

CLASS NOTES

1950s

C. BYRON WINN, BS 58, was re-elected chair of the Board of the Solar Rating and Certification Corporation. Winn is a professor emeritus of Colorado State University.

1960s

CARL D. ENGEL, BS 66, MS 67, has been inducted into the Athens High School Wall of Fame in Athens, Illinois. Engel is a cofounder and vice president and chief technology officer for Qualis Corporation, a 340-employee aerospace engineering services company of Huntsville, Alabama. He has over 35 years experience in the field of aerothermodynamics, heat transfer and combustion related studies. He has produced 26 technical papers and over 260 technical reports, including work with the Space Shuttle program.

LESLIE M. CORLEY, BS 69, has been elected chair of the Florida Atlantic University Foundation Board. Corley is chairman and president of LM Capital Corporation and LM Capital Securities, Inc. An investment management firm established in 1988, LM Capital Corporation provides corporate financial services to its clients. LM Capital Securities was formed in 1992 to help established public and private institutions as well as emerging private businesses gain greater access to the capital markets. Corley has served on the National Advisory Board for Small Business Development Centers, and the boards of Enterprise Florida, Inc., the Economic Council of Palm Beach County, the Business Development Board of Palm Beach County, and the boards of charitable and community organizations such as the Minority Business Development Center of West Palm Beach, American Kidney Foundation African-American Outreach Program, Urban League of Palm Beach County, and Criminal Justice Commission of Palm Beach County.

1970s

MICHAEL BOGUMILL, BS 70, now a captain on the B-777 for United Airlines, began his piloting career shortly after graduation, flying the RF-4C Phantom II for the U.S. Air Force. In 1980 he transferred to the Ohio Air National Guard and flew the A-7D Corsair II until 1992. He worked at Wright-Patterson Air Force Base from 1976 until 1985

LAWRENCE K. SMILEY, BS 70, is the owner and chief executive officer of SMS Marketing Inc. of Indianapolis, Indiana. The company's research arm, SMS Turbine

Hello from your Alumni Advisory Board:

For those outside the world of academia, autumn means the year is winding down. On the University of Illinois campus, however, it means new beginnings are gearing up: new classes, new students, new projects — all of which bring new challenges and opportunities. I predict that all those connected with Illinois' Aerospace Engineering Department and the aerospace industry in general are in for some interesting times ahead.

The Department has a new Head and has made progress on its continued certification by Accrediting Board for Engineering and Technology (ABET). The aircraft industry just witnessed the roll-out of a new passenger jet: the Boeing 787 (rolled-out on 07-08-07; don't you know there was a lot of midnight oil burnt to meet that marketing-driven deadline, but not altogether different from some classes I remember). And, in space, progress continues on many fronts with new elements being added to the International Space Station, a robotic lander launched towards Mars, and progress being made towards the next generation of human-rated spacecraft.

I would like to touch on each of these topics for just a bit. They all will have an impact on AE students to some degree or other during their time at Illinois and when students launch their careers in aerospace.

First, on behalf of the Advisory Board, I want to extend a welcome and congratulations to Dr. J. Craig Dutton as the New Department Head. Over the twenty years I have been a member of this board, Illinois has consistently had an outstanding group of faculty and students. I am sure Dr. Dutton will build on that foundation and help make this an even better Department during his tenure. The Board has been an active participant in past Department activities and is ready now to help our new leader wherever we are able.

One of the areas where the Board is currently supporting the Department is the ABET review. This is a periodic event to assure that the Department's overall program is meeting the current and future needs of the students. As the name of this organization implies, receiving a positive evaluation from this independent group is an essential affirmation of the education students are receiving. The Board has made several inputs, both individually and collectively, to the ABET reviewers and we anticipate a favorable report from ABET.

The industry is entering what I consider a very interesting time. The Boeing 787 I mentioned earlier represents the latest step in the transition of commercial aircraft—some of the most conservative designs due to the payload they carry—to a virtually all-composite structure vehicle. On the military side, all-composite structures have existed for some time, but separating, or even removing, the pilot from the aircraft is becoming routine, even for combat aircraft. How far away is the migration of this capability to the commercial world? AE's current students are likely to have a central role in answering that question during their careers in this industry.

Activities in aerospace are firmly entrenched in both the civilian and military worlds. During my career this was not always the case; in fact I was encouraged by some very sincere people to enter another field of engineering while I was in college. But (thankfully) today's students will not be faced with the question of "if" they will have a career in this field, but rather "where" do they want to go. I think the options will be much broader than they currently appear.

One of the most interesting situations (at least to me) is that we are approaching the end of the Space Shuttle era and the dawn of its replacement. NASA is well along in defining what it wants for a replacement; I currently work for the office that manages that process. But unless current policies and plans are changed there will be a significant time gap between the Shuttle's retirement and the projected time when NASA's replacement is available. Because of demands to support the International Space Station as well as a nascent civilian space-based tourist industry, there is an opportunity for one or more groups other than NASA to step in and fill that demand. The careers of future aerospace engineers begin at just the right time to be in the midst of answering that question.

So welcome to another round of beginnings in the Aerospace Engineering Department at the University of Illinois. I urge all the department's constituents to join me in encouraging and supporting those who are preparing for careers in what we alumni know to be an interesting and rewarding field.

*Stephen J. Hoffman, Ph.D.
AAE '78, '80, '84
President, Alumni Advisory Board*

Division, currently is developing a new turbine engine for the power generating and hybrid automotive industries.

1980s

DONALD G. DODDS, BS 84, is regional sales manager for Corning Inc.

KEVIN D. ANDERSON, BS 86, is a lead engineer for performance of the Boeing Company's 787 Dreamliner, a new super-efficient passenger jet. His job involves performance analysis, including gathering airline requirement and working with airlines to explain what the 787 can do for them.

DAN JENSEN, BS 88, has been appointed Chair of the AIAA's Emerging Technologies Committee. He is currently the Collaboration Capability Development Team Lead within the Global Engineering Improvement Center at Rolls-Royce.

DANIEL NELSON, BS 88 *Engineering Mechanics*, is Director of Quality Assurance and Fleet Safety for Alaska Airlines, and is responsible for a group of auditors that travels the country and world, ensuring that maintenance, fuel and repair vendors are following the company's procedures. Previously, he was the company's System Engineer and Manager, with responsibilities of incorporating modifications to enhance reliability and aid maintenance crews troubleshoot failures in a variety of systems on the aircraft.

ED ALCOCK, BS 88, is a major in the U.S. Army, spending a one-year tour in Korea. He has almost 19 years of active federal service, including the last seven as an Operational Research and Systems Analyst. He has plans to retire in 2009.

2000s

DANIEL VIDAKOVICH, BS 02, completed his five-year submarine duty as an officer on the USS Tennessee. He earned two gold medals in the U.S. Navy for his achievement. Vidakovich also recently accepted a position as a turnaround engineer with Shell Oil in Houston and will serve on Shell's recruiting team, with plans to visit campus several times a year.

DAVID C. TESS, BS 03, MS 06 *Mechanical Sciences and Engineering*, and **Kelly C. McIlwee**, BS 03 *Media Studies*, married June 24, 2006, in Winnetka, Illinois. David Tess works for Northrop Grummon. Kelly Tess is a fourth grade teacher.

GREG BUSCH, MS 06, and his wife, Lisa, are the parents of a baby boy, Glenn, born Aug. 8, 2007. Greg Busch is an AE graduate student.

AE alumnus, faculty member, run for AIAA offices

AE alumni Earl H. Dowell, BS 59, and Michael B. Bragg, BS 76, MS 77, are candidates for the 2008 American Institute of Aeronautics and Astronautics Board of Directors.

Dowell, a candidate for President-Elect, is the William Holland Hall Professor of Mechanical Engineering and Materials Science and Dean Emeritus at Duke University. His principal teaching interest and research activity is in the field of aeroelasticity. Dr. Dowell has also done research in acoustics, nonlinear dynamics, structural dynamics, and unsteady aerodynamics.

Bragg, an AE faculty member and previous Department Head, is a candidate for Vice President-Elect Publications. He currently is Associate Dean for Research and Administrative Affairs in the College of Engineering at the University of Illinois at Urbana-Champaign. Bragg's two primary



Earl H. Dowell

areas of research are aircraft icing and unsteady aerodynamics.

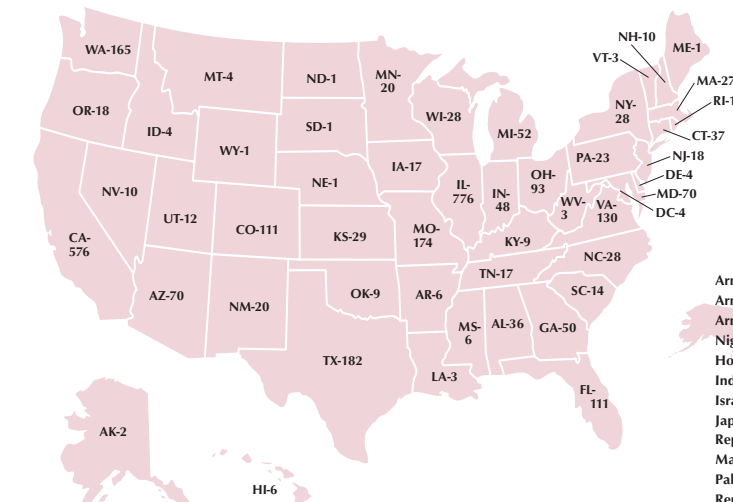
The ballot that includes Dowell and Bragg will be sent to all voting members of AIAA in February.



Michael B. Bragg

Appointed to serve on this year's nominating committee was AE alumnus David Riley, BS 77, a program manager for Boeing. Riley is a representative for the Aerospace Sciences technical group.

AE Alumni: Where you are in the USA and the world



Armed Forces in America	1
Armed Forces in Europe	7
Armed Forces in Pacific	4
Nigeria	1
Hong Kong	3
India	2
Israel	3
Japan	5
Republic of Korea	8
Malaysia	1
Pakistan	1
Republic of Singapore	5
Taiwan, R.O.C.	4
Thailand	1
Turkey	1
New Zealand	1
Austria	2
France	2
Germany	1
Greece	1
Norway	1
Switzerland	1
Canada	9
Argentina	1
Brazil	1
Colombia	1
USA	3,069
Total AE alumni	3,137

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Visit www.alwaysillinois.org and follow the appropriate links for alumni, faculty, students and staff to join.

Always Illinois is a service provided by the Office of the Chancellor in partnership with the University of Illinois Alumni Association, the Office of Institutional Advancement, the Office of Public Affairs, and CITES.

IN MEMORIAM

Robert K. Tinder, 82, BS 51, died June 5, 2007, at Mt. Carmel East Hospital in Columbus, Ohio. Tinder had worked as an aeronautical engineer for Rockwell International Missile Systems, and was a World War II army veteran. He is survived by his wife, Marie R. Tinder, two daughters, and two grandchildren.

Gerald D. Kinroth, 72, BS 56, died June 16, 2007. He was retired from McDonnell-Douglas Corporation in St. Louis, Missouri, after 35 years of service. He had been an advanced missile systems design engineering manager. Kinroth was a member of the Church of the Master, United Church of Christ. Survivors include one son, one daughter, six grandchildren and one brother.

Robert E. Skarshaug, 71, BS 59, died April 16, 2007. Skarshaug began his career in aeronautical engineering with Lockheed Burbank in California, then was transferred in 1991 to Lockheed Martin in Marietta, Georgia. He had worked 41 years as an aerospace propulsion engineer. Survivors include his wife, Mary Skarshaug, two sons, three brothers, a sister, and three granddaughters.

James V. Leroy, Jr., 46, BS 88, was killed July 28, 2007, while performing stunts for 80,000 spectators in an air show held at the Dayton International Airport in Dayton, Ohio.

Reports from the scene indicate Leroy's modified "Bulldog" Pitts biplane impacted the runway at the bottom of a loop, during a performance of the two-ship "Code Name Mary's Lamb" routine.

LeRoy, of Lake City, Fla., rose to the top ranks of stunt pilots with his innovative routines, winning the Art Scholl Showmanship Award in 2002 and the Bill Barber Award for Showmanship in 2003. He had worked for GE Aircraft Engines.

Survivors include LeRoy's wife, Joan, his son, his parents, and his brother and sister. Contributions for the benefit of LeRoy's 4-year-old son, Tommy LeRoy, can be made to Jim LeRoy, Jr., Memorial Fund, c/o Harris Bank, 110 E. Irving Park Road, Roselle, Illinois 60172; telephone 630-980-2700.

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