

Artist Statement Kimberly Saye

Over the past few years in the graphic design program I have acquired a style that I commonly use and can call mine. My style is abstract and uses silhouettes and simple layered shapes that are accented by a cool color pallet. My goal, when I create my graphic design pieces, is to make the piece have a bold and clear meaning and bold imagery that pop to the viewer so they understand the subject matter immediately. Continuing into the future I hope to keep refining my graphic design style and skills through inspirations I find in art and other people and/or co-workers.

	<u>Title</u>	<u>Media</u>	Original Format
Figure 1:	Ender's Game Book Cover	Digital Illustration	Scanned fabric, computer rendering, 5.5"x8"
Figure 2:	HEVE Mailer	Digital Illustration	Computer rendering, 17"x11"
Figure 3:	HEVE Poster 1	Digital Illustration	Computer rendering, 11"x17"
Figure 4:	HEVE Poster 2	Digital Illustration	Computer rendering, 11"x17"
Figure 5:	HEVE Poster 3	Digital Illustration	Computer rendering, 11"x17"
Figure 6:	lt Book Cover	Digital Illustration	Scanned fabric, computer rendering, photography, 5.5"x8"
Figure 7:	Political Party Magazine Ad	Digital Illustration	Photography, computer rendering, 8"x5.5"
Figure 8:	Political Party Newspaper Ad	Digital Illustration	Photography, computer rendering, 11"x4"
Figure 9:	Political Party Online Ad	Digital Illustration	Photography, computer rendering, 3"x7"
Figure 10:	Political Party Poster	Digital Illustration	Photography, computer rendering, 11"x17"
Figure 11:	The Voice in the Machine	Digital Illustration	Photography, computer rendering, 17"x11"
Figure 12:	To Kill a Mockingbird Book Cover	Digital Illustration	Scanned fabric, computer rendering, photography, 5.5"x8"

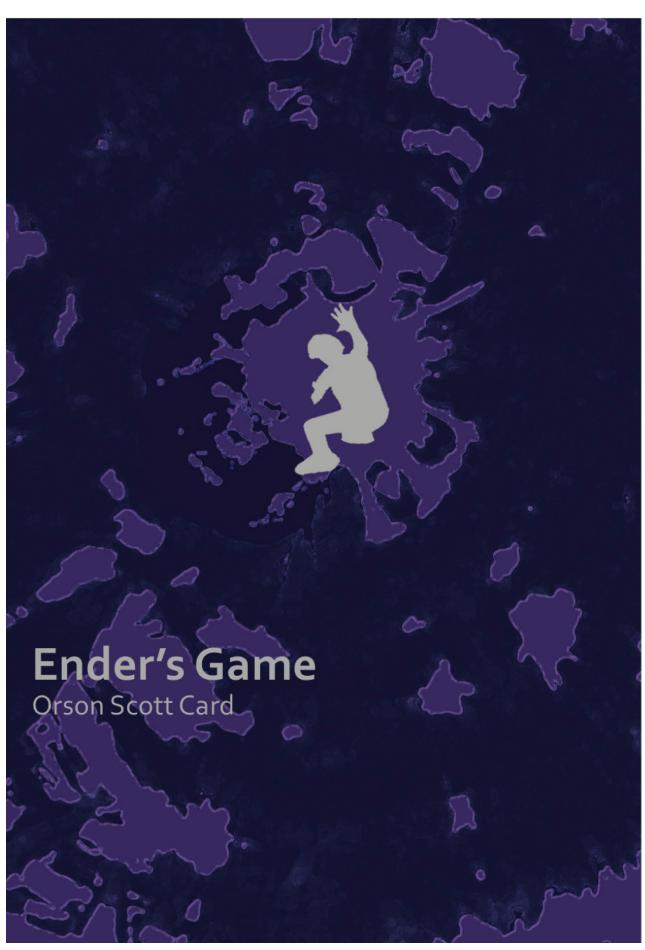


Figure 1: Ender's Game Book Cover

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> The first and foundational course is called Hybrid-Electric Vehicle Powertrains (HEV-PT), MECH 527, currently offered every Fall. The course has a project-based learning pedagogy, entirely centered around the semester-long project aimed at learning about hybrid-electric vehicle foundations.

Two subsequent courses are offered at the Master's level: PHEV (plug-in HEV) Computation Systems Design and Vehicle Energy Storage Systems. Vehicle Energy Storage Systems (VESS), MECH 529, is currently offered every Spring and is taught as 3 individual modules focused on the three main methods of storing electrical energy in electrified vehicles – batteries, capacitors, and fuel cells. PHEV Computational Systems Design will be taught for the first time in Fall of 2012 as ENGR 580A4. This course is focused on utilization of advanced modeling software to design HEVs and PHEVs in an unpredictable market where people's use is stochastic in nature.

Department of Mechanical Engineering

Finally, the fourth course is PhD level, called Vehicle Electrification, ENGR 680-A4, and is focused on the vehicle-grid interface. In this course, real-world industry problems are examined through a research-intensive lens, attempting to understand and design for the commercialization of transportation electrification technologies, like vehicle-grid interfacing and plug-in charging.

Fort Collins, CO 80523

Campus Delivery 1374

Colorado State University

State

HEV Engineering is a Research Area housed in Mechanical Engineering at CSU. It was created with a grant from the American Recovery and Reinvestment Act (ARRA), and work began on it in January of 2009. The grant established a collaborative between CSU, Georgia Tech, Arapahoe Community College, Ricardo automotive, Douglas County Education Foundation, and Motion Reality to facilitate market penetration of electrified vehicles, to include both fully-electric vehicles and hybrid-electric vehicles.

What we have been developing is a program comprised of four courses and a variety of experiential-learning projects, along with industry-academia partnerships, culminating with a Certificate offered to those students who complete a certain set of courses and either an internship or experiential-learning project based on hybridelectric vehicles. This certificate is not offered by the university, but rather by the creators of the HEV Engineering program, Tom Bradley and Ken Stanton, and the Mechanical Engineering Department Head, Sue James. Dr. Kenneth Stanton, Research Scientist Office: MERC 109 Email: ken.stanton@colostate.edu Phone: (970) 491- 8109

Research & Teaching Interests: Fuel cell and plug-in hybrid vehicle design and control, pedagogy and instructional design

Education: Ph.D., Engineering Education, Virginia Tech, 2012; M.S., Electrical Engineering, Virginia Tech, 2004; B.S., Electrical Engineering, Clarkson University, 1999; A.S., Engineering Science, SUNY at Canton, 1997

Dr. Thomas Bradley, Assistant Professor

Office: A103Q Engineering Email: thomas.bradley@colostate.edu Web: www.engr.colostate.edu/~thb Phone: (970) 491-3539

Research & Teaching Interests: Automotive and aerospace system design, energy system management and supervisory control, designed experiments and validation, dynamics of machines

Education: Ph.D., Mechanical Engineering, Georgia Institute of Technology, 2008; M.S., Mechanical Engineering, University of California at Davis, 2003; B.S., Mechanical Engineering, University of California at Davis, 2000



Figure 2: HEVE Mailer

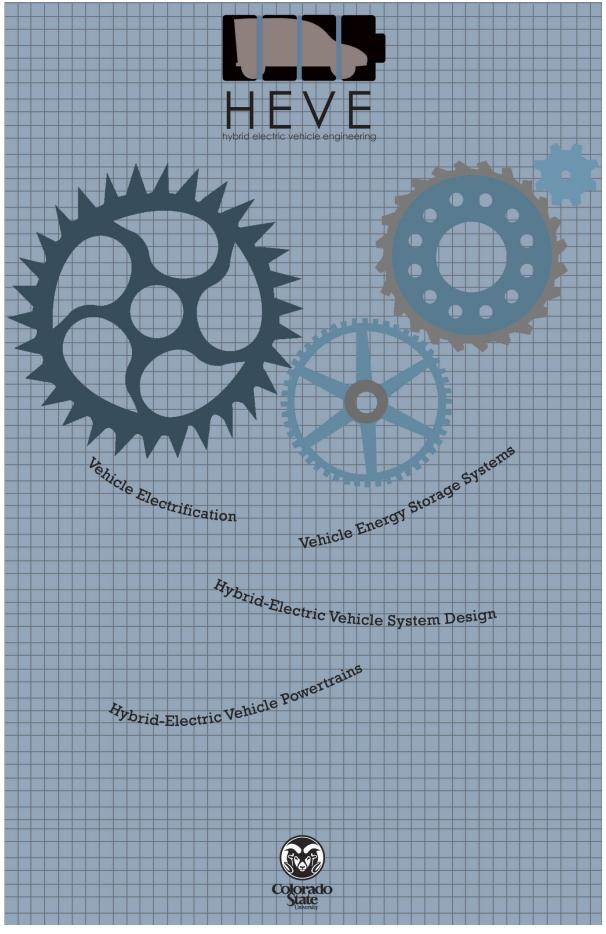


Figure 3: HEVE Poster 1

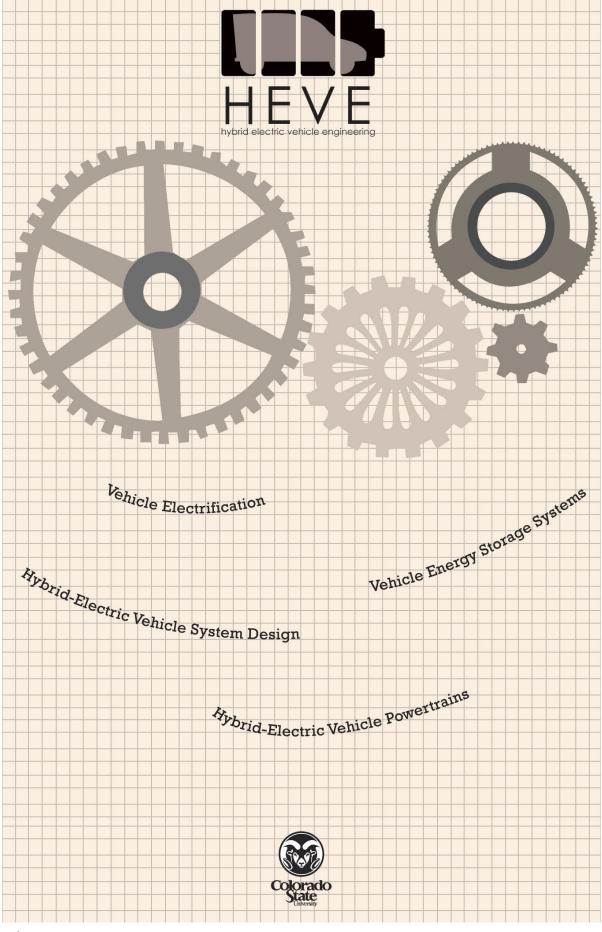


Figure 4: HEVE Poster 2

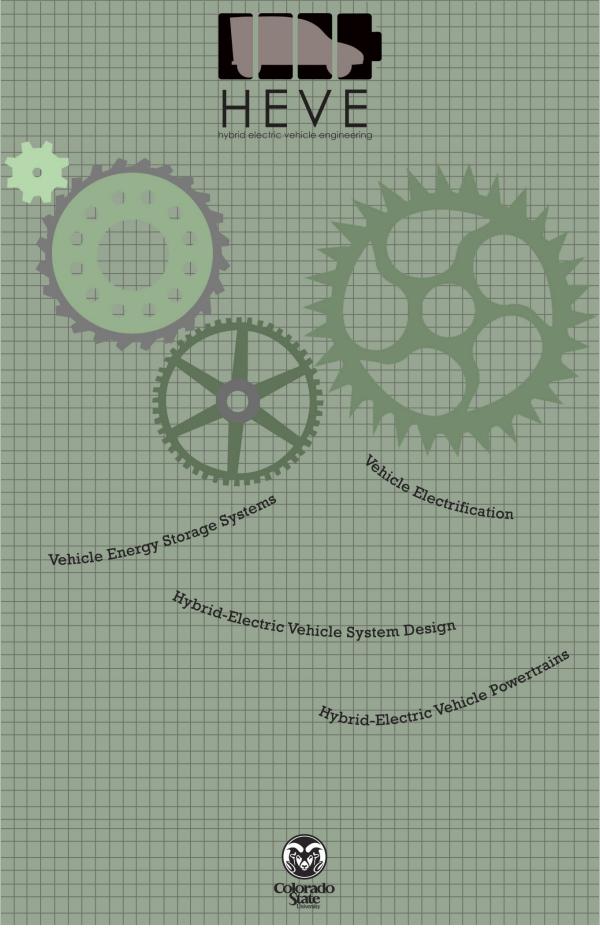


Figure 5: HEVE Poster 3

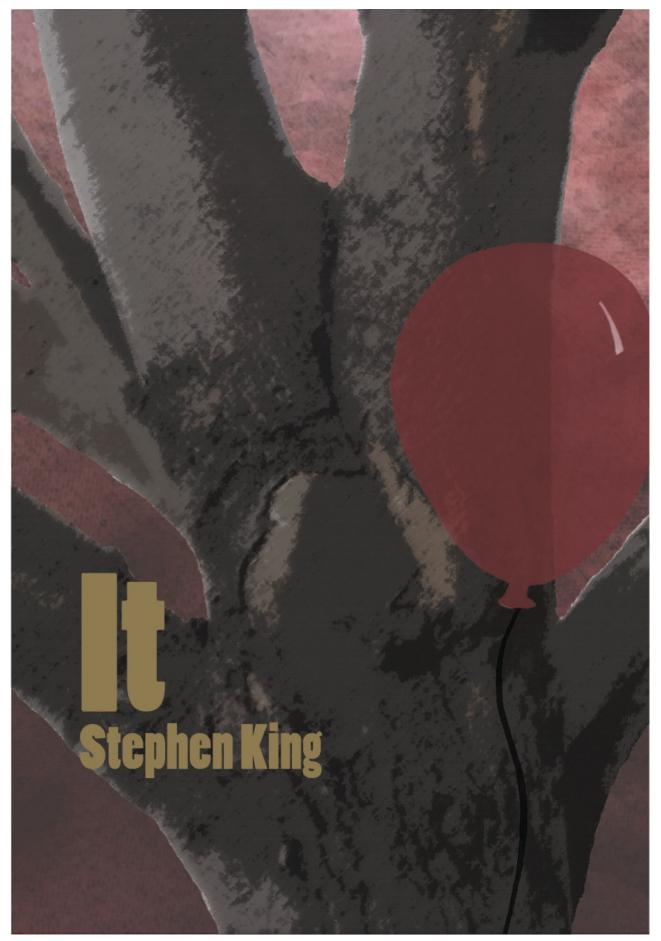


Figure 6: It Book Cover



The Congression of Colorado believes in making groundbreaking strides for people and wildlife. The outdoors are key to living in harmony and tranquility with each other. By supporting the Congression of Colorado we can come together as one.



Figure 7: Political Party Magazine Ad

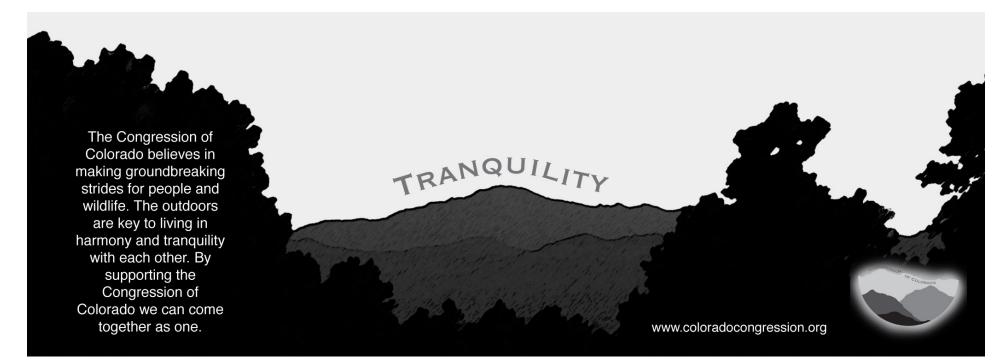


Figure 8: Political Party Newspaper Ad

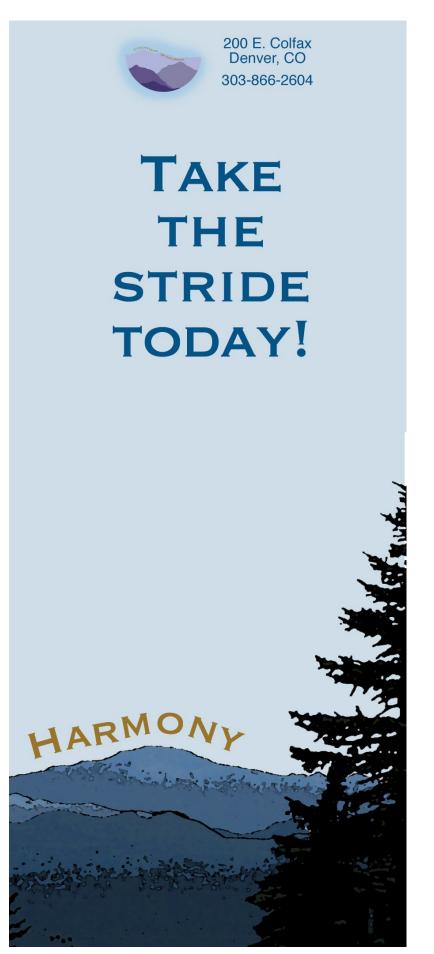


Figure 9: Political Party Online Ad

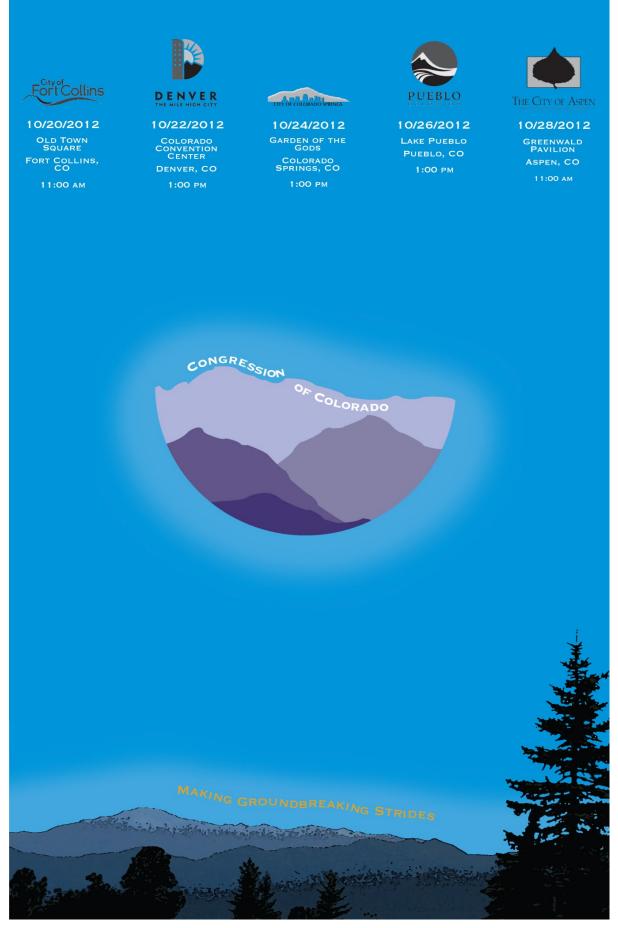
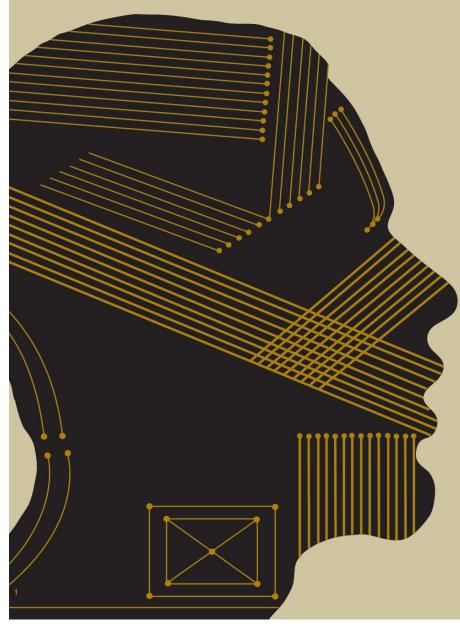


Figure 10: Political Party Poster



Ever since the Voder, Bell Labs' artificial-voice machine, blurted out a barely intelligible "Good evening, radio audience..." at the 1939 New York World's Fair, voice engineers have been striving to generate lifelike synthetic speech. Unlike today's automated systems, the Voder needed an operator who knew which keys to press to elicit "speech" that, for all its marvels, sounded like it was coming from a tuba rather than a human being.

Scientists contined refining their synthetic voices through the 1960's. In the 1970's, advances in computers ironically brought human voices back into the mix, with digital recorded speech providing canned audio responses. Researchers began chopping up dialogue into the smallest units of speech, phonemes, and using software programs to reform those bits into words, phrases, and sentences. Unfortunately, such utterances sounded pretty

Written by: Arnie Cooper

The Atlantic Monthly - March 21, 2012

Illustrated by: Kimberly Saye

much the way "re-formed" chicken nuggets taste. Since the mid 1990's, expanding "digital libraries" have allowed for storage of more phonemes that could be split into even smaller units, adding authenticity to the "voice." But even today's state-of-theart systems, like AT&T's Natural Voices, still don't capture the range of human emotion.

While Silbert acknowledges that VivoText is not about to compete with Derek Jacobi reading Shakespeare, he says that for informational or technical books, his relatively mellifluous text-tospeech engine will do just fine. The same goes for other voicesupported platforms like toys and games, GPS navigation, and SMS and e-mail reading. Though Silbert won't say which of those platforms will first use VivoText, the company plans to launch its first product roughly in time for you to not just read this, but hear it-and, he hopes, with F-E-E-L-I-N-G.

Figure 11: The Voice in the Machine

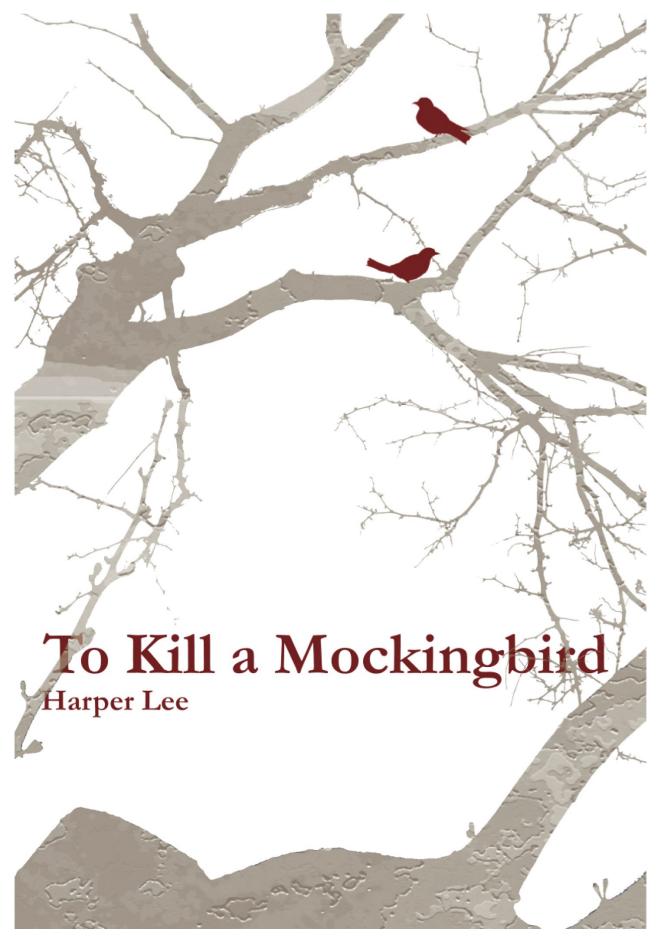


Figure 12: To Kill a Mockingbird Book Cover