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How did you first get to know the club AHP?

I was a freshman at the airport, and I never had a car. So I was always waiting for the bus everyday, and the vice president of the club at that time offered me a ride back to campus. I was like “sure I will take a ride” so that I wouldn’t have to wait for a bus. And he was talking like “oh, have ever heard about Alpha Eta Rho?” so I said “ I really haven’t heard of anything.” “Oh we are having a meeting this week. You should come.” Then I was like “ alright.” You know, he thought, he gave me a ride home, so I might as well go to the meeting. You know.” And then so I went and I ended up joining. So that’s how I heard about him.

Describe the day you were elected as the head of AHP, how did you feel? Were you sure that you were going to be elected?

Well actually, I wasn’t really expecting. Because at the time, the week before, another guy expressed being interested of being president. Then I said “that’s fine” because I had a lot to do this semester. I was just going to be a vice president or treasurer or something. But two days before election, he decided not to do it because he was gonna have a lot to do and he asked me be a president. And I thought about it. I had like a day to decide and I figured because there was no one else to be and so I decided to do it. Because it was me and him who were gonna kind of this thing going back again. I decided to do it because he dropped out.

You have to give ten minutes speech to student about why you want to be a president, why you should be vice president, why you should be a treasurer, why you should be a certain title. I was sure that I was going to elected because there was no else running but me.

What was the first inspiration or motivation that made you to major in aviation?

I kinda always wanted to do it as a kid. You know every kid is like “Oh, I wanna learn how to fly” And one year from my birthday my dad for Christmas. It was for my Christmas and birth day because my birth day and Christmas it two days apart. So he bought like a first flight lesson for my birthday. And I was like “Yeah, sure. I wanna do this”. After the first it’s like a lot of training. And I wasn’t sure if I really wanted to do this. And I ended up I really liked it. And I really wanted to do it for my career. Because I never got tired of doing it. So that’s why I decided to do it.

How long did it take for you to get a flight license?

My basic license took me a year and half to do it. But what happened to me was I had to take a month of a lot because I was on a football team in high school. I was doing all the training in the high school. So after a month off, my performance was definitely going down and it took like two weeks to get back to where I was. But I was training only two or three times a week and here we almost train everyday. I would have gone there on Saturday and Sunday and tried to work out one day a week that I missed practice to go flight training. So it took me a year and a half and the average is like a year.

Do every students come to college with flight license?

Not every student does. Most, I would probably say a third of freshman have their license already. So that means two third of students come here with no flight experience at all. And if you have no training at all, it will take you a year here at Illinois to get your license. Assuming that you passed two classes that you have to pass, It's broken up to two classes, aviation 101 and 120, one class per a semester, to get your license. And, after you pass 101, you move on to 120 and after 120, you get your license. So everybody here, who is above aviation 120, they have their license already. For students, who have their license already, they(school) put you in aviation 121, which is basically the same as 120. It's basically the second semester of getting your license. Basically, you get your license, again. They are just making sure that you really know what you are doing and you just didn't get your license because you paid someone like 20 box, and you actually did your training. They are making sure you are trained up to their standard.

Explain your goal after you graduate college. Do you any plan so far?

My ultimate goal is to be an airline pilot like for American or United, something like that. After college, I will be basically looking for any job that will be able to increase my hours. Because when you graduate from your college, you have around 400 to 500 hours of flight time. And in order to apply to American or United, you need almost 3 thousands. So you need to find a job that will increase your flight time. Because, unless you are millionaire who is able to pay for flight training, you need to become like an instructor or cargo pilot for small airline or get a job with American Eagle, like the smaller type.

Are you planning to join military.

No, I'm not.

Are their some students in your club planning to join military after they graduate college?

Yes, there are a bunch of people in ROTC right now.

Do students in the club usually have the same goal as you or some of them have totally different goal?

I would say 80% of students have the ultimate goal becoming an airline pilot. But there is also 20% that wanna do something else, maybe like a executive pilot flying for a company. Some people want to go to military, and then they don't know what they are going to after that.

Could you explain what executive pilot means?

It's like flying for a company with a smaller jet. Or even flying for someone who really wealthy, like a pilot for Tiger Woods.

What is the name of the airplane you aviate?

We have three types at the school. They are Piper Archer, Piper Arrow and Seminole. There are 25 Piper Archers, 5 Piper Arrows and three Seminole.

Piper Archer is the basic type of airplane we have and that's what students in aviation 101, 120 flies. And Piper Arrow is flown by like the middle students, like sophomores and juniors and that one is a little bit advanced. The piper Archer has a landing gear that goes up and down and Piper Arrow is a little bit more advanced. The Seminole is a multi-engined airplane; it has two engines.(The piper arrow and archer have only one engine). The Seminole is the most advanced aircraft we have here; they go a lot faster than pipers, they have tractable landing gears and that's what the seniors flight.

What kind of avionic system does the airplane have? Is it different from other aircrafts used in military and commercial airplane?

Half of Archers have GPS system and the other half doesn't have GPS. The one without GPS, it has an avionics system called ADF, automate direction finder. Basically, all that ADF is a station on the ground and it just send out a signal on a certain frequency. And you turn in the frequency into the airplane and there is an arrow that points where that station is. But in the GPS, there is a moving map and all that kind of stuff. The aircraft that has GPS doesn't have ADF; ADF is very primitive technology. All of the Arrows have an advanced GPS and two of the archers have advanced GPS also. I haven't flown Seminole yet so I don't know what system it has. But I assume that Seminole has an advanced GPS.

How are the airplanes you flight different from the ones in military and airlines?

The airplanes we have here have a pistol engine just like a car. The only difference is that, in the engine of the car, the cylinders are going up and down but in airplane it goes horizontally. The engines of airplanes used by airlines are jet-engines that run on jet fuels. And our avionics is not anywhere near what the airliners have. We have like the most basic stuff.

How is aviation student's class schedule different from students in other department?

Okay. I don't know how to describe this. I think this is crime that aviation students have to go through. I don't know if the crime is the best word. But this is kind of unfair. This is why we are so busy. There are 120 credit hours we have to complete in order to graduate. So that basically goes down to 15 credits for each semester and each semester you have to take a flight class. In the freshman year, you take aviation 101 and 120 and in sophomore year, you take 130 and 140. And the classes are 3 credit hour classes and you fly three times a week for two hours. So that's 6 hours of flight time you have. And you also have ground school which means that you have an hour and half, 2 times a week. So that is total 9 hours of aviation class for a week. But you don't get any hours of flight time; the only class that gives you credit hour is the ground school. So basically, the six hours of flight time that you have to fly for a week, that counts nothing towards the credit hour. So it is 21 hours of class that you have.

Don't you have any homework in the aviation class, though?

We don't have homework in flight class but we have homework in the ground class; we have quizzes and tests. Plus, at end of semester, you take to take a check ride, which means you going up with an examiner and demonstrating you are proficient and all the maneuvers to that class you took. There are about 9 maneuvers that you have to do per semester and that's like a two hours of flight check in the air. Also, at the end of aviation 120, 140, you are getting a flight license. So you have to take 2 hours of oral exam and also a flight test. You also have to take a written exam which has 60 questions out of 600 sample questions; they give you a book of 600 sample questions to study and only 6 of them are on the test.