

March 31, 1995 Aviation History Report this is Shawn Dealmen

Walter Anderson, Department Head of Aviation and Jim Dehlin, Associate Professor of Aviation Department.

SD: I guess first of all I would like to start with just kind of when your department got started as far as year, who started it, and why it was started?

WA: I think that I could hit part of that and Jim might want to pick up from it then. The department was started actually it would have been 1987, very late in 87' though. And what it was the Aviation Department came about because of the fact there were a lot of mining jobs and different things disappearing from the Marquette County area. Heavy equipment was weighing somewhat in its class sizes because of the style of program that it was, it was heavy equipment program in the old vocational skills center. And they were looking for people with different types of experience then heavy type of heavy equipment what we were doing. In order to come up with a program that would pay similar wages to the Iron Range people that were getting laid off and how things were changing in the Iron Range it was hoped that they could come up with a program that would give people the opportunity to work a similar job or a high tech job that paid a similar wage in the area, that is who the concept of aviation came about. The key people here were Dick ????, who was one of the directors of the vocational skills center, a gentleman by the name of Thor ????? who was very much a grant writer type person. And they met with Dominic Jacobetti are local representative to see about putting together a major grant to develop a new curriculum and that curriculum decided on was aviation. What happened then over the next year they worked on language, and courting, if you will, legislatures downstate to support the concept of a grant to develop an aviation program to replace the heavy equipment program. A little ?? ?? was the fact that in introducing a major grant to this university for technology and aviation just begin a small part we spent what 1.2 million dollars total setting up this entire aviation program and like 4 million dollars came to Northern Michigan University to be used for technology. And a common misconception is the fact all this money came into Northern for the aviation program, totally wrong, 1.2 of the 4 million was used for aviation.

SD: Do you think that Mr. Jacobetti was a major key in getting that money?

WA: Major key, Major key. He wanted something for people in the area that was higher technology and good wage earning capability and aviation was definitely higher technology.

JD: Another component of that was the fact that Mike Shore was pulling out of Marquette. there was several people out of jobs from that did in fact come through the program. Their working out at Simmons right now. One thing that didn't pan out was the hope for a major maintenance base at Simmons. In order to help out with job placement but we have placed several graduates out there and at the base operator northern Michigan activation.

SD: Alright so the really two major keys here was to start the program was that we were losing a lot of jobs up here and dominant Jacobetti he's been pretty characteristic in bringing in objectives of bettering the people up here at least helping out up here because of the very obscure area.

WA: He's number one concern was always people of the u.p. having an educational opportunity and job opportunity that would pay a wage that would support a family.

JD: Let me ask you this if Jacobetti wouldn't have gotten involved would you feel the program would have gotten off the ground sort of speak.

WA: Absolutely not because the university did not have the major dollars to invest in a program in this style it went from bare rooms to what we have today and what we have today is state of the art.

SD: In the country there are less than two hundred certified activation programs and if you look at facilities and equipment of many of these schools they were built with surplus equipment. We started off with ? walls and one of the major advantages that we were able to realize was the equipment that we did purchase was new up to date we starting to lag a little bit now after being in operation of five years but that is an area that all the schools try to stay up to date with fast paced changing technology such as aviation.

JD: Let's before we get to much further into building and your fixture stuff. Let's go back to years. What year was the aviation department open for enrollment?

WS: That would have been July 1990.

JD: So it took three years of planning and putting stuff together. That kind of stuff is really important. Ok so we got three years.

SD: The first year if you will being the hard legislative year you know that's when Dick Retasky and Thor moved here and Dominant Jacobetti really, really worked hard to come up with this grand package we received a new dean for our college in 1986 I think it was he if you will wheeled and dealed that's the nicest way to put it some other things with some promises that were made I'm sure and that's why the university received a like a four million dollar chunk of money.

JD: Who was it in 1986?

SD: That person name was Jim

JD: OK so we had a lot of people involved in putting this thing together.

WA: At that time also Pauly ? who had been teaching heavy equipment we took over the heavy equipment section in the Jacobetti center changed over from heavy equipment to aviation a major renovation was performed we had some

SD: Alot of junk

WA: Well we badly modified the existing facility to adapt it to aircraft.

WA/JD: Right there was a lot of junk that accumulated in the area. We needed a much bigger door, then was there, the whole place had to be scrubbed down and put a ramp area out there to close for

security where we store or warm up the aircraft. That entire area used to be just gravel out there, but where the aircraft are now. So that was a major portion of renovation to put the ramp down, put the fencing up, and place for the aircraft.

SD: That is great now lets talk about student draw factors. You mentioned that this is one of 200 in the west.

JD: WA: Less than 200. Approximately 190 schools right now. We lost a few here. The, in order to get the airframe ? license, there is basically two avenues. One is military experience and other is going through the approved course such as we have here, we call it a part 147 Aviation Maintenance training program, Part 147 is the federal aviation regulation that governs operations of the schools. And we draw primarily from the U.P. or the students however we do get people from the Detroit area, Wisconsin, Minnesota, so it fairly diverse group around here.

SD: So lets say that an individual contacts you from Southern California, contacts you guys, guys good reference from the high school, 3.6 grade point, just a real go getter as far as on paper and perhaps chatted with on the phone or something. Are you guys out recruiting kids.

JD: We are actively recruiting, The problem with an out of state student comes up against the differential tuition, our out of state tuition is just about double what instate resident student pays. That puts some people off, we do have some students from Wisconsin and Minnesota who have come through the program because of what we offer and the quality of the program.

SD: Are we ranked, are we one of the best in the country?

WA: Not really we don't have enough of a track record yet. However, our reputation is beginning to grow, the graduates that are out there working in the industry have been doing very well and that is reflected on the program. We are starting to get a track record now it takes awhile to build that.

SD: Oh, I would imagine. How about numbers since 1990, I didn't realize that you guys were this young. So in basically four years....

WA: We have had three graduating classes, the fourth class is scheduled to graduate in the summer of 1995 the end of July. We have graduated and licensed approximately 60

SD: now this is the next thing I want to ask you guys what do you ready these students for what are they certification, do you guys have a flying thing here, are we a mechanics school, have we been a mechanics school, what exactly do you teach these people to do once they can leave and use that skill in a job market.

WA: When the program was developed many avenues were examined and explored and certainly room for growth at this point. Right now the Aviation department offers an associate degree in aviation maintenance technology. And the students when they graduate are qualified to take the Federal Aviation administration test. There are written, oral and practical tests when the student graduates. Upon successful completion and received of there Airframe and Power plant license they are qualified to inspect check service repair airframe and powerplants. Aircraft ranging from

your small basic Cessna 150 on up to the heavy iron like the major air carriers operate. We have placed students at major air carriers. Their qualifications are such when they come out of here they can work in just about any facet of the industry from big to small.

SD: this department is a maintenance aircraft maintenance Technology. Let's just say I am going to ask you some silly questions here. We don't train air traffic controllers here?

WA: NO

SD: We don't train people to become pilots here?

WA: No

SD: okay. So we train people to work on high tech equipment. Keep it up and running and fix it when it breaks.

WA: right. and maintain it to FAA standards.

SD: Have you talked of graduates you put somewhere and who are they, I would love to have a few of those names.

WA/JD: Well, Mark Pringles out at Simmons he was one individual that was laid off from Lake Shore, went through their job retraining program, Gary Bishaw of Simmons, Jeff Himmila of Northern Michigan Aviation, Steve Gunderson Northern Michigan Aviation, David P. Ward American International Airlines, down in Oscoda, Joe Gujuliani the same American International, Amy Butler American International, Bob McCalister, we have Carl Broda is working down in Jacksonville Florida, John Dye General Aviation down in Lansing Michigan, Willie Carroll General Electric their engine built in Raleigh North Carolina, Scott Grear Sarasota, Jet center, Sarasota Florida, that is just off the top of our heads.

SD: That is great so that is three graduating classes. That is a fantastic success rate.

WA/JD: the placement rate is approximately 88% at this time with Aviation related. One thing that we have found with a lot of these U.P. bred boys and girls don't like to leave the U.P. and unfortunately some of these opportunities are outside of this immediate area. We forgot Kyle Grishem, at Lowell air in Pontiac Michigan. Darin Doyle, went to work for International Freight Loaders in Logistics in Pontiac. So we have quite a few people out there.

SD: Can you just tell me a ball park figure about the hourly wage with a skill.

WA/JD: Hourly wage runs from a low end 7 or 8 dollars an hour in small fixed based operators, up to starting wages up to 13 to 16 dollars an hour at a major airline.

SD: This young man at General Motors

WA/JD: General Electric

SD: General Electric, how much an hour.

WA/JD: 13.91 an hour.

SD: 13.91 that is great.

WA/JD: John Dye down at General Aviation which is a fairly large fixed based operator they worked on corporate jets as well as light twin aircraft, single engine aircraft and they also that is the home of the classic Lockwood bi-plane that is built down in Lansing he makes \$10.00 an hour. I think the guys out at the airport here, Steve and Jeff make 8 or 9. Steve I think is a little higher.

SD: As soon as they get a little away from this area.

WA/JD: Well any major metropolitan area, because of the cost of living the wages have to be higher.

SD: right. that is great.

WA/JD: A little bit of historical background on Northern Michigan University's aviation. History and affiliation back in the 70's there was a aviation program on the books. Was a associate degree in flight, that was well all of the classes were down here at Northern and flight training was split off and out at the airport. That was a separate entity and it was liability was concerned and cost effectiveness was all part of that in order to maintain the airplane, flight training is really expensive. In that respect it was a cost effective method to provide aviation training. Brian Rochan who is now the owner of Northern Michigan Aviation is a graduate of that program.

SD: This is good stuff....

AD/JD: Bob ????, who is a captain for North West Airlines, who was a member of our advisory committee for our aviation program. I think that he was a part of our program also. Unfortunately there was a problem with liability. There was an accident a year ago the individual involved were essentially not part of Northern. I think the liability issue reared its head there and it was decided to drop that program. This was probably right around the early eighties somewhere in there.

I remember when that happened. What happened was one of the student's who was in the program and an instructor who was a state trooper that flew for the state police and they hit some bad weather.

The students were on their way to Traverse City, the students went down for a check ride and the FAA examiner down there and they ran into icy conditions. They crashed landed, well I wouldn't say crashed but they landed on I believe north or south Manitowish Islands. They both perished and they landed on a frozen lake where the aircraft broke through the ice and they died of exposure. So they survived the crash but died from the elements. Anyway that is a little bit of an historical note there.

SD: Yeah, that is fantastic. There was before you guys got this new funding there was actually

aviation flight program?

WA/JD: Yes, as a commercial flight program.

SD: So there was a little taste of it before this got started again?

WA/JD: Right.

SD: That is good stuff.

WA/JD: just now coming back you know there's been some major realignment in the industry there's been several carriers in the bankruptcy status several carriers are non-existent anymore eastern airlines.

SD: So what are the common people on the news here that united airlines like you just mentioned Eastern is having trouble that slides right down.

WA: Well there's a snowball effect where if there lows are down if there trying to cut back and restructuring the routes and there not hiring people then it is ? of the entire industry, we found that cross the country enrollment is down 30%, and it is historically related to the ? in the last four years now were seeing a recovery and I think that '95 well united airlines one thing that is a little bit miss leading in when they mention american airlines just laid off five hundred people or united airlines just laid off so many people x amount of people there not laying off on campus they can't do that there's noway to reduce the amount of maintenance that they need in a lot of factories that age aircraft older aircraft is going to require more maintenance where as they try to upgrade their fleet and what not yeah maybe they can reduce the amount of maintenance required but it still fixed cost they got in the industry in order to increase capacity which is projected well into the next century about 5.5 percent growth rate passengers per year is going to require more aircraft, more aircraft means more technicians and I want to stress that we are training technicians. The ? next to revision of the certification rules for ?? is going to reflect that the name is going to change to aviation maintenance technician instead of ?? reflects the nature of the work complexity of the aircraft that we've been working on

SD: I think I'd rather have a technician work on my plane then a as far a vocabulary goes even though it is the same person I think it's a little bit more respectful too cause were running into this political correctness you know everywhere I think that technician

WA: Well it's an area that for years aviation maintenance technician has now gotten the recognition that they deserved there is a stereotype of mechanic on that t.v. show that drives people nuts. The stereo-type that we get from Lowell there, having a coffee cup hanging off the tool belt. There had been a number of letters sent to the producers of that show in protest to that very thing. Can I mention a few more names?

SD: You can talk about anything you would like.

WA: Ok, Paul ? he was one of the initial faculty members working on the curriculum development

1989 when it was when the time was right actually I thought it was a little late in the process for the goals that were set three of the faculty members were hired Charles White who came to Northern from ? Falls Technical College, myself I came here from ? community college and Dan Sullivan who came from Spartan School of Aeronautics at that time we came in May in 1989 the desire of the administration at the time was to purchase the equipment put the curriculum together get certified and bring students in the fall at that time line was unreasonable as far as going through the process to get the equipment in we were unable to meet that time limit ? we worked through 1989 and into 1990 our certification took place in July 26, is when we received the operating certificate for ?? program at which time we opened the doors and we had forty-six people sign up to begin and we started out with two sections, two class sections and worked the ? out we blend ?? came on board some of the plans and ideas were changed with our input one thing that the consultants had talked about was strictly mock ups maybe one complete aircraft that have all the training in mock up form it was our intention that the complete aircraft would be the best mock up possible cause it gave us everything plus the realistic life the life like environment that we try to ? the students here we've got engine we do engine overall on the aircraft that are here we've got landing gear we do all the landing gear work we ? test we've got ? engines on one of the aircraft we do propeller removal installation all these things and we really work hard at trying to work to everyone's standards it's difficult cause were off the airport if we had ? aircraft we had a facility were we could take them around the patch once in a while it would help even more to report that life like realistic environment that were striving for but and I think that if anything the facility is great as far as the amount of room that we have to specialize labs the up to date equipment, I think one draw back that we do have is that we are off the airport because that leaves that environment which is you know that's one of our long range goals to find have some facility either out here at the Marquette County airport maybe at some point down the road the opportunity for internship type of arrangement if somebody comes to K.I. Sawyer that has (cut Off)

WA: Right now were going to wait and see mode on what happens out there cause it's going to definitely impact this program. If there is no aviation entity that uses those facilities it's going to hurt us it's going to hurt placement in our ability to attract students and say we have jobs in this local area aviation related. It is going to effect our market interest.

INT: I don't want to get real heavy into K.I. Sawyer, but just to speculate, is there going to be a aviation company?

WA: Oh yes somebody will see the economic opportunity and take advantage of it, kind of like what happened down in Oscoda. They went in there and started relatively small with a couple of buildings and expanded and hired people left and right.

INT: Has any outside business contacted this department and said oh yeah, you guys have technicians here.

WA: There is one, Not everybody wants to move up here, there is a concern that Boreal repair station that is looking into K.I. Sawyer, we have been contacted by them also, there are a couple of other entities, won't mention any names, but we have been recognized as a resource when the rationale and the action plans have been developed for somebody to move to for K. I Sawyer, say we have a ready source of employees from the aviation program. And training facility, it adds up,

INT: that could help finance you also. Interesting.

WA: So that is why we're real interested in what goes on out there.

INT: You and about several thousand other people. I hope it goes to some ???. Where did you get those plans and helicopters out there?

WA: we went out on the open market, we contacted a couple brokers and put in our specifications. The aircraft inspections were made on the aircraft and flew into Marquette county airport and receiving inspection there. That was in summer and fall of 1989 that the aircraft came, all the aircraft except the ? helicopter flew into Marquette County Airport in 1989. We transported those aircraft down here from the airport in November of 1989 I remember it well so does Walt, I can tell you the exact day it was the day of the time change so it was the last Saturday in October in 1989. I thought it was in November, no it was the day the time changed, we did it so that we could have an extra hour of daylight. We started out at 5 O'Clock out at the airport, it was rainy drizzly nasty cold and we went out of the airport drive onto 41 down to (we weren't suppose to do but we didn't tell anybody,) we went down to M 35 went down M 35 to 492, to 492 to Wright Street across 41 there at Wright Street came down Wright Street and ??? center that was quite a show.

INT: I can imagine. How many did you bring on that

WA: six points, yes they were all in a line right there, system 150 three systems 310's and a beach duke and a Mitsubishi MU 2

INT: So you guys just hooked them up to the ball hitches on the

WA: No pintos It was quite a lagesitical effort in order to get everything together we had to have ? hooks on the tow vehicle we had to marshall up enough tow bars airport and we had some ourselves)

INT: Did you have to cut anything down?

WA: We had to move a couple mailboxes and a couple street signs, speed limit signs, we pushed them off to the side and

INT: How long did it take you to get here?

WA: Three hours believe or not, we left at six sharp we were here at nine o'clock

INT: That's pretty impressive you got it here in three hours.

WA: ten miles in three hours I felt that was fantastic

INT: Did you need a police escort? I mean did they set the rule book up for you?



WA: Basically we picked that day because it was the time change that screws everybody up in the fall and so we knew people were going to be late and we gained the time. It was a Sunday morning and we ran into a little problem with one of the people we had as faculty at the time shot his mouth off to somebody and we were told we weren't going to be able to and it just so happens that I have a friend that when I lived in Iron County we ? together so I took a ride out to Iron County one day we've got a problem and he controls state highway department because those are county roads 492 is considered state highway secondary state highway and 41 is state highway and there was no problem when we got into town but it was getting to the Marquette city limits which was the problem so I went down there and what we did was six individual things so what they did was wrote us a ticket for one move is what they did and so we kind of followed real closely the other five he could write it for five but he was not allowed to write it for six because that has to go down to Lansing and (It's easier said than done getting everything coordinated) The county sheriff, sheriff Minal was super, the state police was super, the campus cops helped the Marquette city police all helped but they just we'd go a section then block but we weren't suppose to go along 41 at all but it was too hard to go across by the state police post swing it's kind of a reverse corner and then swing another corner and we kind off just said nobodies around go for it and the police said yeah go for it. (Usually beg for forgiveness and then wait and ask for permission some people that were involved in that Wayne Pontello, who was the intern at that time, Bill Sanderson who was the equipment operator he drove one of the trucks ?? he drove one of the vehicles this was the hard one that was the big guy that had to squeeze between everything, Sam Peterson Carl Peterson a couple guys from the Airforce that Dan Sullivan knew a couple of my former students worked at out ?and helped us Jim's son, my son they were brake men in the planes cause you know you had to watch them they had to hit the breaks once in a while on the planes for you. We had just enough people cause you had to have a four wheel drive truck in front when we drove down the road we measured everything out and we knew exactly what we had to push over once we could zig zag around and that and so we had a truck in back that would pull them back up when we got by so we went to the nice ? all the way down the road we went about three hours a mile I would say the average we did was three miles an hour (You can't tow aircraft fast)

INT: No I wouldn't think so, I shouldn't say absolutely nothing about the aviation department I just heard a really small story about you guys getting messed up down there that's why I wanted to make sure I knew that it was such a big orchestration that I wanted to make sure because that's neat

WA: Once you got here it was a fun day but I figured that if something happened and we had to leave a plane on the road I was going to jail and they were just going to throw away the key cause  
Int: What about the helicopters?

WA: Our latest addition it's a UH 1-H bell helicopter it came out of actually we purchased that from the state of Michigan. It was declared surplus property it was located on Grand Ledge Michigan at the army aviation sport facility this is an interesting story to cause I got some friends down there that helped us in the ? aircraft we put in a bid it cost us 25 hundred dollars to the state of Michigan to purchase that aircraft initial of purchase price of that in 1965 was 9 hundred and forty six thousand dollars not a bad deal at all and especially the condition we received we got that in flying condition we flew it up here say we myself we got a friend that was a instructor pilot his name was Dennis Holiday he was pilot in command I flew as co-pilot and Doc.'s daughter came as

? and March 4 1995 we pulled out of Grand Ledge and at 9 a.m. and got up here at about 20 minutes after 1. We had two fuel stops one in Grayling and one in Manistique. The aircraft worked beautiful

Int: How long did it take you to get there?

WA: It was four hours flight time.

Int: You guys got here in I'm sorry '94?

WA: '95 March 4th of this month, that was what we just on the phone with the dean about ?? who wasn't notified on it (yes he was I know I notified him many times) he told them all no (didn't know about it ? your never around to know about it I told other people in your shop I know I did)

Int; So you guys could go out there

WA: Fire it up right now we just ran it Monday.

Int: Can we fly it? Is it licensed?

WA: Not really at this time. It's very close. It's a matter of paper work. In order to put it in civilian status. It's registered as civilian aircraft, registered to Northern Michigan University and it for all intend purpose it is completely flyable. But it just does not meet the paperwork criteria which is what we are working on.

INT: So we are fully insured on that thing?

WA: No, no. It's not insured. It was only insured from Grand Ledge to Marquette for that day to a tune of \$1,250.

INT: I had to ask.

JD: \$1,250.

WA: To fly it from Grand Ledge to Marquette for insurance.

INT: That it kind of cheap really but does it have anything to do with half the cost of what we purchased it for?

WA: It has to do with who your insurance carrier is. We got a panic call a week ago from South Western Michigan College and their insurance carrier to fly there.... They bought two helicopters they wanted \$9,000 for the flight from Grand Ledge to.....

JD: Just for the insurance....

WA: Just for the insurance for what a 100 and ....

JD: 50 miles.

WA: 50 miles or something like that. So our university and our risk manager, Jim Bradely does a tremendous of shopping. Did I miss any body on that?

JD: I am trying to think.

WA: I miss a few dates like from 86' to 89 ' I think that I am correct on Elan's up there.

JD: 1983, that same Dr. Haliday who is a ???? instructor ??? ??????. HE was flying in a general ???? ???? and he was flying a cobra. They stopped over here in Marquette and at the time I was teaching up at K.I. Sawyer in a licensed prep class. When I got home my wife said that "Doc wants you too go to the Holiday Inn. I went down and there was General Matthews, Colonel Roland all the movers and shakers in the Army guard in Ishpeming. ??? brought a Cobra helicopter and landed in the field next door here and allowed our students to look at it. So got the approval from the General he said yeah go ahead you can do that. We came in the next day about ten o'clock from Marquette county airport flew right in landed right in the field next to the building aviation section and public safety said to me later on that they would appreciate if you would call them and let them know what's going on if there's going to be a helicopter landing in that area so that's why we've you know we have Steve ?? who did some maintenance for me cause of our equipment again we've got some rotter tracking and balancing piece of equipment that they don't have out at the airport so he flew he flew his helicopter in the air and we put the equipment on it and balanced out his tail and that's I think is another important part of what we do as far as our community involvement service we've got a lot specialty equipment that they can't afford out at the airport to warrant we provide technical assistance and equipment support for these people but public safety they had to be left out I only made that mistake once and we contacted them let them know were very mad at them

WA: And I know we did and I made the call my only error was a should of instantly shot off a memo even though it would have been late to say and you remember now I'm sure there looking for my voice on the tape right now going to bug them we'll its probably cause I wrote them a nasty letter about a parking ticket.

INT: Ok guys the only thing that we missed is I would like you to tell me a little about yourself starting with whoever would like to... cause a lot of this perspective this paper is going to coming from you don't have to be real elaborate but I would like to know who you are So lets say someone would like to know who you are lets say eighty years from now.

WA: He's the sharp one I'm the tall one

JD: That's right. We made a great pair. Let's see my names Jim Dehlin as I mentioned early I've been teaching aviation for thirteen years. I went to school at Kirland community college down in Grayling Michigan and then I worked in general aviation and my goal initially was to get my ap license just so I could own my own airplane and do my maintenance I had no intention of getting into instruction I was offered a job at Kirkland in 1982 and at that time I went to work teaching

down there and I worked there until 1989 and then I came up here to Northern

INT: You been here since from the beginning?

JD: Not quite but I've been here since the well I did help write the curriculum develop are operations manual purchase the equipment set the ? up taught the first classes and been here every since I'm the soul survivor of the

INT: now you teach?

JD: I teach in the general section practices, also my area of specialty (hard to hear) Every year we have an end of the year party over at my house for graduating class it's become a tradition quite of bit of comarity with the aviation students well you got to remember they are together 30 hours every week we are mandated by the FAA minimum number of hours here at Norhtern we go beyond the 19 hundred hours the minimum requirement for ? we offer about 22 hundred and 50 hours we tell the guys get out of here you have a license to earn. Were really pleased with the quality of the incoming students, the graduates and ???

WA: We had some neat and classic individuals.

INT: How did you get here?

WA: Well a long route to getting here I guess. I graduated with my bachelors in '71 I got my master's in I can't remember 74 or 75 at Northern also in secondary voc-ed. I was at public schools at that time and I was vocational coordinator and building principal at U.P Vocational School. They closed down in 1984 and I ended up teaching history, some math, and a few things in the public schools. I missed vocational schools ??? ???. So in 1986 I knew they were looking to do things here at the university with the old Jacobetti skill center at that time so I applied for a job and I was hired in July of 1986. And I was hired to teach off campus, do some curriculum writing, and do some changing. Which I did and things were progressing and all of a sudden there were changes that went on in this building. Through just a bunch of circumstances you know right place, right time if you will. The lady that who was, Elan Alden who became Elan Alden-?????? when she got married while she was here. She left this position as department for an occupational study at that time aviation was coming in and so she was venting for the department head for occupational studies and aviation. She became the dean or the interim dean so I was the acting department head. I went through that for a year, acting, and then she became the dean and I became the interim department head. I am the only person on this campus I think that can tell you the difference between acting and interim. Then I went through another year where they went through a search and so forth and ??? different reasons. I became the department head for aviation and occupational studies and that officially started I guess in 92'. It took until 1992 for all that because it was a two full year period of time ??? ???? maybe it was.

WA: We have some good people here. We have real good people. And then the department head that to, we had a lot of fun. It has been about six years now and aviation has been a big part of that. There has been a need to see all three classes merged together to explain some struggles in enrollments because of the situation in the industry. But I truly in my heart I feel that we are a

stronger program now than we have ever been. And that we have the potential to go the long haul and we will go the long haul depending on what is happening in the industry and at the university. I see a bright future for our kids because of the names that Jim rattled off and where they are at and that is happening to other students that are out there.

JD: Those will be the movers and shakers, and personal people, and directors of maintenance. Down the road....

WA: Their young in the industry and face it we all have an infinity where we graduated from and those will be our resources in the future for our potential graduates.

JD: Our goal has always been to be one of the top ten schools in the country and I think that there already offering space and I think it is just the matter of recognition of the quality of graduates that come from Northern.

WA: Jim is very much connected and respected within the aviation field and he is a key person on the board, the A-Tech board and in fact he is going to be president.

JD: A-Tech is the Aviation Technician Education Council. It is a group that has been in operation since the early 60s. The roles of ATECH are to promote the Part One-37 schools within the industry and the government provides the liaison with the FAA industry and other schools. We have been... in fact I just got back from Washington a couple weeks ago out there meeting with the FAA regulatory issues. We are recognized as the voice for aviation maintenance in this country. One that is going to be expanded into an international ??? as we work on joint aviation agreements with the Europeans and some aviation regulations with the Canadians.

WA: And Jim works with this regularly because he has been a member of the ATECH board ever since I can remember.

JD: Ever since I came to Northern in 1986. I have been involved in ATECH. I used to work I was not the representative of the school or director of the school to do the ATECH work.

WA: We encourage professors, it is important to us as a school. SO he can't remain on top of things and be inline knowledge wise to make the adjustments that we have to make since our program started.

INT: Does it keep students coming in?

WA: Yes, it is one of those very subtle things that are often times you know, university as a whole doesn't picture as being well what is so important about our faculty member being on a board on this campus ???? ???? ???. From my standpoint it is better to have faculty on board as administrators. He is the real thing, he is doing what has to be done out there.

INT: And he turns around and instructs. Thank you.