



Bad Economy, Tough Times, but wait... Why isn't that so in aviation?

Spartan has always maintained a leadership position in the aerospace community and when times were tough in the past the majority of the graduates were still able to find career positions that were based upon the knowledge and skill they learned during their time in Tulsa at Spartan. These days it seems that the rush is on for quality trained pilots and technicians even though we are living in some very challenging times.



Jeremy D. Gibson
CEO/President
Spartan College

In the header of this article I mentioned the "bad economy" but we aren't feeling the effects of the economy so much in aviation. The reasons are many: 1) The global demand is strong 2) Technology keeps moving forward 3) Record Retirements 4) Stronger than expected commercial air travel 5) Stronger regulatory safety requirements and standards.

You may have already read the Boeing article detailing the need for over 1 million pilots and technicians that will be need between now and 2029 just to handle their current and projected aircraft orders. This is a large number but think about every other facet of aircraft manufacturing and what their needs may look like. Fleets worldwide are aging and the manufacturers are moving not only to replace these older planes for the obvious reasons but also because the newer aircraft are "greener" and far more fuel efficient. Fuel prices continue to be one of if not the

largest risks for the airlines to sustain profitability. Today's technician must be proficient in systems, have a strong understanding of composites and structures, and be adaptive to constantly changing environment. Pilots too must be able to adapt to modern systems in place in today's cockpits.

The technology advancements that I mentioned are amazing with "next gen" technology, green technology for engines, advanced composite technology for airframes, more advanced computerized avionics suites, Global positioning systems, and advanced aircraft monitoring systems. These advancements challenge every pilot and technician to never stop learning and moreover require the best and the brightest to fly and maintain them. Unlike other industries that are shrinking because of technology, aviation is growing because of it.

The retirements that were predicted in aviation for numbers of years are now upon us. In fact, it was in 2008 that the FAA extended the mandatory retirement age for pilots from 60 to 65 as the global shortfall was coming about. These pilot retirements are now eminent. The same holds true on even a larger scale for technicians. The fact of the matter is that we have 1/3 less certified Airframe and Power plant technicians in this country than we did 10 years ago

Bad Economy, Tough Times, but wait... Why isn't that so in aviation? ---

CONTINUED FROM PAGE 1

and many projections show that up to another 1/3 will retire over the next 7 to 10 years. Coupled with the growth in our industry the time is right to get involved in a career in aviation.

Passenger enplanements were up to 700 million last year for commercial air travel. This rapid pace of commercial air traffic rebound was not predicted during the economic meltdown of 2008. The FAA now projects steady increases year over year in commercial air travel with over 1 billion enplanements by 2016.

In short, you have chosen wisely to pursue the aerospace field for your career. Along with that choice

comes opportunity and responsibility. The opportunities I have listed but the responsibilities are what set apart the great from the average in our industry. I am proud that you are being taught these responsibilities at Spartan. Safety, integrity, working independently as well as with teams, discipline, and respect for others; these are the things that aren't in our promotional materials but I believe will set you apart from others in your peer groups graduating from colleges that teach similar curricula. Every rule and regulation that you are asked to adhere to as a student are the very things that employers value when coming to Spartan to recruit. Be Proud! Be Spartan!

Best regards,



Spartan College of Aeronautics and Technology along with the Oklahoma Aerospace Alliance, announce Teacher-Over-Tulsa!

By Damon Bowling, Vice President Marketing

On August 5, 2011, 08:00, Debbie Coffman, Science teacher from Broken Arrow, Oliver Middle School, completed a ground and flight lesson at Spartan College of Aeronautics and Technology.



Mrs. Coffman won this opportunity during the recent Oklahoma Aerospace Alliance Summit, Aerospace Education and Industry Partnership Day. Spartan's flight instructor David Coryell provided a morning of instruction on the forces of flight and the connection to science, technology, engineering and math. Following the ground school, David continued training with a one hour flight in a Cessna 172 with Garmin 1000 avionics package where Debbie experienced the forces of flight and completed a basic flight lesson. The ground school and flight lesson were videoed and will allow Debbie to take this experience back to her classroom. The video will

also be available for download by other teachers on the Oklahoma Aerospace Alliance website. Spartan's involvement in this project is truly a partnership between education and industry.

The vision for this event was created by Spartan President/C.E.O., Jeremy Gibson and retired Army General, Ben Robinson. General Robinson oversees the Aerospace Education and Industry Partnership Day during each year's Oklahoma Aerospace Alliance and Summit. This year's Education Day included a wrap up completion (game show) where selected teachers could compete. One of the prizes for the winner included the discover flight at Spartan College of Aeronautics and Technology and Debbie won the prize.

Ryan Geortzen, Spartan Vice President of Education, directed the project along with General Robinson and Mary Smith, Director of Oklahoma Aerospace

CONTINUED ON PAGE 4

Gestalt

By Dave Wilkerson, *Flight Campus*

We who have been involved in aviation training for most of our lives have seen astounding changes. Once, if one wanted to be a pilot or an aviation technician, the unmapped path to our dreams was bumpy and arduous, although still relatively simple. Go get the certification. For pilots, that meant go to the local airport and take 'lessons'. For mechanics, it meant turning wrenches on cars, and on farm equipment, and making friends at the local airport; ultimately to kiss steel to steel, needle to fabric, and maybe go to a trade school. Or to the military. Oh, there are those rare individuals whose careers are still defined this way. But . . .

Times change. Aviation employers at one time welcomed the flamboyant individualist. Today's aviation employee must be one whose skills and knowledge are well-developed, and whose presence will not break the bank. One who sees the 'big picture'. It is not enough just to know what button to push and when, but knows 'why' something is done. And to adapt when changing reasons drive changing outcomes. Aviation employers, (for example, the U.S. Air Force) find their needs rapidly changing, and training must keep pace. Many are amazed that the U.S. Air Force must once again develop expertise in the use of light aircraft to meet America's political and diplomatic goals. Spartan College of Aeronautics and

Technology stands ready to help, by adjusting its training capability as needed.

Aviation training is now what some psychologists would call gestalt. The sum is greater than the parts that make up the whole. Civilian pilot training today is for the coming National Airspace System, more than for the simple joy of flying an airplane. Not that joy is diminished, but that we take a longer view. Gestalt. We are attracted to that pilot seat because joy that enfolds us as we look outside. Dare I say, as we look down. We revel in the thrill of the liftoff, and take an accomplished pride in the touchdown. We expand our knowledge and our trust. We trust those whose applied skills and drive keep our machines flying. Their training takes them to that point.

No longer is the 'mechanic' an unknown "grease monkey" who we simply use as we do air; unnoticed until needed. Maintainers today truly must have a knowledge base that would astound those in the industry only a few decades ago. Complex mechanical and electronic systems demand a personal philosophy once ascribed to scientists and academics. To learn them demands a love of learning. A drive to achieve. And the humility to be a part of the whole. Those who look repeatedly find that so many Spartan people have these qualities. We are . . . Gestalt.

Council Meeting Schedule

The Spartan Student Council meets every Tuesday at 2:45 at the main campus auditorium.

Get involved with campus related activities. Become a part of a growing and active group of student leaders. We look forward to seeing you at the meetings.

STUDENT LEADERSHIP AWARD

2ND QUARTER 2011

Pamela Morgan - General Education
Nicholas Catterton - Avionics Technology
Edgar Wilkinson - Airframe
David Zuno - Powerplant
Terry McCart - NDT/Quality Control

Avionics Program Advisory Committee

By Frank Pendergrass, Director South Campus Operations

Spartan College is accredited by the Accrediting Commission of Career Schools and Colleges (ACCSC). The Commission requires that each program have a Program Advisory Committee. This committee is to review curricula, instructional materials, equipment and facilities, and student achievement. These committees must hold two meetings each year, one of which must be held at the school.

In 1996 the Avionics program formed an advisory committee and today has ten members on that committee. The organizations that are represented in this committee are the Aircraft Electronics Association, NCATT, American Airlines, Garmin

International, Rockwell Collins, and three repair stations. Also on the committee is an engineer in the manufacturing sector, and a Spartan student. These individuals insure that Spartan training prepares graduates to be entry-level technicians in the electronics and avionics industries, recommending changes to the program when needed.

The next meeting of the Avionics Program Advisory Committee will be on October 25. The committee will be touring the avionics classrooms and speaking to students. If you have a question about the avionics industry, this is a good opportunity to ask the experts.

Teacher-Over-Tulsa

CONTINUED FROM PAGE 2

Alliance. The day of training and video/photo shoot took a team effort which included from Spartan Doug Yost, Vice President Flight Operations, Ryan Geortzen, Vice President Education, Damon Bowling, Vice President Marketing, Craig Lindholm Chief Pilot, Dave Wilkerson, Flight Instructor and Dave Coryell, Flight Instructor. Dave Wilkerson not only provided technical support and advice but was also the still photographer for the day providing us with great photos to capture the event. Photos are currently available on Spartan's FaceBook page. Video was completed by Greg Leslie with Greg Leslie Effects, Editing and Voice, Inc. Mr. Leslie and our star instructor Dave Coryell are working on final editing and video is anticipated very soon. Keep watching www.spartan.edu or the Oklahoma Aerospace Alliance website www.okaero.com for release. Dennis Henson and his line crew provide great support moving and preparing airplanes for the day. General Ben Robinson was first to arrive for the big day and stayed offering support and advice throughout the day. General Robinson's participation was a key contribution to the success of the project.

Special thanks to General Robinson for his support.

Mrs. Coffman reported the event to be an experience she'll never forget and was looking forward to sharing the excitement with her students this year.



EXCESS FUNDS. . . Where Do They Come From?

By Christina Foster

Where do "excess funds" come from?

Eligibility for excess funds is calculated by determining the total amount of financial aid obtained less the amount of charges for tuition, books, tools and fees in an academic year. If financial aid is greater than direct costs for tuition, books, tools and fees then excess funds are available. It is actually that simple!

Example: If the total for tuition, books, tools and fees for this academic year is estimated at \$16,000 and confirmed financial aid is \$17,000, then your excess would be \$1000 for the academic year.

- For a technical student, an academic year is defined 30 total weeks (5 terms of 6 weeks each) and 24 credits. Financial aid will come in 5 equal disbursements, one arriving during each of the 6 week terms. If the total excess is \$1000, this is divided by 5 terms, allowing a student to receive \$200 every 6 weeks.

- For flight students, an academic year is defined as 32 weeks and 24 credits. Financial aid will come in 2 equal disbursements, one arriving during each of the 16 week payment periods. If the excess is \$1000, this is divided by 2 terms, allowing a student to receive \$500 every 16 weeks.

AMT /AMTD AND FLIGHT STUDENTS WHO STARTED OR RE ENTERED AFTER JULY 1ST, 2011

- For AMT/AMTD students, an academic year is defined as 30 weeks (5 terms of 6 weeks) and 900 clock hours. Financial aid will come in 2 equal disbursements, one at the beginning of the academic year and one at the mid-point of the academic year. Mid-

point is 15 weeks of attendance and 450 clock hours completed. Clock hours are cumulative and if a course is failed those hours cannot be counted in cumulative totals.

- For Flight students, and academic year is defined as 32 weeks and 900 clock hours. Financial aid will come in 2 equal disbursements, one at the beginning of the academic year and one at the mid-point of the academic year. Mid-point is 16 weeks of attendance and 450 clock hours completed. Clock hours are cumulative and if a course is failed those hours cannot be counted in cumulative totals.

How do I request "excess funds"?

Request for excess funds forms are located at the South campus Cashier office and at the Flight campus Student Records office. Cash requests for \$500 or less will be available in 2 days after 2:30. Check requests for all amounts greater than \$500 will be available for pick up on Wednesday after 2:30 PM at the South Campus Cashier Office if the request is received by the previous Friday at 12:00 (noon). Any requests received after 12:00 noon will be available the FOLLOWING week on Wednesday.

As a reminder - Advances from excess funds are expected to assist with MONTHLY expenses. Requests should be made once per month. Up to two requests will be honored each month. Please budget your expenses according to this schedule.

If you have questions regarding your excess funds, or how the calculation is done, please see the Financial Aid Department.

DEAN'S LIST - 2nd Quarter 2011

Abdelkrime, Mohamed	Cullum, Arin	Josey, Mathew	Raj, Samantha
Abell, Chris	Cupps, Cody	Juarez, Daniel	Ramos, Carlos
Ahmed, Zeeshan	Davidson, Trevor	Karstensen, Alyssa	Reichert, Michael
Anjorin, Umarhu	DeNaeyer, Robert	King, Ian	Ritchie, Kiera
Arambula, Joel	Devlin, Bryson	Klein, Corey	Rivera, Alex
Araujo, Jose	Deweese, James R.	Knappen, Ames	Robinson, Stephan
Arias, William	Dohner, Seth	Korzon, Alexander	Rutkowski, Richard
Atkinson, Anthony	Etheridge, Nathan	Lackey, Daniel	Sae Song, Plern
Autry, Christopher	Faber, Karl	Lankford, Gregory D.	Salinas Jr., Mario
Baker, William Miles	Finley, David	Leuci, Christopher	Saltarelli, Jonathan
Bean, Geoffrey	Foreman, Brendon	Lewis, Tyler	Samalot, Pablo
Bennett, Jonathan	Fox, Daniel	Lightner, William	Sandoval, Jacque
Bolin, Daniel	Frame, Zachary W.	Lozoria, Abel	Smith, Nathan
Braxton, Kelvin	Gainous, Rayne	Mandujano, Johnny	Spicer, Sarah
Brewer, Aaron	Gaisom Kamdem, Honoree C.	Manwarren, Jenna	Starks, Donnie
Brisbin, Seth	Gonzalez, Christopher	Mathiesen, Evan	Sweet, Jacob
Bunch, Trey	Guerrero, Claudio	McDaniel, Joshua	Taylor, Joshua
Cain, Brian	Gunn, Murray	McKean-Hogan, Aaron	Thomson, Tanner
Campbell, Aaron	Gurley, Justin	McRea, Justin	Tinnin, Douglas
Cantrell, Ronnie	Hall, Lucas	Meidinger, Devon	Trujillo, Adalberto
Carmona, Emmanuel	Hardy, Joshua	Mejias, Jafett	Waddle, Angela L.
Carnahan, Michael	Harris, Joshua	Muckelrath, Cody	Warren, Belinda
Chandler, Christopher	Heathman, Johnathan	Nakamura, Isaac	Wheeker, James
Chandler, Jarrod	Hernandez, Melissa	Osekre, Habib	Whyte, Raphael
Chronister, Jr., Daryl	Holmes, Lane	Ott, Nicolas	Yang, Koua
Colvin, Patrick Brady	Hudson, David	Parker, Rory	Ziegler, Jason
Cox, Reginald	Ibrahim, Ahmed	Pearson, Ethan	Zingg, Mathew
Crayton, Samantha	Jackson, Dalton	Peters, Duncan	Zuno, David
	Jordan, Michael	Porter, Kevin	

FLIGHT - DEAN'S LIST 2nd Quarter 2011

Jason B. Black	Kevin Cocklin	Hamzah Safi
Travis Braun	Sebastian Delascrain	Christopher Weidmann
Matt Bristow	Weston Rutledge	

FLIGHT - PRESIDENT'S LIST 2nd Quarter 2011

Christi Ellis	Daniel Sage
Christopher Guidry	Robert Torp
Timothy Padelford	

PRESIDENT'S HONOR ROLL - 2nd Quarter 2011

Barron, Adam	Eull, Travis	Ludwig, Benjamin	Roberts, William
Abdelkhalek, Abubakr	Evaul, Brian	Luke, James	Robinson, Vincent
Aderhold, Carl	Farley, Aaron	Mahadeo, Chantelle	Rowland, Jacob
Adeyeye, Olurotimi Adefemi	Fatola, Olushola	Marcus, Catherine T.	Saldivar, Jesus
Agee, Eric	Flinn, Jamie	McFarland, Johnathan	Scanio, Brian
Anderson, Ryan	Garduno, Chris	McHaffie, Brandon	Schulz, Carl
Atwell, Michael	Gennow, Casey	McHaffie, Dakota	Shaw, Kody
Avila, Daniel	Goktas, Anatole	McKinnis, Bobby	Sheetz, Joseph
Banaczeski, Caue	Gould, Michael	McLin, Spencer	Shepard, Saxon
Barger, Shaun	Green, Margaret	Merida, Carlos	Shirley, Brandon
Barton, Steven	Griffin, Don	Michulka, Brian	Sieler, Todd
Bates, Larry J.	Guitart, Renato	Miller, Brian	Singh, Jaskaran
Beavers, Scott	Hall, Jeramiah	Miller, Corey	Smith, Chance
Bills, Jason	Harris, Lina	Miller, Jamaal	Springwater, Nickales
Boo, Eric	Hayes, Jacob	Miranda, Jorge	Stein, Vince
Brattin, Bradley D.	Hill, Jacob	Mitchell, Tyrail	Steiner, Phillip
Bronson Jr., Daryl J.	Hobbs, Johnathan	Moore, Steadman	Stone, Christopher
Bullinger, Shawn M.	Holt, Matthew	Morgan, Pamela	Stryker, Andrew
Bunnell, Matthew	Hoover, Devan	Morrison, Justin	Sweatman, Christopher
Burkhart, David	Hudson, Phillip	Neal, Morgan	Taylor, Bobby
Caraway, Patrick	Ingram, John	Neumeyer, Don	Taylor, Travis
Carter, Clint	Jackson, Bianca	Nguyen, Lang	Tenney, Nathan
Carter, Mario V.	Jackson, Kanin J.	Norris, Gregory	Tootle, Frederick E.
Case, Jeremiah	Janeway, Carlos	Nunn, Donald	Tucker, Larry
Catterton, Nicholas	Jeffries, Benjamin	Nuttle, Jesse	Tullos, Jeremy
Chairez, Hugo	Johnson, Karl	O'Donnell, Heather	Turner, Blane
Christie, Donald "Shane"	Keary, Benjamin Miles	Ott, Elliott	Twidit, Jeff
Coates, Stacey	Kenny, John	Padgett, Donovan	Vaught, Ethan
Conrades, Rachel	Kent, Carrie	Parsons, Brett	Vinkler, Nathan
Cooper, Joseph	Killian, Jamie	Paul, Matthew W.	Vinkler, Nicholas
Cox, William	Kinsey, Jacob	Peacock, Wesley	Wade, Christopher
Crandall, Matthew	Koncaba, Anton	Pence, John	Wainwright, Christopher
Crawford, Stephen	Kotsoglou, Christopher	Perez Jr., Leonardo	Walther, Daniel
Czyz, Michal	Krouse, Joshua	Peterson, Rebecca	Ward, Elliot
Dake, Dustin	Lambert, Caleb	Poorman, Brittney	Wayt, Tyler J.
Dance, Caleb	Lane, Kimberly	Popejoy, Jeffrey	Weiss, Michael D.
Davidson, Luke	Langehennig, Lee	Poskey, Seth	Wilcox, John W.
Decker, Cey	Langham, William	Potter, Daniel	Wiley, Michael
Derbaum, Treva	Larson, Thomas	Price, William	Wilkinson, Edgar
Dewar, William	Laughlin, Joshua J.	Rackers, Zachary	Wood, Daniel
Dodge, Miles	Levesque, Justin	Ray, Jessy	Woolstrum, Richard
Doyle, Scott	Lewis, Justin J.	Reed, Brian	Wyant, Zach
Dunkley, Khavannah	Lima, Juan	Riddle, Robert	Xiong, Richard
Dunn, Lorenzo	Lockee, Clay	Riordan, Colten	Zwijzen, Adrianus

MySpace Facebook, I Think

By Ron Worthington, Vice President, North Campus Operations

I guess I'm somewhat out of touch with all the trends on the internet these days. The social networking sites, the blogs, the twittering and other forms of instant communication are just not my thing. I guess I'm a little old fashioned. My wife tells me I have a facebook page but I can't say I've ever used it. I use the internet for more practical things. At least they are practical in my mind. I check the football scores, I look for tools on Ebay and sometimes I'll try to find some hints on some household repairs. These are the personal things that I use the internet for.

Now, from a professional perspective I find the internet to be a powerful tool when trying to find employment opportunities for our graduates here at the college. Yes, we all know about Google, Bing and the like. Those search engines can be quite helpful. I want to talk about a few things that I have found on the internet. First of all, a very tried and true website called CareerBuilders.com has provided me with a lot of information about the trends in resume preparation, appearance and format. It has provided me with a great deal of information on cover letters, interviewing and the things that human resources managers and job recruiters are looking for in new employees for their companies. I would suggest that you look at the interview questions, answer those questions, or at least think about how you would answer those questions if asked during the interview process.

You may be the greatest technician, an honor student and have perfect attendance but if you can't shine at interview time all is lost. You're going to be asked a wide variety of questions, but basically there are four different types of questions that you can expect to be asked in the interview process. First, you will be asked general questions. Like, "Why do you want to work for this company?" "Where do you want to be five years from now?" and so on. Second, you will be asked ethical questions. If you saw someone doing something inappropriate in the work environment would you report it to your supervisor. There are a

wide variety of ethical questions you could expect to hear. Third, you'll be asked psychological questions. These human resources specialists are very savvy people. They're trying to determine your personality and your ability to work under pressure. And finally, you will be asked technical questions. They're going to try to figure out if you're really suited for the position in which you are applying. Using CareerBuilders.com will help you prepare yourself for this very important process.

Let's make sure when we are surfing the web that we surf those companys that we may want to work for. Let's find out more. Where are they? What kind of equipment do they work on or operate? Who are their major customers? What are their current open positions and what are the qualifications for those positions? Don't just scan the home page, explore the sites in detail. Look at the career sections. Look at the contact sections. Dig deeper and learn all you can. Become an expert and you will truly impress at job interview time.

As you explore the career sections of these company websites they will post job descriptions for their openings. There are many keywords listed in these descriptions which will become necessary to include in your resume. No single resume will work for every position you apply for. You will be submitting these resumes online and when the human resources department is looking for resumes to fill a particular opening they will use a keyword search from the descriptions they listed on their websites. This makes it very important for you to thoroughly read those job descriptions and tailor your resume to those descriptions.

Be smart about your search, use keywords that describe what you're looking for. Things like aviation jobs, flight jobs, NDT jobs and avionics jobs. Remember, the internet is not just for social networking and game playing. Life after Spartan begins today.