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SCSU Aviation CTI program is officially underway!



CTI student Ben Deutsch demonstrates the ATC simulator in the new CTI lab in Headley Hall (above)

Its official, the CTI program is up and running! As of the start of fall 2009 semester the CTI program is in place and we are already seeing some really great results! Many CTI students are excited about the program, as it brings a whole new dimension of learning to the department!

Student Ben Deutsch stated he is enjoying the program, and that it is a privilege to work with the faculty CTI program manager, Dr. Pat Mattson. Deutsch said that Dr. Pat has a tremendous amount of real-world experience that is valuable in classroom. Deutsch also stated that visitors are welcome to stop in and check out the ATC lab whenever it is open. However, please be quiet when entering the lab, or else Ben is likely to unleash the full fury of the CTI program upon the hapless noise-maker!!! (Just kidding...or am I???)

(see CTI, page 4)

Safety Focus: SCSU Aviation Safety Program

by Mr. Michael D. Ferguson

The SCSU Aviation Safety Management program has been officially implemented in the Department of Aviation! This program represents an important step forward in working to ensure that our department, students, faculty and others are as safe as possible.

Most of the program was written by Michael Ferguson and Steve Anderson. However, some parts of the program rules and guidelines were adapted from the Aero Club, while other were modified from other sources. It is important to note that like all valid safety programs, ours is and will remain a "living program", subject to revision and modification as becomes necessary or desirable. Any changes made will be done with the purpose of enhancing safety .

Initial training for the safety program was conducted during the fall 2009 student/faculty Townhall Meeting. However, in the future, training is going to be conducted in Dr. Anderson's AVIT 196 class. In this way, new students will be provided with the training early in their program. In addition, safety program training will also be created and placed on D2L, hopefully sometime next fall semester in the form of a PowerPoint presentation and quiz.

(see Safety, page 4)

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Flightlines is published twice a year as an information source for SCSU aviation students, alumni, Advisory Board members, friends of the Aviation Department and the administration and faculty of SCSU. Article submissions, comments, suggestions, and questions are welcome and may be directed to Mr. Michael D. Ferguson, Assistant Professor of Aviation, SCSU Department of Aviation, at (320) 308-2107 (email: mdferguson@stcloudstate.edu).

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Assistant Editor: Jason T. Lindberg
Current and back issues of *Flightlines* can be found on the Department of Aviation website:

<http://www.stcloudstate.edu/aviation>

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Spring 2010 Aviation Classes

There is still time to register for aviation courses! Sign up today!!!

New Certificates & Ratings

Andrew Lauber
Commercial MEL, SES

James Kovac
Commercial

Recent aviation graduate hirings/ Internships!

Nick Metzen
Regional Elite—
Ramp Operations
Skydive Minnesota—
Pilot

Jake Oswald
Research Intern 2009
AVIT Dept.

Joe Hedrick
Intern –MBAA
Assistant to Government
Liaison

Ben Deutsch
Research Intern 2010
AVIT Dept.

Blake Anderson (alumni)
Air Safety Investigator
Delta Airlines

Derek Lossing (alumni)
Manager Air Cargo
Delta Airlines

Shawn Haugen (alumni)
Pilot
US Navy

Ben Barnes (alumni)
Pilot
Florida Jet Center

Can You Guess the Professor?

This aviation professor flight instructed in North Dakota and once flew the Beech 1990 for a regional air carrier.

Faculty News

Tara Harl has been asked to participate on NAS-TRB, ACRP (National Academia of Sciences, Transportation Research Board, Airport Cooperative Research Panel)

Tara Harl's students in AVIT 413 Corporate and GA Management class have been building model websites for a new business aviation organization, *Midwest Business Aviation Regional Council* this past semester. Their on-site lab times with Fortune 500 flight operations was utilized to glean information for building this website, and one lucky team's website will be chosen as the template for industry to build upon. Dr. Harl presented this initiative at the MBARC dinner during the NBAA's convention in Orlando, Fl. in October.

Jeff Johnson was promoted to full professor in July. Congrats, Dr. J!!!

Jeff Johnson completed a helicopter ground school this past summer. Nice job on the egg-beater training, Dr. J!

Steve Anderson was promoted to full professor in July. Congrats, Dr. A!

Steve Anderson reports that the national accreditation for the B.S. in Aviation programs (management, operations, pro-flight) were reaffirmed for another five years at the Aviation Accreditation Board International's summer conference in Toronto, Canada. Thanks Steve!

Pat Mattson returned to SCSU as CTI Program Manager. He will be here through spring 2010. Welcome back Pat, its great to have you here again!

Angie Olson and Michael Ferguson are in the process of working on their doctoral dissertations. *Oh what fun it is to ride...*

Angie Olson, in conjunction with aviation student Amanda Allen, is working with 21 First-Year Experience (FYE) students on a variety of projects and activities to promote a cohesive and expanded learning environment. Special thanks to Amanda for the great work!



A bittersweet picture - Farewell, Northwest...Welcome, Delta



Student Forum: *Aviation students Shake-up Call!*

Industry image recovery critical or aviation industry likely to stall!

By Jason Timothy Lindberg

Greetings, it is a privilege to write my first article for *Flightlines* and quite frankly, it is not a privilege to report some very bad news to our aviation department community.

Some segments of aviation (as a viable industry) are in big, big trouble. Perhaps you are saying to yourself “Duh!....who doesn’t know we have problems right now,

I would likely have replied in a similar way before I had the opportunity to sit-in on an industry lecture presented by Mr. Greg Babcock, Midwest Regional Sales Manager for Embraer Aircraft in Dr. Harl’s Aviation 413 “Corporate and GA Ops” course on Thursday, September 3rd, 2009.

Now I will fly the point home. Knowing what Mr. Babcock shared with us, I would reply markedly different regarding the current and future state of corporate aviation. Corporate aviation may be at risk of ceasing to exist as we now know it.

How is this so? The reality is that general/corporate aviation’s public image has been grossly misrepresented by various forms of media. For example, if you ask someone (who is not a prop-head) who corporate aviation owners/passengers are, they are likely to say something akin to “Hugh Hefner” or “Donald Trump” and reconstruct the images in the mind like they have seen in Hollywood films and television shows (of a grossly exaggerated nature) wherein the flight attendant is dressed like a Butler or French Maid and the a/c is enroute to Honolulu for another “business meeting” on Waikiki Beach. Neglect by the aviation industry to effectively counter this image is a failure it must own up to.

As aviation students (future aviation professionals), we must strive to make time to work with organizations such as the Minnesota Business Aviation Association and many others in an effort to make both the public and policy makers aware of the facts. For instance, we might offer assistance to draft plans to inform people via public relations and lobbying methods that corporate aircraft are not flying party machines or glorified golf carts, but rather efficient and productive transportation that make money for enterprises, enabling us to provide for the core needs of humanity. Many of “us” know this, but “they” don’t. At least, not yet.

In light of recent economic downtrends and the inevitable grabs for capital to cover budgetary fiscal obligations, etc., I was dismayed to learn that aviation tax revenues (generally from aviation operations) are being re-appropriated to non-aviation purposes, such as education and health care. This is tax revenue that (long-term) should be going back into infrastructure upgrades that facilitate aviation safety improvements, increase employment, etc. Then we need to focus on what HSR (high-speed rail) really is, and unveil some of the motivations behind the HSR projects as these agendas gain momentum, especially California Prop 1A and right next door, Wisconsin, which spent a minimum of \$102 Billion (that’s Billion with a B) without bid on 2 HSR trains.

Frankly, if aviation professionals, students (and any other advocates) do not make it an imperative to become active, engaged participants in well planned and executed real-world aviation publicity and policy reshaping, other interests may destroy some of the general and corporate aviation business sustainability and growth that would otherwise be possible. It is essential to remember that once operation sales are “below minimums,” many employers may cease to exist. Many aircraft may be grounded.

Congratulations

Kayla Caufield and Jake Oswald

on their appointments to the SCSU Aviation Safety Committee!!!

Kayla and Jake will begin serving their terms in Spring semester 2010.

Welcome and thank you!



Congratulations Graduates!

Trevor Klein
BAS in Aviation—MTC Management

Nick Metzen
BS in Aviation—Operations

Melisa Yang
BS in Aviation—Management

Goutham Ramdas
BS in ETS, Aviation minor

Brian Madsen
BS in Aviation—Management

Blessings and Best Wishes to all Fall 2009 Graduates! We will miss you greatly!

- You are cleared for departure from SCSU, safe flight...”



(see Shake-up, pg. 5)

Safety *(cont. from pg. 1)*

Students, faculty, flight instructors, and others are encouraged to report any events or potentially hazardous issues right away to ensure that appropriate corrective actions can be put into place.

The program is available online at <http://www.stcloudstate.edu/aviation/studentInfo.asp>

The Hazard Reportable Incident Form (HRIF) is also available online at the above the address.

Michael Ferguson is the Aviation Department Safety Coordinator and is also the chair of the safety committee. Please feel free to contact him with any questions or concerns about the safety program.

CTI *(cont. from pg. 1)*

Despite a soft economy, there is a strong demand for new air traffic controllers. This is one of the best times for our graduates to become an air traffic controller, according to Dr. Pat Mattson. The FAA anticipates hiring approximately 17,000 new controllers over the next decade resulting from retirements and increased demand on the air traffic control system.

Professor Emeritus Mattson, who has over 10 years air traffic control radar and tower experience, came back from retirement this year to help the department establish the program. He says that the educational experience for students is comparable to other CTI schools at the same time adding very little to what students must pay in tuition and fees. It should be noted that many of these schools have installed simulation equipment costing upwards of \$2 million with resultant student fees anywhere from \$1,800 to \$9,650 for Air Traffic Control classes.

An informational meeting for students was held at St. Cloud State University's Headley Hall 214 on September 9, 2009 by Dr. Mattson; another information session is planned for early Spring 2010. There will also be a grand opening for the Air Traffic Control simulation lab, housed in Headley 114, sometime during Spring 2010 semester (details to be announced at a later date). All events are free and the public is welcome to attend. Please contact the Aviation Department at 320-308-2107 or Dr. Mattson at pr mattson@stcloudstate.edu for more information.

We are pleased to be an integral part of the training process in preparing the next generation of air traffic controllers!

Thanks to Dr. Pat for his efforts on making the CTI program a reality! Great work, Papa Mike!

- Special thanks to Jason T. Lindberg for the photos and the interview with Ben Deutsch and Dr. Pat Mattson for his contributions to the article.



Aviation majors David Klemenhagen (front), Virginia Howard (left) and Kayla Caufield (right) revert back to their childhoods by playing with miniature aircraft in the ATC lab while Ben Deutsch (back) looks on in bewildered amusement. No worries folks, I'm sure Dr. Pat won't mind that you were playing with his toy airport!

Shake-up *(cont. from pg. 3)*

Since no aviator is an island, we can only accomplish such goals by organizing and working together even when it is not a required assignment, or otherwise for “credit” (although, this too is clearly honorable) simply because the industry we love is going to be on life support and we don’t want to see it buried. In other words, we will become active, because we love flight. We love the aviation world. Remember, we lose if we snooze. Let’s ALL ”wake up and get to work” so that when we graduate, we will have work to go to, and those students still to come will have hope for a future while they study, and the faculty will have students to teach. I trust you have heard of the “fight or flight response.” Let’s change that to the “fight for flight response.”

In passion for flight - Jason

Jason Timothy Lindberg is a pre-law student at St. Cloud State University and is active in aviation studies and advocacy.

Students experience “high altitude” chamber!

Just recently, several SCSU aviation students had a very educational experience in the high altitude chamber in Grand Forks, ND. They received four hours of classroom instruction on the physiological effects of high altitude flight. The classroom instruction was followed by a ‘ride’ in the altitude chamber where the students experienced the effects of hypoxia. Many of the students considered the experience ‘awesome’ and ‘amazing’.

Save the Date: Aviation Banquet: April 24, 2010

All aviation students, their family and friends are invited to recognize and celebrate student accomplishments at the 2010 Banquet!

Location and speaker to be announced soon!

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