineer for Analytical Graphics, Inc., and she is a high school science teacher.

Carrie Hartman, '97, MS '99, is working as an orbital analyst in the Mission Analysis and Operations

Department of Hughes Space and Communications, El Segundo, California.

Casey Madsen, '97, and **Philip Briscoe**, '98, were married November 27, 1999, in St. Louis, Missouri. AAE alumni at the wedding included **Erik Antonsen** ('97), **Jennifer Bradley** ('97, MS '99), **Leslie Fockler** ('96), **Chris Giganti** ('97), **Jennifer Hargens** ('97), **Carrie Hartman** ('97, MS '99), **Ben Keen** ('97), **Josh Minks** ('97), **Hanish Patel** ('97), and **Jee Suh** ('97). Briscoe is a flight test engineer for Boeing and Madsen, a design engineer.

Jeffrey Scott, '98, has been selected as the UI chapter's nominee to Sigma Gamma Tau's (SGT) National Honor Undergraduate Awards. (Sigma Gamma Tau is the national honor society of aerospace engineering.) Scott was 1 of 22 students across the nation who were chosen to receive this award. He was notified of this honor by **Saeed Farokhi**, '75, SGT's national vice president.

Tim Alberts, '99, was on campus in February 2000 to recruit prospective employees for the Department of Defense. He is an aerospace engineer for the Naval Air Warfare Center in Lexington Park, Maryland, where he works on weapons systems for the H1W helicopter, F-18 fighter, and the T-45 test plane. He plans to attend graduate school at Johns Hopkins University in fall 2000 to study applied physics.

Robert (Bruce) Powers, MS '99, is currently a flight controller in motion control systems for the Space Station. He is employed by the United Space Alliance.

Patrick Schuett, '99, visited the campus in February 2000 on a recruiting trip for the Department of Defense. He is attached to the Aircraft Division of the Naval Air Warfare Center in Lexington Park, Maryland, where he works on modifications to naval aircraft. He will be attending graduate school in fall 2000 at the University of Maryland. In his spare time, he and **Tim Alberts** ('99) go sailing on Chesapeake Bay.

Seen at the Alumni Reception, 38th AIAA Aerospace Sciences meeting at the Reno Hilton in January 2000: **Andy Broeren** (MS '96), **David Riley** ('77), **Rick Zelenka** ('87), **Bob Liebeck** ('61, MS'62, PhD '68), **Mike Bragg** ('76, MS '77), **Ashok Gopalarathnam** (PhD '99), **Farooq Saeed** (MS '93, PhD '99), **Michael Micci** ('75, MS '77) **Chad Henze** ('95, MS '97), **Rudy Yurkovich** ('67, MS '68), **Jennifer Bradley** ('97, MS '99), **David Froning** ('50), **Ki Lee** (MS '73, PhD '76), **Matt Cummings** (MS '95), **Andrew Cary** ('92, MS '93), **Al** ('46) and **Gerry Ormsbee**, **Michael Kerho** (MS '92, PhD '95), **Abdi Khodadorst** (PhD '93), **Greg Page** ('77), **Derek Gefroh**, **June Chung**, **Michael Selig** ('84), and **Gene Hill** ('57).

BACK TO DRAWING BOARD FOR CETAN: UPDATE

After a trial run in June 1999 for Cetan, a human-powered watercraft, it was back to the drawing board for a major redesign. The Cetan project was initiated in fall 1997 under faculty adviser Scott White. The hydrofoil, a double-hull, twin-foil hydrofoil powered by a single pilot in a recumbent position, took first place in the 1999 Engineering Open House category for class projects. After undergoing its first test run in June 1999, the team decided to redesign the watercraft: it is now a monocoque. According to project leader Jim Liao, the team is challenging itself this time around by raising the bar on all aspects of the hydrofoil. "From weight reduction to surface finishing, every detail is critical to the hydrofoil's performance," he said.

Liao reports that Cetan II's design, especially that of the wing system, has undergone several major changes since the beginning of 2000. "The revolutionary concept of combining a low-speed V-wing and a high-speed straight wing would be the biggest distinction that sets Cetan II apart from other hydrofoils.

"The mold for the single largest piece of the vehicle, or the hull, is completed as of this moment. The team is extremely satisfied with the mold surface," he said. "In other words, it's perfect!" He said that currently the hull team is applying computational stress analysis to minimize the hull's thickness.

He continued: "Several new techniques are being incorporated in the construction of Cetan II. Stereolithography, a rapid prototyping technique utilizing laser-hardened resin, is used to generate hydrofoil shapes for both the wings and the struts."

Liao estimates that Cetan II may be completed by August. "It would be an incredible feat considering the first vehicle took over two years to construct," he said. The team is hoping to beat the record for this class of vehicle, currently held by Massachusetts Institute of Technology at 18.5 knots.

GREETINGS FROM THE PRESIDENT OF THE AAE ADVISORY BOARD

Many changes have occurred in the aerospace industry over the past decade. Aerospace has always been an industry of continuous change. Sometimes change comes from a direction we can predict and at other times, change is unforeseen. The university's educational foundations must reflect these changes in order to prepare its students for successful careers in aerospace.

Over the past decade, we have witnessed changes in the nature of the aerospace business. Some sectors, such as defense, have diminished in aeronautics, but there has been increased emphasis on space-related activities. A good illustration is the globalization of telecommunication systems and technologies, resulting in an ever-increasing dependence on space-based technologies.

With the emergence of new markets around the world, we have seen the impact of the global economy on the demand for commercial aircraft. We have also seen the impact of the health of these markets on demand. Our ability to respond to new markets will result in new job and career opportunities for young engineers.

The classroom has been changing continuously as well. The Department of Aeronautical and Astronautical Engineering has continued to change to meet the needs of the students. An integrated workstation laboratory gives the students access to computing systems and computer-aided engineering. The addition of the simulation laboratory has added realism to the design and analysis process, giving students insight to the problems normally limited to industry. New thrusts into rocket research and advanced composites reflect the changes that are taking place in industry. Expanding the role of integrated business communications and design into curriculum is preparing students to enter the work force with expanded abilities. Ultimately this will increase their probability of success in an ever increasingly competitive marketplace.

As an alumnus of the program, seeing all of the change and adaptation to remain relevant makes me feel good about the department and its vision. We cannot, however, ignore the fact that change will most certainly continue. New outcomes-based accreditation criteria will be applied by the Accreditation Board for Engineering and Technology (ABET) in fall 2001. It requires that we judge ourselves and demonstrate the competence being imparted to the students.

As always, this board of alumni will work to ensure that this department will continue to be among the nation's finest programs in aeronautical and astronautical engineering.



Steven J. D'Urso, MS '89

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