

Illinois Aviation

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ILLINOIS AVIATION SYSTEM PLAN UPDATE



The Illinois Aviation System Plan continues to progress as we head into the holiday season and new year.

The project team facilitated the third Technical Advisory Committee meeting on Nov. 19, 2020. The meeting was well-attended by many industry groups and professionals. During the meeting, the project team presented results of various tasks within the system plan, including new state-specific Airport Classifications, Inventory and System Performance, Intermodal and Airport Access, and Environmental Considerations, as well as provided updates on the Economic Impact Analysis. A recording of the presentation is available on the project website along with a summary of the meeting.

We look forward to rolling out our new state airport classifications, which includes the handful of non-NPIAS airports in the system. Since we haven't published an Illinois Aviation System Plan in decades, we are starting from scratch to assess and classify Illinois system air-

ports. In coordination with the Federal Aviation Administration and our advisory committee, we've developed a classification that aligns closely with the National Plan of Integrated Airport Systems. This is a critical task for us at IDOT Aeronautics, as grouping airports into distinctive classifications at the state level allows coordinated and informed decisions to be made about future development and resource allocation. The project team is currently developing the documentation that accompanies the analysis. This information will be posted to the 'Documents' page of the project website once it has been fully reviewed by the advisory committee.

We encourage you to monitor the progress of both the IASP and EIA through the project website at www.ilaviation.com. Draft documents will be uploaded to the website periodically for public review.

If you have professional-grade photos of Illinois aviation or airports, please send them to Zach.DeVeau@Kimley-Horn.com. We'd love to feature your pictures in our reports, brochures and presentations!

SIU Aviation Celebrates Six Decades

By Pete Rosenbery

As Southern Illinois University Carbondale nears the 60th anniversary of its nationally recognized aviation program, the horizon remains clear, unlimited and expansive.

What started as a service unit offering flight classes with four airplanes and spare parts has evolved into one of the nation's leading comprehensive aviation programs with multiple degree programs, a state-of-the-art facility and more than 600 students.

The program's reach now extends nationally with online and off-campus offerings and internationally with agreements to train aviation technology students in China and prepare pilots, mechanics and avionics technicians with Saudia Airlines. In addition, the aviation program is working toward a School of Aviation to encapsulate the aviation technologies, aviation management and aviation flight programs.



Collaborating for success: Michael Burgener, the program's interim department chair in aviation management as well as the flight and aviation technologies chair, notes the program's growth, relevancy and reputation. Mr Burgener points to the strong foundation provided by the late Ron Kelly and Tony DaRosa, along with Dave NewMyer, who retired as aviation management and flight chair in 2014. Burgener also notes the faculty, students and strong alumni connections throughout the program's six decades.

"They are the ones who worked over the last 60 years to develop the reputation and develop SIU," Burgener said. "They worked to develop a reputation of success that is paying dividends today. It's rewarding and a privilege for me to be a part of that and to contribute and carry on the tradition of success that SIU aviation has had."

Growing the program: NewMyer, who joined SIU Carbondale in 1977 as an off-campus coordinator at Marine Corps Air Station in Yuma, Arizona, arrived on campus in 1979. He points to then-SIU President Delyte Morris' affection for flying as one of the reasons SIU bought Midwestern Aero Services, the fixed-base operator at Southern Illinois Airport, for \$56,000 in December 1960. Renamed Air Institute and Service, it offered flight coursework, aircraft fueling services and aircraft charter services until it was eliminated and replaced by the Department of Aviation Management and Flight in the early 1990s.

In 1965, the university began offering a two-year aviation maintenance technologies degree, the first formal SIU aviation degree program. This course of study has since transformed into a four-year aviation technologies degree, with specializations in aircraft maintenance, helicopter maintenance and aviation electronics.

The aviation management bachelor's degree program began both on- and off-campus in the mid-1970s. In 1990, aviation began offering a master's degree in public administration with a specialization in aviation administration. Aviation technologies also offers an online bachelor's degree in aviation maintenance management.

Faculty with industry experience: Thomas Koebel, a senior aviation technology major from St. Charles, Illinois, said there were several factors in his decision to attend SIU – the varying types of aircraft within the program, the airport's proximity to campus and the real-world experience of the faculty.



Koebel says the hands-on component students receive in training from faculty with industry experience is vital. "All of the instructors are super well-versed in the areas they are teaching," Koebel said. "That is a really big factor in them being able to demonstrate and teach the material, because they have real-world experience and know what they are talking about."



Transportation Education Center: The fall 2012 opening of the university's Transportation Education Center at Southern Illinois Airport was critical for both the aviation and automotive programs, allowing both to move from aged facilities in various locations into one building with an adjacent aviation engine research test cell.

Because construction was under budget, the remaining funds helped buy equipment, including state-of-the-industry flight simulators, aviation maintenance equipment and an air traffic control simulator.

The improvements continue. In November, the program is slated to pick up five new Cessna 172S planes, featuring Garmin G1000 avionics and the first planes within the program to feature auto pilot.

Evolving connections: One of the program's biggest connections has been its link with United Airlines, which NewMyer notes started with a historic flight operations internship agreement in July 1986. The United Airlines-SIU Aviation Career Day, which celebrated 25 years of service last fall, brings high school students from the Chicago area to campus to learn about the program from other students, faculty and alumni with United Airlines.

"Because of that connection to United and many other aviation entities from airports to aerospace manufacturers, alumni have been another key aspect of our program," NewMyer said.

The program maintains a connection with more than 7,000 aviation alumni.

International presence: The aviation technologies' program link with Shenyang Aerospace University in China is also something Burgener is excited about. Finalized in September 2019, the program is designed to work as a "2+2" degree program where Chinese students attend classes in China for two years and then attend SIU Carbondale for their final two years.

Burgener taught the first two classes to 75 Shenyang students online this summer. Challenges included the time difference, where he began at 8 p.m. to correspond to 9 a.m. the next day to students in China, along with navigating Chinese technology. Burgener was limited to software available in China and was aided by a teaching assistant there who helped with grading and communication with students. The courses were a math-based statistics class with an aviation focus and a propellers course.

"If we can improve aviation safety anywhere in the world, then that is a benefit to aviation," Burgener said.

The Flying Salukis: An important component of the aviation program is the Flying Salukis, which helps attract both students and their parents to the program. The flight team, comprised of 15 to 18 members, has earned nine National Intercollegiate Flying Association titles dating back to 1977, including recent championships in 2011, 2014 and 2015. Since 2011, the team has had nine straight top 3 national finishes, though it was unable to compete in May due to the pandemic.



More students, more demand for graduates: The combined student enrollment in the three programs has increased from 441 in 2017 to 612 this fall, including nearly 100 students enrolled at six off-campus locations in California, Illinois, North Carolina and Pennsylvania. Even with layoffs within the aviation industry due to the COVID-19 pandemic, the 2020 Boeing Pilot and Technician Outlook notes the industry's resiliency when faced with periodic downturns and projects an increasing demand for pilots and technicians as the "long-term need remains robust."

Burgener predicts the same scenario, noting that before the pandemic there was a need for additional flight instructors. The availability of pilots to return as flight instructors aided the program particularly this year. The rise in students in all facets of the program projects "a confidence in the industry that it is going to snap back," Burgener said.

"Before COVID, the industry was going gangbusters. You couldn't find enough pilots; you couldn't find enough mechanics," Burgener said. "We had companies coming in and wanting to do pipeline agreements and internships. They were eager to hire our graduates."

AVIATION HISTORY



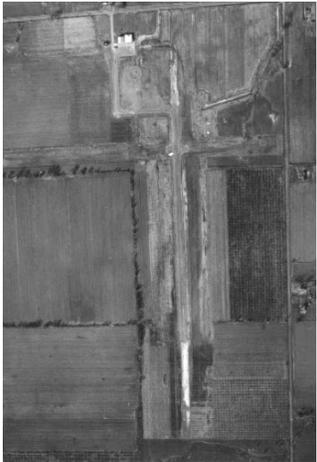
Nov. 3, 1926, Lindbergh parachutes to safety

September 2020 marked the 100th anniversary of the U.S. Air Mail Service. Charles A. Lindbergh was one of its early pilots. As chief pilot for the Robertson Aircraft Co., Lindbergh flew Air Mail Plane No. 109, a de Havilland DH-4, on night airmail routes from St. Louis, Missouri, to Chicago. On Nov. 3, 1926, Lindbergh left St. Louis at 4:20 p.m. and made his first stop at 5:15 p.m. in Springfield, Illinois. Taking to the air again, he encountered thick fog and, circling over lights he thought he saw in Peoria, eventually realized

he couldn't see to land. At 8:15 p.m. as the airplane ran out of gas, he climbed to 14,000 feet, stepped off the wing and parachuted to safety near Bloomington, Illinois. Lindbergh later found the aircraft wreckage on a nearby farm. It was the fourth time he had been forced to parachute on an airmail flight, and he resigned from Robertson that week. He would form the financial group for—and begin work on—his famous flight in the Spirit of St. Louis the next year.

AIRPORT TRIVIA

Name that airport RETURNS!



Do you know the name of the airport shown in this picture and the approximate time-frame taken? If so, please send an email to DOT.aero@illinois.gov. Those who provide the correct answer may have their names published (with permission), along with the correct answer, in the Q1 2021 edition of Illinois Aviation.

The answer from the last newsletter, Q3 2020, was Schaumburg Airport circa 1965. Congratulations to those who answered correctly!

CALENDAR OF EVENTS

See the full calendar at www.ilaviation.com/safety.

IDA Winter Seminars

Due to the pandemic, the IA Renewal Seminars that are normally held in Springfield and St. Louis have been canceled or rescheduled for much later in the year. IAs who need to utilize a "refresher course" acceptable to the FAA for this year's current cycle can locate free online refresher courses and webinars at www.faasafety.gov under the Maintenance Hanger tab and the Seminars and Webinars tab at the bottom of the home page.

The Chicago Aviation EXPO IFR/VFR Seminar normally held in Itasca at the end of January is in the process of being rescheduled for late spring or early summer.

UPDATE OF ILLINOIS DIVISION OF AERONAUTICS CONTACT DETAILS

Please disregard the telephone numbers on aircraft and pilot certificates, and use the following contact information:

Aircraft and Pilot Registrations

Telephone: 217-785-8515

Email: DOT.Aero@illinois.gov

MOVING ONLINE

Illinois Aviation newsletter has been in continuous print for 73 years with Vol. 1 / No. 1 launched in August 1948. The newsletter is available both in print and email versions and will soon be linked to the new Illinois Aviation Safety and Education website located at www.ilaviation.com/safety.

VIEW COMPLETE CALENDAR OF EVENTS: www.ilaviation.com/safety



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ILLINOIS AVIATION is published quarterly by the IDOT Division of Aeronautics. Comments, suggestions and submissions should be direct to Troy Reiser, Bureau Chief of Aviation Safety, 1 Langhorne Bond Drive, Springfield, IL 62707 (217) 785-4989, or e-mail to dot.aero@illinois.gov.