

# Lift



## Passion, Pride & Expectation

University President P. Barry Butler on the three traits that fueled a lifelong love for learning and aviation. **PAGE 16**



## FROM THE PRESIDENT

Embry-Riddle Aeronautical University has a rich history steeped in the traditions and great innovations of the industry that it serves. As its newly minted sixth president, I have been given a truly unique honor to lead this great university.

Throughout my career, I've kept an eye on Embry-Riddle. Its reputation and place in the world of aviation and aerospace are unparalleled. I believe everything in my professional life to date has worked to prepare me for this role — and I am grateful for the opportunity.

Joining the Embry-Riddle community officially in March was a dream come true for me and my wife, Audrey. With my background in aeronautical and astronautical engineering, and my three decades in higher education teaching, research and administration, I feel the job is a perfect fit. Likewise, Audrey, a seasoned educator and an engineer herself, is looking forward to serving as an active advocate for the university.

In my first few months, I've met with corporate partners who speak with great respect about our students and graduates. I've talked with alumni who have expressed an overwhelming pride and ownership in their alma mater. And I've observed a shared passion for all things flight among our students, faculty and staff.

It's true: Embry-Riddle "lives and breathes aviation." And, yet, it is so much more.

Across the university's campuses, we are engineering technologies for the future and building leaders in areas as diverse as cybersecurity and intelligence, human factors psychology, forensic biology, spaceflight operations, business administration, astronomy, meteorology, space physics — and as of August, aerospace physiology, to name just a few.

Embry-Riddle's unique campuses (Daytona Beach, Prescott, Worldwide/Online and Worldwide – Asia) bring depth and breadth to our academic programs, research and the student experience. The Prescott Campus,

which I have now been fortunate to visit on three separate occasions, offers a smaller, family-like environment. Project-based learning and faculty mentorship amplify the educational experience there.

Our Worldwide Campus, with more than 135 locations across the globe, 41 online graduate and undergraduate programs including a Ph.D. in Aviation, and a growing Asia Campus in Singapore, meets the needs of military students, working professionals and on-the-go millennials. And our online students receive a top-notch education. In 2017, Embry-Riddle had the No. 1 Best Online Bachelor's Degree program in the United States, according to *U.S. News & World Report*.

While all of our campuses are involved in research, the Daytona Beach Campus is developing a research hub that promises to transform the region, the state of Florida and beyond. The cornerstone building of Embry-Riddle's Research Park, the John Mica Engineering and Aerospace Innovation Complex (MicaPlex), opened this spring and is already teeming with activity. [See related stories, pages 10–15]

Our campuses may be geographically distinct, but they are united by an unwavering commitment to student success.

It's an exciting time for aviation and aerospace. Tremendous challenges lie ahead, but as you and I both know, "challenge" is just another word for "opportunity." You can expect Embry-Riddle to be front and center when it comes to researching and innovating solutions to industry problems — as well as developing new knowledge.

Join us on the journey! I look forward to making new history for Embry-Riddle with you.

Regards,

P. Barry Butler, Ph.D.  
President, Embry-Riddle  
Aeronautical University



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**Senior Executive Director of Development**  
Christopher Lambert, J.D.

**Executive Director of Alumni Relations**  
Bill Thompson ('87, PC)

**Executive Director of Alumni & Development Communications**  
Anthony Brown

**Director of Alumni & Development Communications/Editor**  
Sara Withrow

**Assistant Director of Alumni & Development Communications**  
Melanie Stawicki Azam

**Communications Specialist**  
Alan Marcos Pinto Cesar

### CONTRIBUTORS

Melanie Hanns, *Director of Media Relations*

Molly Justice, *Director of Digital Communications*

Jason Kadah, *Director of Communications and Marketing*

Daryl LaBello, *Multimedia Producer*

David Massey, *Multimedia Producer*

Travis "T.J." Matheus ('11, PC)

Lacey McLaughlin, *Digital Writer*

Connor McShane, *Multimedia Producer*

Ginger Pinholster, *Interim Vice President for Marketing & Communications*

James Roddey, *Director of Communications*

Bob Score, *Media Production Coordinator*

### Published by MANIFEST LLC

**Senior Editor**  
Julia Sullivan

**Art Director**  
Carolyn Miller

**Production Manager**  
Lori Orient

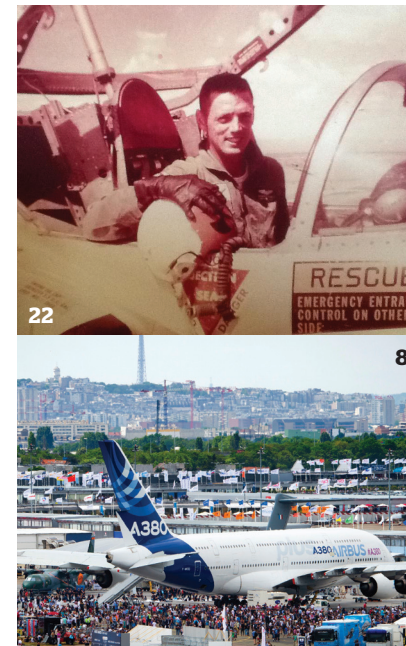
**Production Technology Specialist**  
Cheryl Beaver

**Project Manager**  
Wesley Bresette

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**ON THE COVER:** President Butler inside Embry-Riddle's Daytona Beach observatory, which features the largest university-based research telescope in the state of Florida. Photo by David Massey



# CHATTER

## Back-to-Back Champs

Prescott Campus Golden Eagles Flight Team celebrates 11th national championship



Golden Eagles 2017 Championship Team

### ALTIMETER: HIGH POINTS AT EMBRY-RIDDLE

The Prescott Campus placed No. 1 and No. 2 in the collegiate division and No. 2 and No. 5 overall at the 2017 Women's Air Race Classic.

The Prescott Campus Women's Golf Team ended the season No. 2 in the nation at the NAIA Women's Golf National Championship in May.

Elisabeth H. Murray, assistant professor of security studies and international affairs at the Daytona Beach Campus, is the first female president to lead the International Network of Genocide Scholars.

Richard "Pat" Anderson, director of the Eagle Flight Research Center at the Daytona Beach Campus, was awarded the Lindbergh Electric Aircraft Prize on May 20, 2017.

Robin Colwell, director of the Embry-Riddle Worldwide Campus at Memphis, Tenn., was named a "Power Player in Higher Education" by *Inside Memphis Business* magazine.

The Prescott Campus' Phi Beta Lambda (PBL) Business Club won the Arizona State PBL Championship for the 11th straight year and had eight top-10 finishes at the PBL National Leadership Conference in June.

The Prescott Campus Rocket Team broke six campus records on April 23, including highest altitude (36,072 feet) and highest velocity (Mach 2.5), with the launch of a Mach 3 rocket.

Embry-Riddle's Prescott Campus Golden Eagles Flight Team captured its 11th national championship title May 9-14 at the 2017 National Intercollegiate Flying Association (NIFA) Safety and Flight Evaluation Conference (SAFECON) competition. A consistent powerhouse at the competition, the team placed first in 2016 as well, making this year's win a back-to-back success.

Embry-Riddle's Daytona Beach Campus Eagles Flight Team placed sixth.

The NIFA SAFECON competition brings together collegiate aviation teams from around

the United States to compete in flight and ground events such as navigation, computer accuracy, preflight inspection and more. Four out of the top 10 scorers in the individual category were students from Embry-Riddle's two teams - more than any other students from 27 competing universities.

Prescott's Golden Eagles finished with 500 points, the highest in the team's history - and 100 points above second-place finisher University of North Dakota.

"The success of the Golden Eagles and Eagles flight teams

reflects our institution's commitment to excellence in aviation," says P. Barry Butler, president of Embry-Riddle. "These competitors have inspired us to pursue even greater heights."

With the 2017 top title, Prescott's Golden Eagles have now won the NIFA SAFECON National Championship 11 times since 1993. The team also has an unbroken 33-year record as regional champion.

The Daytona Beach team won the national championship in 1992, the first national title for the university.

— Melanie Hanns

## Certified 'Green' The Worldwide Campus at Phoenix Sky Harbor is recognized for its recycling efforts

The City of Phoenix recently named the Worldwide Campus at Phoenix Sky Harbor a Green Business Leader. The campus is the first college or university to receive this designation, which honors companies that actively support sustainability and recycling.

"We have been recycling at our campus for many years," says Nancy Zeman, Worldwide Campus director. "I feel recycling is an easy way to contribute to a better environment for us and for future generations."

Zeman learned of the city's green business program on Twitter.



The certification included an application and a Green Audit by the city.

"We are grateful for the support of our students and faculty, many of whom recycle at home and at work, and who contribute greatly to our program's success," Zeman says.

A secondary benefit to recycling for the campus has been cost savings. "As our diversion rate increased, we have been able to reduce our campus trash removal costs by over 60 percent," Zeman says. "I am pleased our campus qualified to join this group of businesses who are making a difference in the Phoenix area."

— Sara Withrow

CONNOR MCSHANE

## New Aerospace Physiology Program Offers Pre-Med Pathway for Embry-Riddle Students

Individuals seeking careers in medical research or those who want to improve the health and well-being of pilots, astronauts, flight crew members and air or space travelers, now have a degree program custom-made for them.

This fall, Embry-Riddle Aeronautical University's Daytona Beach Campus launched a Bachelor of Science in Aerospace Physiology - believed to be the first undergraduate program of its kind in the nation.

The program offers real-world experience in clinical settings, thanks to a partnership between the university and six local Florida Hospital branches.

"An undergraduate degree in aerospace physiology from Embry-Riddle will put students on track to enter medical school or to pursue careers in the military and civilian sectors," says Karen Gaines, dean of the university's College of Arts and Sciences. "Studying cellular function in space can help

advance scientific research, human healthcare and life on Earth."

The program is supported both by a letter of commitment from Florida Hospital and a substantial gift from Florida-based philanthropist Helen M. Wessel. Through her generosity, Embry-Riddle will establish a pivotal faculty position, titled the Dr. Robert H. Wessel and Dr. Helen M. Wessel Endowed Chair for Aerospace Physiology.

— Ginger Pinholster



## Hybrid High Performance

Embry-Riddle takes eight first-place awards at national EcoCAR 3 competition

The Embry-Riddle EcoEagles' Eco Super Sport (ESS) Chevrolet Camaro came in first place for Consumer Appeal, Craftsmanship, Autocross, Handling and Braking, and finished second place overall at the year three EcoCAR 3 contest.

In all, the multidisciplinary student team at the Daytona Beach Campus earned eight first-place awards and \$15,500 in prize money at the collegiate advanced vehicle technology competition held May 14-25.

The EcoCAR 3 challenge is sponsored by the U.S. Department of Energy (DOE) and General Motors (GM), and is managed by Argonne National Laboratory. University students from 16 schools are redesigning a 2016 Chevrolet Camaro into a

high-performance hybrid-electric vehicle, while demonstrating technologies of interest to the DOE and the automotive industry.

Contributing to the team's competitive edge was an

in-kind software grant with a commercial value of \$36 million from Siemens PLM Software.

"This software allows our students to design the car in 3-D and analyze different parts

to predict how the products will react to real-world forces like vibration and heat," says Patrick Currier, faculty adviser for EcoCAR 3. "It's an invaluable educational tool for our team."

— James Roddey



### BY THE NUMBERS

#### Innovation at Embry-Riddle



Fiscal Year 2006 to 2016

66

Inventions disclosed

81

Inventors

30

Provisional patents filed

31

Nonprovisional patents filed

7

U.S. patents issued

#### Faculty Invention

40

Faculty hold U.S. patents

150

U.S. patents name faculty as inventors

SOURCE: InventER:  
Annual Innovation Report, Fall 2016



## FEEDBACK



### FROM THE EDITOR

We asked and you answered. According to early results of our *Web Exclusive Pilot Shortage Survey* [spring 2017], *Lift* readers agree that the No. 1 factor contributing to a deficit of qualified airline pilots is low starting pay (37 percent). Additionally, 60 percent of respondents believe the pilot shortage may ultimately impact safety for air travelers. Check out the final survey results at [lift.erau.edu/shortage-survey](http://lift.erau.edu/shortage-survey).

Our feature on the pilot shortage sparked a healthy debate. We received a number of emails and online comments. And, the spring *Lift*, Off the Page livestream event on the topic garnered record attendance. Watch it here: [lift.erau.edu/videos-spring-2017](http://lift.erau.edu/videos-spring-2017).

Thanks for joining the discussion. We've included some of your comments below.

—SARA WITHROW, EDITOR

### Opinions Vary on Pilot Shortage [spring 2017]

#### A Multifactor Problem

The pilot shortage is related to many factors, including salary, education expenses and seniority issues, which is why many pilots work in other careers. In my case, I have worked for a flight-training department for the last 30 years, where I make more money, considering benefits and other factors, rather than flying for any commuter. I have 1,213 flight hours and multiple ratings and certificates. I also hold a Federal Aviation Administration Airframe and Powerplant certificate, and I am certified as an avionics technician. It would be very difficult for me to take a pay cut for what the industry has to offer.

**Harold E. Calderon** ('10, WW)  
B.S. Professional Aeronautics

### POSTED ON LIFT ONLINE:

#### Pilot Salaries Need to Triple

There is no pilot shortage. PERIOD. There is, however, a major pay shortage in the airline industry for pilots. Take a quick look at the cost of going through ERAU, and then land a \$60K job, which in 10-15 years may or may not lead to a \$200K-plus job. Then compare that to a doctor, a CEO, a lawyer or even a truck driver. One will quickly see that the pilot salaries need to triple to compete with any one of them.

**Kim Swang** ('97, DB)  
B.S. Professional Aeronautics

#### Skilled Pilots in Short Supply

In the world of 135 operators, both cargo and passenger, we are definitely seeing a shortage of "skilled" pilots. Those 135 operators absolutely have a smaller pool of people to select from, and we are starting to see the bottom scraped out of that pool.

**Chris Rockhold** ('94, PC)  
B.S. Aeronautical Science

### Correction Needed

There is a mistake in the spring 2017 issue. On page 23 [*Giving To: A Family Legacy*] it states that Marquita Fortner Pfannenstiel ('04, PC) is the first legacy alumnus (child of an alumnus) of the Prescott Campus. While it is wonderful to read about a student attending the same college as their parent, the first legacy alumnus of the Prescott Campus graduated in 1996, not 2004.

My mother, J.J. Kloss (now Gagne), a single mother with three young daughters, proudly graduated from the Prescott Campus in 1984. I remember being on campus during her school years, and I knew ERAU was my future.

I graduated from the Prescott Campus in 1996, with two bachelor's degrees, exactly 12 years after my mother graduated. On my graduation day, I was given special recognition: 1) for being a dual-degree graduate, and 2) for being the first child of an alumnus to graduate, mother and daughter.

There is pride in knowing that I followed my mother and my dreams. There is pride in knowing that the campus recognized my hard work and that women who graduated after me had a role model. Marquita no doubt has that same pride in following her father and her dreams; and Embry-Riddle has the honor to appreciate the impact it has on future generations.

**Matt (Kloss) Miglin** ('96, PC; '00, WW)  
B.S. Aerospace Engineering  
B.S. Aeronautical Science  
Master of Aeronautical Science

**EDITOR'S NOTE:** Please forgive the oversight, Matt. Our database did not indicate a relationship existed between you and your mother. We've since corrected this error. Thanks for setting the record straight!

### TALK TO US

We invite your feedback on *Lift* content or topics related to the university. Letters may be edited for style, length and clarity. Submission does not guarantee publication.

**EMAIL:** [liftmag@erau.edu](mailto:liftmag@erau.edu)

**WRITE:** *Lift* Editor  
ERAU Alumni Relations  
600 S. Clyde Morris Blvd.  
Daytona Beach, FL 32114

### IN OTHER WORDS

## The Way South

Prescott Campus roommates unite  
for epic motorcycle adventure

BY TREVIS "T.J." MATHEUS

"You know we could have done this trip in a Honda CR-V," Dom said flatly after a dinner consisting of papusas in El Salvador. "We could roll the windows down and get the smells; there'd be plenty of room for gear in the back. It's all-wheel drive, and it would still technically be overlanding," he added.

"Yeah, but there is something more romantic about taking a trip like this on a motorcycle," I replied.

Dom and I met on our first day at Embry-Riddle's Prescott Campus in 2007 while getting our vaccinations. He was getting jabbed in the arm and as my name was called, he looked my way and said, "Hey, I think you're my roommate!" We have remained friends ever since.

We both loved motorcycles and would discuss plans for future trips late into the night in our dorm room. Back then, we mostly dreamed of buying Harleys and riding Route 66. Quite a tame trip compared to what we had been through over the last couple of weeks in Central America — the first of three legs en route to Tierra del Fuego, Argentina, aka the "End of the World."

Truth be told, driving a CR-V to South America would be a lot easier but also more predictable. Where is the adventure in that? Riding a motorcycle on the other hand is the bipolar approach: the good days are phenomenal but the bad days can be really bad.

Riding through northern El Salvador to reach the Pacific Ocean was one of our best days. Roads that are gloriously smooth (compared to the rest of Central America) snaked up and around the country's mountainous volcanic network. On this particular day, a high pressure ridge off the coast brought wonderful clear skies and warm weather, letting us dry our undies strapped to the top of our bags.

We decided to take the road less traveled through a tiny speck of a town called Santa Isabel. Steep cliffs met the sky on the sides of the road. Occasionally, the verdant branches forming a tunnel over the road would be interrupted by brilliant splashes of bright pink trees in bloom. Upon reaching the sleepy town of Santa Isabel, the map told us to head straight through town. But on the other side, the road ran out at a rocky trail.

"This can't be right," I muttered, and we circled around the town three times, much to

the delight of the locals. How could that trail be the continuation of the road, when the road to this point had been so smooth? "Let's do it, Dom," I said over the intercom.

Imagine the smoothest road you've ever been on; now think of the total opposite. It was more of a goat path than a road. And it clearly doubled as a river during the wet season. Softball-sized rocks covered hard pan and smooth car-length-size stones. Despite falling hard and bending one of my boxes, the road was a blast. The front wheels of the bikes would whip, slide and bounce over every rock, making control at any speed difficult to say the least. "We couldn't do that in a CR-V," Dom later admitted.

That night, as I lay in a hammock near the beach, reflecting on the trip so far, I was reminded of a Jimmy Buffett song. Despite the ride being exceptional that day, I realized that even the worst days on two wheels in paradise are better than any other day elsewhere (and our tires are mostly immune to "pop tops").

We are now planning the second leg of our journey from Colombia to Peru, which will take place in December of 2017.

**EDITOR'S NOTE:** Trevis "T.J." Matheus ('11, PC) earned a B.S. in Applied Meteorology and Dominic "Dom" Metcalf ('11, PC) earned a B.S. in Aeronautical Science from Embry-Riddle. In May, Matheus earned a Ph.D. in Geography at Indiana University. He is now an assistant professor at California State University Fullerton. Metcalf is an air traffic control specialist at Washington Air Route Traffic Control Center in Leesburg, Va. For more: [thewaysouth.com](http://thewaysouth.com).



Dom Metcalf, left, and T.J. Matheus at Lake Arenal in Costa Rica.

**SEND US YOUR STORY** *In Other Words* gives you the opportunity to share your industry-related or personal perspective with *Lift* readers. Email submissions/proposals to [liftmag@erau.edu](mailto:liftmag@erau.edu).



# From Sea to Air

How Corinne Smith launched  
a flight training career at  
Embry-Riddle's Seaplane Base

BY ALAN MARCOS PINTO CESAR



Corinne Smith

Around 1929, on a small, grass airstrip in Ottumwa, Iowa, a father and his 10-year-old daughter took a ride in a replica of *The Spirit of St. Louis*. That short flight ignited a passion for aviation that eventually led Corinne Louise Smith ('42, MC), née Phillips, to Embry-Riddle's Seaplane Base in Miami.

Smith had wanted to join the Civilian Pilot Training program while pursuing a bachelor's degree in English at Northwestern University. Her parents shot down the idea.

But the desire to fly never left her.

"When I finished college and went to Miami to make my way in the world, the first thing I did was to try and get into flying," Smith says.

Babs Beckwith, whose brother Smith had dated, told her about Embry-Riddle. Beckwith had earned a pilot's certificate, worked as a flight instructor and even modeled for promotional materials at Embry-Riddle. "She [Beckwith] encouraged me to get going!" Smith recalls.

## Out on the Causeway

Smith started flying lessons in December 1941 at the Embry-Riddle Seaplane Base, a sparse, one-building facility with a dock on MacArthur Causeway. Embry-Riddle co-founder John Paul Riddle operated the facility in partnership with Miami lawyer and investor John McKay. When it opened in the summer of 1939, it had just two Piper planes, a 40-horsepower Silver Cub and a 50-horsepower J-3 Cub, but the fleet quickly grew to six.

"There was a little building, just one room and a few aircraft. It was the very beginning when I came there," Smith recalls.

She got a job there as a secretary, in order to pay for her training. "I was working for Mr. [Ed] China in the purchasing department so I could make the \$6 an hour I needed to fly," she says.

Smith completed her first solo flight in July 1942. "It was only a matter of seconds when I was skimming the bay waters and into the clear blue sky — all alone," Smith says.

The *Embry-Riddle Fly Paper*, the company newsletter, commemorated the event with a photo of Smith sitting in the cockpit of a Piper J-3 Cub, grinning proudly. The front-page story congratulated her as "another 'Woman with Wings' in the Embry-Riddle 'family.'"

## 'Family' Ties

Smith was actually ingrained with the "family" in multiple ways. She spent time with Riddle while she was training and working in Miami, and later she became good friends with Frances Embry, after Frances' s husband and Embry-Riddle co-founder, T. Higbee Embry, passed away.

"John Riddle was so nice. If you wanted to see him at his office, there was no problem whatsoever getting an appointment with him. I knew his secretary quite well, and she was the same way. It was very open, very friendly. It was just like one big home," Smith remembers fondly.

CORINNE SMITH TODAY: ALAN MARCOS PINTO CESAR



Corinne Smith piloted the Embry-Riddle Waco No. 43 as a flight instructor at the seaplane base; and, left, led the Link training division at Embry-Riddle's Miami Campus.

Riddle invited Smith and other women employed at Embry-Riddle to act as hostesses at the receptions he would throw for men enlisted in the U.S. Army Air Forces. "John Riddle entertained so beautifully for the servicemen at his villa on Miami Beach," Smith says.

## A Woman's Place Is in the Air

As the school grew and took a bigger stake in the war effort, Smith's role grew with it. In July 1943, having earned pilot certificates for both land and sea, Smith got a promotion. She and three other women were working as instructors on Link trainers, an early type of simulator for instrument flying. When Chief Link Instructor Buzz Cooper was called to military service, Smith was the obvious successor; with that change, the Link division was operated entirely by women. Smith says her gender was never a hindrance there. In fact, Embry-Riddle had a large complement of women instructors, as well: No fewer than 17 worked there in 1943.

## Head in the Clouds

Smith left Miami and Embry-Riddle in 1944 with a flight instructor and commercial pilot certification to her name. She went on to flight instruct in California, then New Jersey and New York, but had one special pupil in mind. "While I was still an instructor, I took my father up for his first flight lesson, and he went on to get his pilot's license," she says.

At age 28, Smith married a Navy pilot. He died in a plane crash just three years later, but she would eventually find her "daredevil" second husband — a former P-51 pilot — who led them on many more air adventures. "He would fly anything he could get his hands on, like a Johnson Rocket," she says. "We didn't keep it very long." The high-performance monoplane was known for being fast and rather dangerous, and the couple had a 3-year-old daughter at the time, she explains.

YESTERYEAR: COURTESY OF CORINNE SMITH, WHO GIFTED THE PHOTOS TO THE UNIVERSITY ARCHIVES.

## Throttling Down

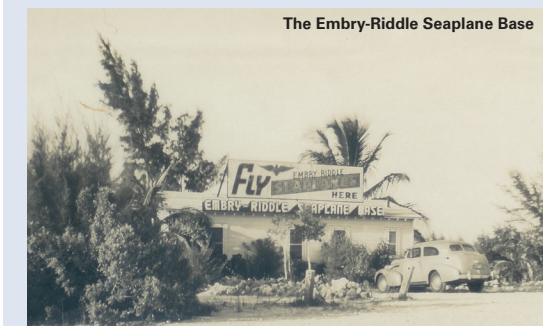
Smith now lives in Vero Beach, Fla., where she has found friends in the flying community and at the Piper Aircraft headquarters. Bambi Miller, coordinator at the Piper Pilot Shop, describes Smith as something of a celebrity at Piper.

At 98 years of age, Smith is searching for a small model of a Piper J-3 Cub seaplane, like the one she soloed in so long ago. Through all of her experiences, Smith still carries a fondness for those Piper Cubs on floats: "I love the sea. We've lived on boats, and I've been on water a lot of my life. I love the seaplane for that reason." 🌊

**EDITOR'S NOTE:** Embry-Riddle at War, authored by Embry-Riddle historian Stephen G. Craft (2009), and the University Archives [erau.edu/archives](http://erau.edu/archives) were sources for this article.

## Did You Know?

The seaplane base in Miami represented a revival of the Embry-Riddle name. John Paul Riddle and his former partner, T. Higbee Embry, had merged their holdings with the Aviation Corporation, or AVCO, 10 years earlier in 1929. As part of the agreement, they promised to retire the company moniker for a decade. Riddle had a



The Embry-Riddle Seaplane Base

fondness for the former name, and in 1939, he branded the seaplane base with it (and all of his future flight training operations). Embry was not a party to any of Riddle's business endeavors after 1929. Find out more at [erau.edu/archives](http://erau.edu/archives).



# Safety First

David Zwegers takes Embry-Riddle safety culture to a new level at Airbus Americas

BY MELANIE STAWICKI AZAM



David Zwegers at the Airbus flight test line in Toulouse, France. Zwegers oversees flight safety for Airbus for 15 territories and more than 30 countries.

As a student and later as a flight instructor, David Zwegers ('98, '10, DB) never imagined someday he would oversee flight safety for 15 territories and more than 30 countries. Based in Miami, Zwegers works with 29 airlines that operate Airbus aircraft across the region. He helps them improve their operational safety while working with a host of civil aviation authorities and industry organizations. Headquartered in Toulouse, France, Airbus is a division of the multinational Airbus Group SE that manufactures civil aircraft.

With almost 650 Airbus aircraft in operation in his region and nearly 450 yet to deliver, Zwegers's job is complex, and it involves lots of travel. Last year he was away from home for 150 nights.

"I think the biggest challenge to safety is the rapid evolution of the aviation industry," he says.

"You constantly have to adapt to new business models, regulations, technologies and safety concepts."

While challenging, Zwegers says knowing that his work saves lives is rewarding beyond measure — and it all started at Embry-Riddle.

## European Roots

Born in the Netherlands, Zwegers's father traveled a lot for business, and the family moved to southern Spain when he was 4 years old. Zwegers was introduced to aviation at an early age, flying frequently with his family to visit relatives in the Netherlands.

"For as long as I can remember, I have always wanted to be a pilot," he says.

The high cost of flight training in Europe initially dissuaded Zwegers from pursuing a flying career. To his delight, he discovered flight training was more affordable in the United States, when he moved in 1994 with his family to Clearwater, Fla.

With a bachelor's degree in aeronautical science from Embry-Riddle in hand, Zwegers became a flight instructor and training manager for the Daytona Beach Campus' flight department. He later spent two years training Air Force cadets in Colorado Springs, Colo., for Embry-Riddle, and coached the Daytona Beach Campus' Eagles Flight Team for four years.

## Developing a Safety Focus

Zwegers was happy training future pilots, but in 2006 he was appointed interim director of safety for the Daytona Beach Campus. He liked the job so much that he asked to be considered and was hired as the permanent safety director.

"I found safety was something I cared passionately about," he says.

He worked closely with then-College of Aviation Dean Tim Brady, who had served as a safety professional in the U.S. Air Force. Brady's mentorship helped solidify Zwegers's growing interest in flight safety. Brady also encouraged him to earn a master's degree in flight operations and safety, which he completed in 2010.

"Dr. Brady was the one who opened my eyes to the importance and selflessness of aviation safety," Zwegers says. "He would say, 'David, we will never know how many accidents we may have avoided.'"

Recalling Zwegers, Brady says, "David had the right amount of knowledge and the right approach to safety."

Daniel M. McCune, who is associate vice president for safety at the Daytona Beach Campus, agrees. "He [Zwegers] had a great talent for dealing with people, while keeping the safety culture strong," McCune says.

## Taking the Safety Culture International

In 2011, Zwegers left Embry-Riddle to accept a job with JetBlue Airways in its aviation safety action program. It wasn't long before he became the safety management system manager and started commuting from his home in Port Orange, Fla., to New York.

"Every week I would drive to Orlando at 4 a.m. Monday, take a 6 a.m. flight to New York City, and return on Friday night," he says. "That made me realize I didn't want to be an airline pilot."

He enjoyed working at JetBlue, but when Airbus advertised his current position in 2013, Zwegers says it felt like the perfect fit. "I looked at the job description, and it was everything I had been preparing my whole life to do," he says.

Zwegers, who lives in Miami with his wife, Lida, and two daughters, Clara and Sofia, says he feels lucky to have the support of the Airbus office in Miami, which provides the Latin America and Caribbean region with customer support, training, field service, marketing and aircraft sales. Zwegers is also type-rated in the Airbus A320 and works closely with his airline clients at the Airbus Training Center in Miami.

"It is a team effort to make customers safer by improving standards, training, technology and processes and procedures," he says. It can be challenging to work with a multitude of different countries, who all have different cultures, national regulations, laws and standards for aviation, he adds.

**"This is my dream job because I get to be a part of making this whole industry safer on a scale I never thought possible before."**

—DAVID ZWEGERS,  
REGIONAL SAFETY DIRECTOR FOR LATIN AMERICA  
AND THE CARIBBEAN FOR AIRBUS

Countries in Latin America have varying economic models and phases of air transportation development. For example, some airlines buy technologically advanced aircraft, Zwegers says, but they can't use all of the safety features because the navigation system is lacking or obsolete.

"Fortunately, Airbus is present and actively involved, with the resources to intervene and help different airlines and authorities with their challenges, so they can implement best practices," he says.

## Making His Alma Mater Proud

Zwegers's former colleagues at Embry-Riddle say they aren't surprised by his success.

"With his international background and language skills, I think the career kind of chose him," Brady says. "He is somebody the university can be really proud of. He has done great things, and I know he will continue to do so."

McCune adds, "David is able to lead and empower people to where they feel like they are part of the organization and they want to follow the safety rules. And that is how you build a safety culture." 🌟

COURTESY OF DAVID ZWEGERS



# IGNITING ENTREPRENEURSHIP

Worldwide Campus student business venture  
takes flight with support from Embry-Riddle

BY LACEY MCLAUGHLIN

Energy and utility companies lose nearly \$2 million in unrealized revenue each time a gas turbine engine has a catastrophic failure, and spend \$3 million in routine maintenance costs each year to keep those engines turning.

Reamonn Soto believes he has a multi-million dollar cost-saving solution: a wireless engine-monitoring system that can withstand super-hot temperatures and provide direct performance measurements.

A graduate student attending Embry-Riddle's Worldwide Campus, Soto pitched his idea to a panel of judges and investors on May 19 in Orlando, Fla., and they "bought" it. Soto now holds the distinction of being the first Embry-Riddle student to win the annual Florida Venture Forum's Statewide Collegiate Business Plan Competition.

The milestone came just weeks after Soto's business, Sensatek Propulsion, beat out three other student teams to win the \$10,000 top prize at Embry-Riddle's Launch Your Venture competition. Placing first at Launch Your Venture gave Soto the opportunity to compete in the statewide event.

"It truly is an honor to represent Embry-Riddle as a student entrepreneur," Soto says. "We've had so

much support and a great team from Riddle that has pushed us along. We now have the eye of the Florida investor community."

## A Win-Win Proposition

His win at the state contest is a win for the university, too, says Michael Bowers, director of the Embry-Riddle Center for Entrepreneurship in Daytona Beach, Fla.

"It's a milestone for Sensatek and for Embry-Riddle," Bowers says. "This achievement reflects the hard work and determination of the Sensatek team and the university's efforts to support and foster innovation and entrepreneurship."

Sensatek is part of a new generation of technology startups receiving funding and in-kind services at the Embry-Riddle Research Park's John Mica Engineering and Aerospace Innovation Complex (MicaPlex) in Daytona Beach.

Sensatek will also receive seed funding, mentorship and entrepreneurial support, as part of a joint effort between the university's research park and the FireSpring Fund. A Central Florida nonprofit organization, FireSpring recently invested \$25,000 to help kick-start the business.

Reamonn Soto, pictured inside the John Mica Engineering and Aerospace Innovation Complex, is developing a cost-saving wireless monitoring system for gas turbine engines.

DAVID MASSEY

By May, Soto had obtained \$250,000 in grants, prizes and partnerships for research and for building a commercial-grade prototype of his wireless monitoring sensor.

## Keeping His Promise

Manufacturing technology that could potentially revolutionize energy production once seemed like an unlikely prospect for Soto. He struggled with math and science in high school. Believing college wasn't for him, Soto joined the U.S. Marine Corps Reserve. He later enrolled in a trade school to keep a promise that he had made to his mother to continue his education.

"I was raised in a single-parent home. My mom went back to school while raising three kids on her own," Soto says. "That instilled a value for education in me."

He leapfrogged from trade school to community college to a bachelor's degree in physics. But Soto says he was initially unable to find work in his field, so he started washing cars. It was then that he got his first entrepreneurial idea: Establish an automotive business to install compressed natural gas kit conversions.

Soto eventually sold the company and leveraged his business skills to work as an economic development financial professional at the Florida Small Business Development Network. He also enrolled at Embry-Riddle, where he's on track to earn a Master of Science in Aeronautics with an emphasis in aviation and aerospace management.

## Energy-Saving Idea

Soto says a new idea sparked in his mind a few years ago when an energy plant's gas turbine overheated in his neighborhood. While researching solutions to improve detection systems

for turbine engines, he says he discovered several patents from universities that he was able to license and use to create the concept for his wireless monitoring device.

In 2015, Soto received a \$4,600 grant from Embry-Riddle during a research competition, which paved the way for developing the technology. As part of his research, he conducted more than 240 interviews with industry leaders and representatives. Many of them were Embry-Riddle alumni.

Soto connected with one of those alumni, Jose Rodriguez ('04, '12, DB), a senior propulsion engineer at Lockheed Martin, through LinkedIn. "I was happy to mentor him and give him guidance about the industry," Rodriguez says. "Reamonn was polite and eager to learn."

Soto's team includes his wife and co-founder, Azryana Soto, and Mark Ricklick, assistant professor of aerospace engineering at Embry-Riddle's Daytona Beach Campus.

## From Prototype to Commerce

As Soto, 31, reaches the next stage of his venture, he will convert his concept from prototype to commercial use. Sensatek recently partnered with Siemens to begin testing the technology at one of its Central Florida facilities. Three Embry-Riddle student volunteers have also joined the Sensatek team.

Soto says the relationship he has with Embry-Riddle has helped propel him forward, and he sees opportunities for engaging more students in the future.

"Our next step is to nail our value proposition and expand our business model and our team," Soto says. "I think we are just getting started in our relationship with Embry-Riddle, and there will be more opportunities to get students involved in the future." 🐦



## First flex-lease tenant at Embry-Riddle's Research Park advances UAS technology

BY ALAN MARCOS  
PINTO CESAR

The first flex-lease tenant at Embry-Riddle's new John Mica Engineering and Aerospace Innovation Complex (the MicaPlex) was founded by Embry-Riddle alumni who met as roommates and scuba-diving buddies.

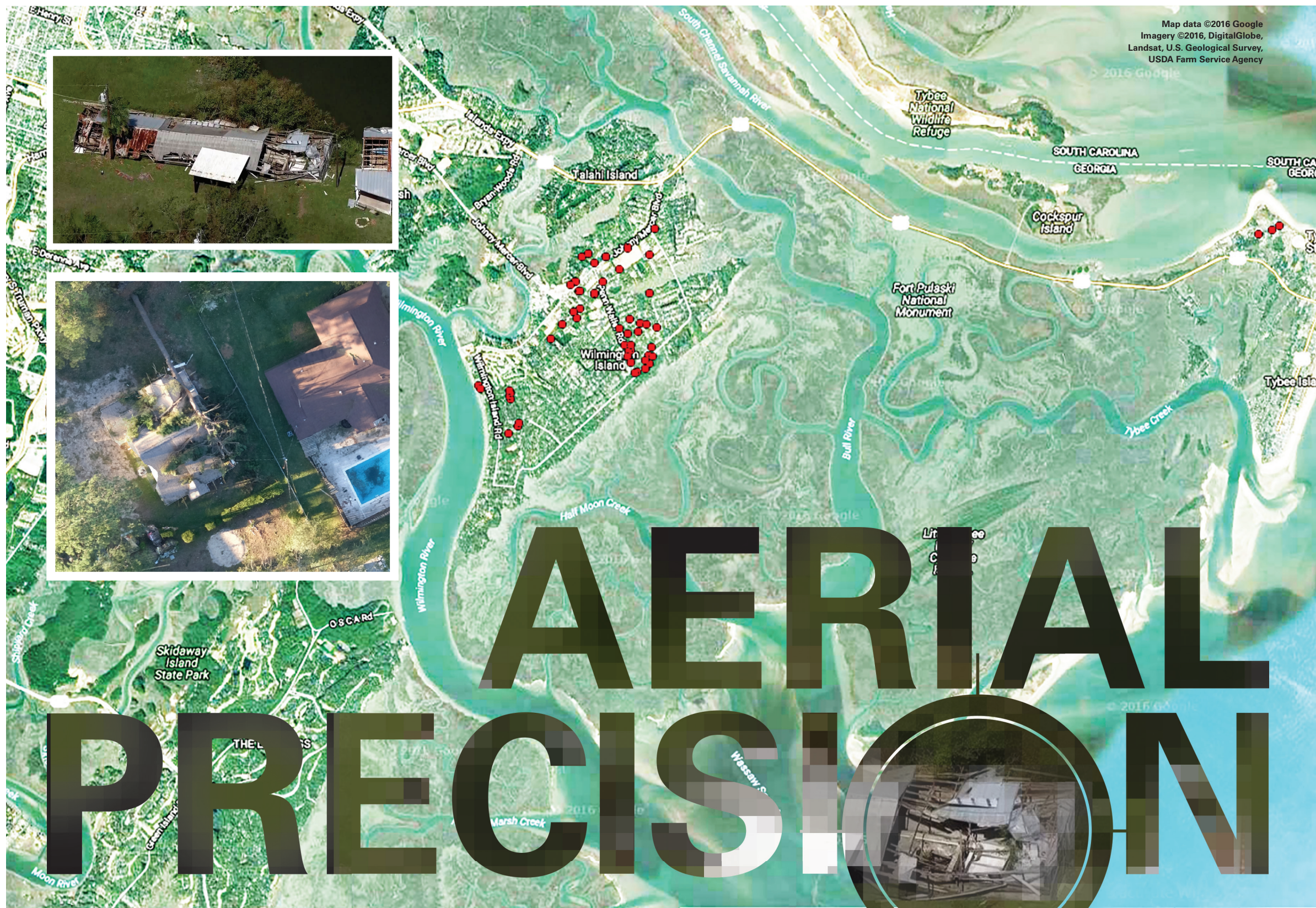
The tenant, Aerial Applications, has already outpaced other unmanned aircraft systems (UAS) service providers in its ability to scan and process images collected by drones. The company launched in 2016 as a comprehensive unmanned aerial operations provider. While it has since stopped offering flight-related services, the UAS surveying projects completed during its first year served as valuable proof-of-concept experiments for an enterprise software and image processing solution that it now plans to license.

In the aftermath of Hurricane Matthew, which devastated areas from Florida to South Carolina in October 2016, the company scanned 150 square miles of downtown Savannah, Ga., using camera-equipped drones. By using a customized software solution and commercially available hardware, Aerial Applications provided Comcast with a map of the area that marked the downed telecom lines roughly 50 percent faster than existing technology, says Joe Sullivan, the company's CEO. They were also able to do it on a scale that competing UAS companies could not achieve, he adds. [See sidebar.]

The Philadelphia-headquartered company has now set up its entire research and development operation at the MicaPlex, the innovation hub at Embry-Riddle's Research Park in Daytona Beach, Fla.

### Scuba-Diving Connection

Three of the company's founding members are alumni of Embry-Riddle's Daytona Beach Campus: Nathan Sullivan ('12), chief technology officer; Mike Ledermann







Nathan Sullivan, chief technology officer, leads Aerial Applications' Research and Development Center housed at Embry-Riddle's MicaPlex in Daytona Beach, Fla.

DAVID MASSEY

It was pure chance that Mike met Nathan. Lured by the promise of the UAS industry, Mike returned to Embry-Riddle in 2013 (he completed his first Embry-Riddle degree in 2008) to expand his knowledge of the technology. He saw an ad for a room in Nathan's beachside condo on a campus bulletin board and moved in.

"Nathan had known me first as a tenant, but it wasn't until after I worked for Google [as a contractor on Project Wing] that I learned we had both worked in Silicon Valley," Mike says.

Mike joined the business discussions in late 2014. He flew the drones himself for many of the company's early projects, and Kyle worked on software to make flying the drones safer and easier. Both Mike and Kyle, whose expertise is in drone flight, left the company in July 2017, when the startup shifted its focus to its software assets.

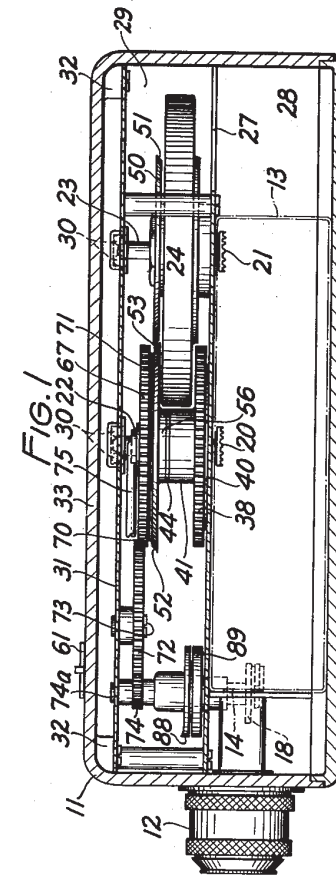
### Expanding the Suite and Staff

The company is currently working to develop a web-based software suite that could process data gathered by unmanned aircraft. "We're building out a user-friendly way for customers to have cloud-based access to drone data," Nathan says.

Now that they're at the MicaPlex, Aerial Applications has quick access to qualified students and graduates who can work on developing this software.

Taylor Guevarez, a current Embry-Riddle student majoring in aeronautical engineering, started working on software code at Aerial Applications even before the company secured its space at the MicaPlex. "I was excited to take part in this industry," Taylor says, expressing an interest in working there after graduation.

Taylor is one of two interns employed by the company. "The talent pool at Embry-Riddle is a huge help for us. It's accelerating our development, and we're finding people who can be full-time engineers when they graduate. We hope to keep that talent here," Nathan says. 🦅



### WEB EXCLUSIVE

Embry-Riddle alumni entrepreneurs are everywhere. Learn about the inventions that started in the minds of Embry-Riddle Eagles. Take our quiz: [lift.erau.edu/patents-quiz](http://lift.erau.edu/patents-quiz).

('08), former chief pilot; and Kyle Bembrister ('10), former director of systems integration.

Mike, Nathan and Kyle knew each other from their college days, when together they started scuba diving the natural springs throughout Central Florida. Nathan and Kyle soon discovered a mutual interest in embedded computer and automation systems, as well. After graduation, Nathan became a software engineer at Intel; Kyle worked at Insitu as a systems engineer. The two ended up collaborating on Intel's Llama Mountain project, where Kyle was hired as a subcontractor.

"We were designing the next-generation tablet chassis that would provide much better cooling and a better user experience," Nathan says, explaining

that the project earned him a divisional recognition award at Intel. "A very similar design became the Microsoft Surface 4."

Nathan regularly talked about starting his own company in the budding unmanned aircraft industry, and it was his cousin, Joe — now Aerial Applications' CEO — who helped breathe life into it.

Wanting to pursue his passion for aviation, Nathan left his job at Intel to start up Aerial Applications. "We had been throwing the idea around, but never got it going until I had my discussion with Joe," Nathan says. "He brought the business skillset that we didn't have."

## Hardware Savvy Brings Competitive Edge

Nathan Sullivan's Embry-Riddle education in software engineering and his experience at Intel proved valuable in building out a powerful computer to stitch together images and recognize objects for his startup business.

"At Aerial Applications, I was able to determine what platform we needed to find the bottleneck in image processing. We were able to make cost-effective decisions to build our processing spec for the hardware stack," says Nathan, chief technology officer at Aerial Applications.

The processing power proved an enormous asset for the company: It's part of what allowed it to complete a

post-Hurricane Matthew project for Comcast so quickly and accurately.

The aerial images were produced at a resolution of 1 square centimeter per pixel, and the speed at which the data were generated and processed far surpassed the competition, says Joe Sullivan, CEO of Aerial Applications.

"One of the big things that happened there was completing the project's 150 square miles in five days," Joe says. "Some of our nearest competitors would take maybe three days per square mile to complete and process the data set."



# GREAT EXPECTATIONS



President P. Barry Butler has great expectations for all of Embry-Riddle's campuses. He's shown here surveying the Prescott Campus in Arizona.

CONNOR MCSHANE

In his inaugural address to faculty, staff and students in February, Embry-Riddle's sixth university president, P. Barry Butler, Ph.D., said there were three words that he felt defined our university: passion, pride and expectation. Butler shares all three. He is passionate about aeronautics and all things flight; he is proud of Embry-Riddle and its accomplishments to date — and he's honored to be leading the world's largest fully accredited aviation- and aerospace-focused university. And, he has great expectations for Embry-Riddle's future. In an interview with Sara Withrow, *Lift* editor, Butler shared the following additional insights.

**Q. After 33 years at the University of Iowa... it must have been difficult to leave. How did Embry-Riddle manage to move you away from your Iowa family?**

A. I've known about Embry-Riddle for a long time. It is a well-respected and internationally recognized university, especially in the areas of aviation and aerospace. As someone with a strong interest in both higher education and aerospace, the opportunity to lead such a place was compelling. It was an easy decision.

**Q. What are your impressions of Embry-Riddle in your first few months as president? What has surprised or inspired you the most?**

A. My first impressions have been nothing but positive. My interactions over the past few months with faculty, staff, alumni and students can be defined in one simple word: passion. It is a passion for who we are and for what we do. There is much to be inspired about when it comes to Embry-Riddle. However, if I have to pick just one area to expand on, it's our students. Their strong interest in learning more about aviation and aerospace is what I love to see as a professional educator. And it doesn't end when they walk out of the classroom. I've had the opportunity to interact with our students outside of the classroom and their excitement about Embry-Riddle's mission is infectious.

**Q. What is the greatest challenge in higher education today?**

A. Higher education in the United States faces many challenges. One that is at the

**"I was one of those kids who could identify airplanes by the sound of their engines. That passion for aviation has only grown over the years."**

**P. BARRY BUTLER,  
PRESIDENT, EMBRY-RIDDLE  
AERONAUTICAL UNIVERSITY**

top of the list of many institutions is the cost to earn a degree. As a university educating the next generation of aviation and aerospace professionals, we have to continuously focus on ways to keep our great programs accessible to all — so that we maintain a pipeline of the best and brightest going into our field. This means being fiscally responsible, working hard to raise scholarship funds, and placing our graduates in high-paying jobs after graduation so they have a high return on their investment. It hurts when you meet talented young people who decide not to pursue their lifelong dreams because the cost is beyond their means.

**Q. As a longtime university administrator, what is the most important lesson you've learned about leadership?**

A. Teamwork can accomplish much more than individuals acting alone. I've had the opportunity to work alongside really outstanding colleagues throughout my career, and the team at Embry-Riddle has the same defining characteristics.

**Q. Until now, you've continued to teach throughout your time as a university administrator. Why?**

A. Students are the lifeblood of a university. They are the reason why I got into higher education. As an administrator, it is important to know your students. There's no better way to accomplish this than to teach a class. I enjoy being in the classroom sharing what I know with the students.



## Getting to Know the President's Wife, Audrey Butler, Ph.D.



### What do you most look forward to doing as a member of the Embry-Riddle family?

I am most interested in getting to know the people and the university better so that I can be a strong and effective advocate for the entire Embry-Riddle community.

### What are your first impressions of Embry-Riddle?

Everyone associated with Embry-Riddle is so friendly and helpful and has such a passion for the university. It's easy to see why, because it's such a cool place – the projects, the majors and the options for student activities are amazing.

### Based on your personal knowledge, what type of president will your husband be for Embry-Riddle? What can we expect?

Barry is a very down-to-earth person. He enjoys interacting with people and hearing their stories. He will be an engaged and forward-thinking leader for Embry-Riddle.

### How did you and President Butler meet?

We were both teaching at the University of Iowa. Barry was on the thesis committee for a student in my research group in chemical engineering and started attending our research meetings. The rest is history, as they say. We've been married now for 30 years (as of August 2017), and we have three adult children: Ben is a mechanical engineer, Logan is an IT consultant, and Savannah, the youngest, is a recent college graduate who will be attending graduate school.

### Q. What has been your favorite or most notable research project/discovery and why?

A. Along with a colleague from the University of Illinois, I worked over a period of 10 years to develop a solid propellant combustion analysis program called AIM (Airbag Inflator Model) that was used in the design and optimization of vehicle airbag inflators and related occupant restraint systems. This was in the early years of airbags and their functioning was not robust enough to handle all variations of occupant size, ambient temperature, etc. We were able to assist the automotive industry in the development of what is now a significant factor in improved crash survivability. We later expanded the modeling efforts to include gaseous inflators, which are more common in today's vehicles.

### Q. What about aeronautical/aerospace engineering excites you?

A. Just about everything. But if I have to pick just one area, it is propulsion. I was hooked as an undergraduate student when I enrolled in my first air-breathing propulsion course. That early interest was further amplified when I took a course in rocket propulsion.

### Q. When/how did you first become interested in aviation?

A. My father was an Air Force pilot. As a kid, I loved going to the airbase with him and attending weekend airshows. I was one of those kids who could identify airplanes by the sound of their engines. That passion for aviation has only grown over the years.



#### WATCH

Marc Bernier, director of the Embry-Riddle Speaker Series, interviews Embry-Riddle President P. Barry Butler, just six weeks after Butler's official start at the university:  
[lift.erau.edu/videos-fall-2017](http://lift.erau.edu/videos-fall-2017)

### Q. What will you miss most about Iowa?

A. Driving my snow plow. There's something strangely therapeutic about clearing snow with a powerful machine. More seriously, I'll miss the people.

### Q. What's the most important thing you want Embry-Riddle alumni to know about you?

A. While I've been at Embry-Riddle for only a short time, I have developed a passion for the school that quite possibly equals their own. It's an amazing place, and I feel honored to be a part of its future. ✂

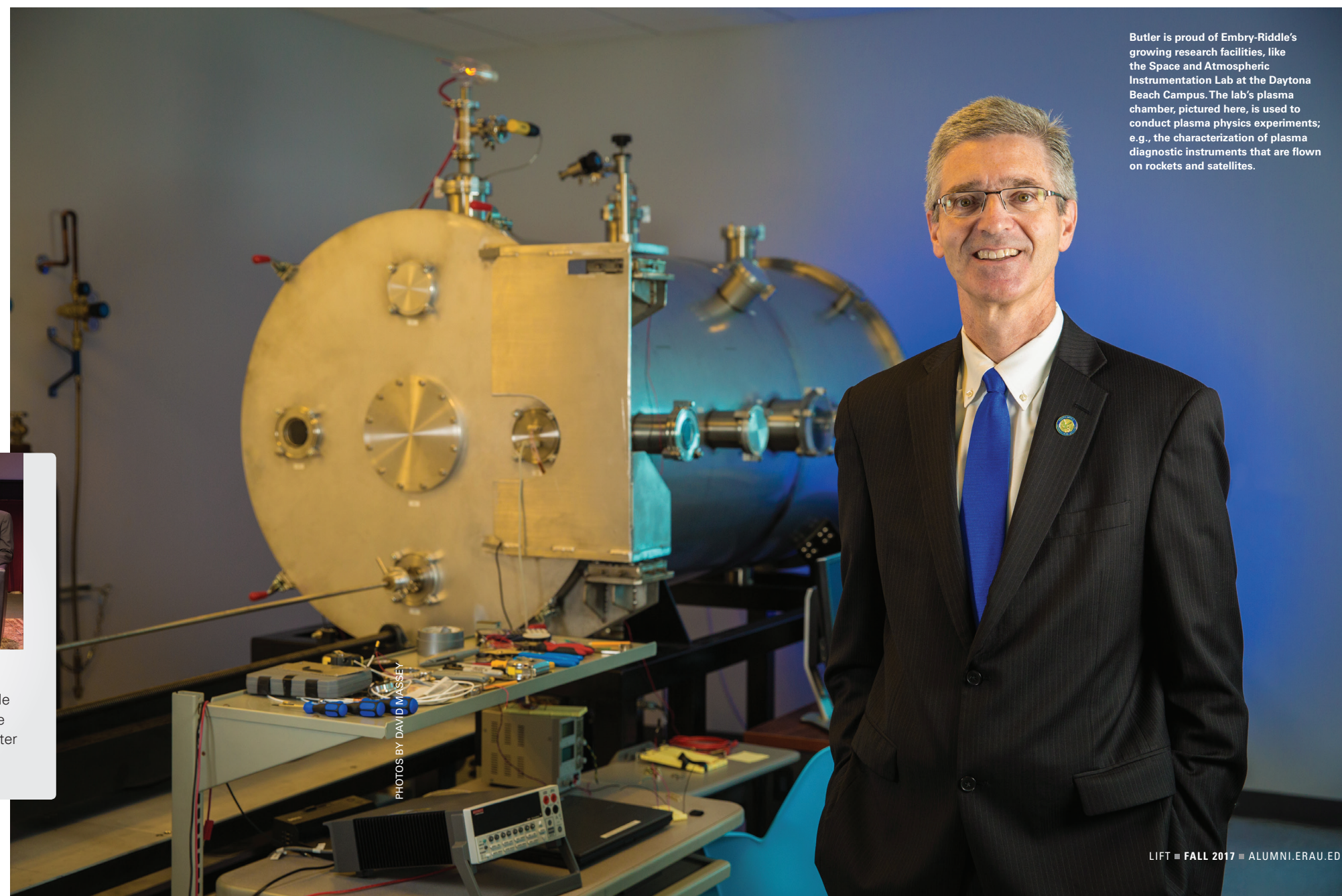


#### WEB EXCLUSIVE

Alumni attending the 2017 Experimental Aircraft Association Oshkosh Air Show were asked to share their thoughts about Embry-Riddle and what it means to them with President P. Barry Butler. Here's what they had to say:  
[lift.erau.edu/videos-fall-2017](http://lift.erau.edu/videos-fall-2017).



President P. Barry Butler interacts with student members of the Daytona Beach Campus Experimental Rocket Propulsion Lab Club during a spring 2017 rocket launch.



Butler is proud of Embry-Riddle's growing research facilities, like the Space and Atmospheric Instrumentation Lab at the Daytona Beach Campus. The lab's plasma chamber, pictured here, is used to conduct plasma physics experiments; e.g., the characterization of plasma diagnostic instruments that are flown on rockets and satellites.



# Coaching Up

Embry-Riddle creates leaders on the court and in the field

BY ALAN MARCOS PINTO CESAR

Embry-Riddle is largely known for producing great aerospace engineers, aviation business professionals and pilots, but its athletics program is also racking up wins in the world of collegiate sports. Daytona Beach Campus alumni Nick Mingione ('00) and Ryan Ridder ('08) both recently earned positions as head coaches at NCAA Division I universities.

They carry to these posts lessons learned from their alma mater's athletics program, and the Embry-Riddle vision of the well-rounded scholar-athlete. Grateful for those who believed in them, Mingione and Ridder now dedicate their lives to impacting others through sport.

Nick Mingione signals a player during his inaugural year as head coach for the University of Kentucky (UK).

UNIVERSITY OF KENTUCKY

Ryan Ridder at his new home court as head men's basketball coach at Bethune-Cookman University.

DAVID MASSEY

## Getting There First

Mingione recently wrapped up his first season as head coach of the University of Kentucky (UK) Wildcats' baseball team. He started there in June 2016 and led the team to a 43-23 overall record — a record number of wins for any first-year UK head coach.

His team's success earned him the Southeastern Conference Baseball Coach of the Year award after just 11 months on the job. He was also named the nationwide Perfect Game/Rawlings College Coach of the Year. As the season came to an end, Mingione took the team to the Super Regionals — another first for Wildcats baseball.

Racking up firsts has been a theme in Mingione's career, starting when he played baseball at Embry-Riddle. Mingione's pivotal "first" came in his junior year: "When I played at Embry-Riddle, they had never been to the College World Series before. In 1999, I was lucky to be on a team that did it. Ever since then, I've strived to do things that have never been done before."

He began coaching shortly after graduating, helping Florida Gulf Coast University establish a team for its inaugural baseball season. He returned to serve as assistant baseball coach at Embry-Riddle for three seasons, culminating in a runner-up finish in the 2005 NAIA College World Series.

He left Embry-Riddle to work as assistant coach at UK for two years, then as assistant coach and recruiting coordinator at Mississippi State University for eight years. In 2013, he helped take the Bulldogs to the final round of the College World Series title against powerhouse UCLA.

## Student-Person-Player

Since Mingione joined UK in 2016, the team has raised its average GPA to 3.36 while also serving the community and enjoying its most successful season in Wildcats history.

His experience at Embry-Riddle helped drive that success. Embry-Riddle always emphasized the well-rounded player, he says. "My vision for the program here is to create an environment of family and of winning — in all phases, not just on the field. Our job as coaches, like Steve Ridder [head men's basketball coach and former athletic director] always said, is to focus on the student, the person and the player."

Mingione cites Embry-Riddle athletics icons Steve Ridder and current Director of Athletics John Phillips, along with his baseball coaches, Todd and Greg Guilliams, as foundational to his coaching career. Todd is now an assistant coach to Mingione at UK.

"Someone had to believe in me as a player. Someone had to believe in me down the road to get my coaching career started at a college," Mingione says. "Without those opportunities, there's no way I would be doing what I'm doing,"

## Leadership in Faith

Ryan Ridder, one of Steve Ridder's sons, spent his childhood steeped in the values of leadership, athletics and faith. Now, at age 32, he is head coach at Bethune-Cookman University (BCU), an NCAA Division I school.

"I grew up in a coaching household. It was a very special experience because of the emphasis my dad put on relationships and treating people the right way," Ridder says. "When I started to think about my future, I knew I wanted to try and help young people. I decided I could use basketball as a vehicle to do that."

After earning accolades as a basketball player at Father Lopez Catholic High School in Daytona Beach, Fla., he pulled up his roots to attend College of Wooster in Ohio. However, Ridder had coaching top of mind when he decided to transfer to Embry-Riddle in Daytona Beach. "I wanted to come back and play for my dad and get a quality education from Embry-Riddle," he says.

He, like Mingione, chose to major in aerospace studies to give range to his education. Meanwhile, he played Eagles basketball and served as team captain for two seasons, taking the team to the national tournament in his senior year. "Playing in a tournament game of that caliber with your seven or eight best friends, that's a great feeling," Ridder says.

Ridder worked as assistant coach at several different schools in the years following graduation, including one season at Embry-Riddle and several at Campbell University, an NCAA Division I school in North Carolina. Most recently, he spent four years as head coach of the Florida Daytona State College Falcons, where he led the team to four Mid-Florida Conference championships.

But it was his Christian faith that drove him to pursue an opening at BCU, where he's just starting his first season as head basketball coach. "It's a dream come true. It's great to work in a private institution where you can share your faith proudly, learn and get better from the people around you who are in all different steps in their faith," Ridder says.

"Everything we do is God first. We open and close in prayer; we retain the big picture. The whole idea of coaching and education is about trying to positively influence and help people," Ridder says, crediting BCU's Lynn Thompson, vice president of intercollegiate athletics, for setting the inspiring tone.

"I've been fortunate that a lot of people took a chance on me. I'm excited to see where this next journey leads." 🌱



Mingione is welcomed to the Wildcats by UK Athletics Director Mitch Barnhart.



## GIVING TO EMBRY-RIDDLE

AS A NOT-FOR-PROFIT, HIGHER EDUCATIONAL INSTITUTION, EMBRY-RIDDLE RELIES ON AND DEEPLY APPRECIATES CONTRIBUTIONS FROM ITS ALUMNI, FRIENDS AND PARTNERS. ALL CONTRIBUTIONS TO EMBRY-RIDDLE ARE TAX-DEDUCTIBLE TO THE FULLEST EXTENT ALLOWED BY LAW.



Then students Pat Verdon, left, and Gabriel Navarrete, right, with their flight instructor Dick Samuels in 1988.

# The Father of Flight Instructors

Prescott alumni rally to name a building and a scholarship fund for their retired teacher

BY MELANIE STAWICKI AZAM



Dick Samuels in the U.S. Air Force

When longtime Embry-Riddle Prescott Campus flight instructor Richard E. “Dick” Samuels taught his students something, they rarely forgot it. “He would be very demonstrative,” says Sean Jeralds (’88, PC; ’94, WW), an associate professor of aeronautical science and former student and colleague to Samuels. “He would get your attention by using colorful language and metaphors to get his point across.”

Now, two of Samuels’s former students, Katie Pribyl (’00, PC) and Jared Testa (’01, PC), want to ensure that their teacher’s dedication to young aviators won’t be forgotten. The alumni duo are leading an effort to name an Embry-Riddle scholarship and flight instructor building in his honor.

To date, more than \$50,000 has been raised to create the Dick Samuels Scholarship, which will support flight instructor training for students at the Prescott Campus. The ultimate goal is to raise \$100,000, which would both endow the scholarship and name the flight instructor building at the Prescott Campus flight line after Samuels.

“Dick was somebody who meant a lot to a lot of people,” says Testa, a pilot at Aero-Flite Aerial Firefighting. “He had a unique way of expressing his desire to see his students succeed.”

Known for his unconventional teaching style, Samuels, who retired in 2001, taught generations of flight students. Now living in Sun City, Ariz., Samuels says he is “extremely honored” by his students’ gesture. He spent 22 years as a U.S. Air Force pilot, including assignments as a flight instructor, followed by another 22 years of teaching at the Prescott Campus.

“He had so much knowledge,” says Jeralds. “He loved mentoring flight instructors.”

Samuels also spent countless weekends leading practices for the university’s Golden Eagles Flight Team.

“He was so dedicated, and as a result, we wanted to do our best,” says Pribyl, a former flight team member and now senior vice president of aviation strategy and programs at the Aircraft Owners and Pilots Association. “Dick was very much like a father figure to us,” she says.

Alexios Stavropoulos (’89, PC), also a former student of Samuels and now a captain at United Airlines, says, “He wasn’t shy in telling you that you were screwing up and why you were screwing up. But the level of his standards is what we all aspired to reach.”

Embry-Riddle Professor Emeritus Mike Polay, who once shared an office with Samuels, says the chief flight instructor challenged his students and made them responsible for their actions and inactions, with an emphasis on safety.

“Dick wouldn’t take excuses, and he’d call them on it,” Polay says. “He was tough — but he cared.”

Decades later, the lessons that Samuels taught them are ever present, his students say.

“There hasn’t been another instructor who has had a more enduring and fundamental impact on my flying,” says Pribyl.

Samuels made students want to perform their best, Jeralds says, and when a student got his approval, it felt like winning the Olympics.

“I learned from him that no matter how good a pilot you were, you could always be better,” Jeralds says. “That is what he gave all of us.”

# BIOENGINEERING RESEARCH AWARDED FOUNDATION FUNDS

BY MELANIE STAWICKI AZAM

Bioengineering researchers at Embry-Riddle aim to improve hip dysplasia treatment in infants. They’re making strides toward that goal, thanks to funding from the Paul B. Hunter and Constance D. Hunter Charitable Foundation and International Hip Dysplasia Institute (IHDI).

“The International Hip Dysplasia Institute supports the research at Embry-Riddle because of its recognized expertise in engineering innovation,” says Dr. Charles Price, M.D., director of IHDI in Orlando, Fla.

Common in infants, hip dysplasia can range from mild instability that resolves spontaneously to complete dislocation that may need surgery, says Price. Different braces and harnesses can relocate hips back into the socket, but Embry-Riddle is the first to conduct a biomechanical analysis of bracing techniques, he says.

“This project required a new way of looking at a medical problem. The engineers at Embry-Riddle are very innovative in this type of cross-disciplinary collaboration,” says Price.

## Team Effort

Mechanical engineering faculty members at Embry-Riddle’s Daytona Beach Campus Eduardo Divo and Victor Huayamave and Alain Kassab from the University of Central Florida’s (UCF) College of Engineering are working together on the project.

“The funding has helped us maintain and enhance our collaboration with UCF and the IHDI,” says Divo, who is the Mechanical Engineering Ph.D. program coordinator and associate chair for the department.

The key to the project’s success is the work of mechanical engineering graduate student Anthony Khoury (’16, DB). Grant funds from IHDI are sponsoring his research.

“It is the hope of the Hunter Foundation that supporting this project will both benefit hip dysplasia patients and raise awareness and promote further research for this condition,” says Pam Clifton, director of the Hunter Foundation. The Hunter Foundation was founded in 2004 by longtime Embry-Riddle supporter Constance D. Hunter, who passed away in 2014.

Students Anthony Khoury, Kristin Sverrisdottir and Arka Das with Associate Professor Eduardo Divo have developed a dynamic computer model for simulation of hip reduction with the Pavlik Harness. Team members not pictured are Assistant Professor Victor Huayamave and Alain Kassab (UCF).



DAVID MASSEY



# Delivering 'Real Goodness'

Veteran John Pray serves  
America's military families through  
Operation Homefront

BY MOLLY JUSTICE



Operation Homefront President and CEO retired Brig. Gen. John I. Pray Jr. addresses the audience at the 2017 Military Child of the Year Award gala. The annual awards program recognizes six outstanding young people representing each branch of the armed forces, and honors a seventh for innovation.

"Service before self" has guided John I. Pray Jr. ('88, WW) his entire life. He saw this value personified through his father, a decorated career Army infantry officer who spent more than three years as a prisoner of war in World War II. Pray then put this value into practice during his own 27-year career in the U.S. Air Force.

Now the retired brigadier general has found a new avenue for service as president and CEO of Operation Homefront, a national nonprofit that provides critical financial, housing and support services to military and veteran families.

## Inspired by Military Service

Pray brings a wealth of personal and professional experience to the organization, which raised more than \$45.6 million and helped more than 150,000 military family members in 2016. In the Air Force, Pray completed command assignments at the squadron, group and wing levels. He continued serving as the executive secretary of the National Security Council, where he managed foreign policy development in support of the president and other senior White House officials. More recently, Pray spent nearly six years at the United Service Organizations (USO) leading a broad range of initiatives in support of service members and their families.



OPERATION HOMEFRONT

"I think it's important for all Americans to realize, our troops work tirelessly to protect the freedoms that we, as Americans, enjoy daily," Pray says.

## Appreciating the Sacrifice

Educating the public about the amazing work military families do to sustain their loved ones is one of Pray's goals as head of Operation Homefront. "Operation Homefront is focused on building strong, stable and secure military families so they can thrive, not simply struggle to get by, in the communities – our communities – they have worked so hard to protect," Pray says.

Assisting the organization in these efforts are scores of corporate partners and tens of thousands of individual donors. Operation Homefront also provides opportunities for Americans to support military families through volunteer service.

Pray says he's committed to engaging the public to assist in the organization's efforts to deliver "real

goodness" to military families. He believes in relevant programs that truly impact lives. "We don't want to pay lip service," he says.

## Give for Maximum Impact

With about 40,000 nonprofits in the military philanthropy space, Pray says he realizes that people have many choices. He suggests potential donors and volunteers consider those organizations that focus not simply on dollars spent, but on outcomes. "Making a meaningful difference is the only real measure of success," he says.

"Our military members and their families face many difficult challenges while they are in the service and as they transition back to their civilian communities," Pray says. "All involved with Operation Homefront are driven by a strong desire to care for our military families in their time of need because they have done so much for all of us in our nation's time of need." 🌿

John I. Pray Jr. greets veterans Melissa and Aaron Schafer, who received a mortgage-free home in Chattanooga, Tenn., from Operation Homefront and its corporate partners.



## MESSAGE FROM THE ALUMNI ASSOCIATION

**A**s John Quincy Adams once said, “If your actions inspire others to dream more, learn more, do more and become more, you are a leader.” I feel incredibly blessed to work for an institution that produces leaders. This spring, more than 1,200 new Embry-Riddle Eagles crossed the stage to receive their diplomas.

Just like the 125,000 graduates before them, they are ready to prove their worth and make a difference for their companies, families and communities, and ultimately for our planet.

### New Leadership

In this issue of *Lift*, we welcome the university's sixth president: P. Barry Butler. I am proud to say that our newest leader, like those who came before him, cares about Embry-Riddle. With a keen focus on our students' academic excellence, he is dedicated to delivering an unparalleled educational experience. He values alumni and their ongoing engagement and philanthropic support — and he loves aviation. Furthermore, President Butler wants to meet you. We will announce dates and locations for future presidential receptions in the coming months.

### All-Alumni Team

Our dedicated all-alumni team is planning and looking forward to another year of outstanding networking and outreach events. Meet our team here: [alumni.erau.edu/team](http://alumni.erau.edu/team). This past fiscal year we met over 6,000 alumni and friends at more than 100 events. Helping us is a team of volunteer Alumni Network Leaders located in communities across the globe. Find the network nearest you: [alumni.erau.edu/networks](http://alumni.erau.edu/networks).

Our biggest set of events of the year — Homecoming — is fast approaching. Make plans to join us in Prescott, Ariz. (Oct. 5-7), and Daytona Beach, Fla. (Oct. 12-14). Activity-packed weekends are scheduled for *all* Eagles, regardless of campus affiliation. For more: [alumni.erau.edu/homecoming](http://alumni.erau.edu/homecoming).

### Put Your Compassion to Work

In addition to being strong leaders, Embry-Riddle alumni are known for being compassionate. Each November our alumni put their goodwill to work in their communities during the Eagles Help campaign. Different alumni groups organize to complete a variety of service projects. We love sharing our alumni involvement in Eagles Help on the university's social media channels. Please send your community service stories and photos to [eralumni@erau.edu](mailto:eralumni@erau.edu) or use #EaglesHelp when posting them online.

I am proud of who we are, and I am excited about our strategic initiatives and growth for the future. We could not do it without your continued contributions of time, talent and treasure — and more importantly, your passion to be the best: Lead on.


Respectfully & Forever an Eagle,

Bill Thompson ('87, PC)  
Executive Director

 [facebook.com/ERAUAlumni](https://facebook.com/ERAUAlumni)

 [twitter.com/ERAU\\_Alumni](https://twitter.com/ERAU_Alumni)

 [alumni.erau.edu/LinkedIn](http://alumni.erau.edu/LinkedIn)

 Join the Eagle Network:  
[alumni.erau.edu/join](http://alumni.erau.edu/join)

 [instagram.com/erau\\_alumni/](https://instagram.com/erau_alumni/)

# SPRING 2017 COMMENCEMENT



DEGREES  
AWARDED  
(TOTAL)\*



1,256

Doctoral degrees: 6  
Master's degrees: 250  
Bachelor's degrees: 969  
Associate degrees: 31



GRADUATES RANGED  
IN AGE FROM:

20 TO 64

MOST POPULAR MAJORS  
BY CAMPUS:

B.S. in Aerospace  
Engineering  
(Daytona Beach  
& Prescott)

B.S. in Aeronautics  
(Worldwide)

GRADUATING WITH  
ACADEMIC HONORS:

28%

NUMBER OF  
COUNTRIES  
REPRESENTED:

59

FEMALE  
GRADUATES: 22%

MALE  
GRADUATES: 78%



\*Includes all May 2017 graduation ceremonies (Daytona Beach Campus, Prescott Campus and Worldwide Campus ceremonies held in Daytona Beach and Prescott)





# Flying Into the Wind

William 'Bill' Bayliss discovers the joy of airships

BY SARA WITHROW

William 'Bill' Bayliss is all smiles after completing his type rating for the new Goodyear Blimp, the Zeppelin NT (pictured here).

William "Bill" Bayliss ('07, '14, PC) wanted to be a commercial pilot, but he wasn't a huge fan of automated aircraft systems. In 2013 he threw his fixed-wing training to the wind. Now an employee of the Goodyear Tire and Rubber Company, Bayliss is one of only 10 airship pilots in the United States, and one of approximately 20 such pilots worldwide. "I really like the older style of flying. I enjoy flying by the seat of my pants," Bayliss says.

## Flying a Blimp Isn't for Everyone

Old-style piloting is just what Bayliss got when he started at Goodyear and learned to fly the last of two operating GZ-20A blimps.

"It had control surfaces the size of barn doors," Bayliss says. A cable and pulley system connected these control surfaces to a large wheel and rudder pedals in the cockpit. Depending upon the wind, it could take a lot of muscle to fly it, Bayliss says.

Another Embry-Riddle graduate, Matthew St. John ('96, DB), chief pilot at the Goodyear Airship operation in Southern California, taught Bayliss the ropes.

"There are no blimp simulators," Bayliss says. "You need 200 to 300 hours in the seat to learn it. Blimping ain't easy."

Bayliss earned his airship wings on July 11, 2014, approximately nine months after starting his training. Earlier this year, Goodyear retired the old-school GZ-20A blimp from its fleet. "I was the last pilot ever trained to fly one of those airships. Now they're in museums," Bayliss says. "That's kind of special to me."

## High-Tech Airship

In May, Bayliss passed his check ride on the new Goodyear Blimp. "It's actually a semi-rigid airship, so it's technically not a blimp," he says. "It's much more technologically advanced than the old GZ-20A."

Goodyear operates two Zeppelin-designed NT (for new technology) airships, *Wingfoot One* and *Wingfoot Two*. A third is currently being built at the company's Wingfoot Lake airship base in Akron, Ohio, and will complete the modern fleet in 2018.

The new airship model is larger, faster and more maneuverable, with three vectoring engines, four propellers and advanced avionics.

"Now it's a glass cockpit, it's all fly-by-wire," Bayliss says. "But we still don't have autopilot. You're still flying the airship until you put it back on the mast."

EDUARDO DURAN

Despite its additional capabilities, the Zeppelin NT is challenging to fly. "There are 14 different controls for the engines on the center control pedestal, 15 if you include the side stick in takeoff and landing configuration," Bayliss says. "You're constantly adjusting the vectors and thrust. If you change one, you have to move another. You're moving about four to five different levers on average during landings, including the air system and fuel system for trim."

Bayliss is one of 10 airship pilots in the United States and one of approximately 20 worldwide.

## Public Relations Maven

Goodyear is known for being a public relations trailblazer, and its pilots are front-line ambassadors for the company.

"Goodyear has been operating airships for 100 years, 90 years for public relations purposes. We invented live aerial coverage," Bayliss says. The first-ever live aerial coverage was provided by the Goodyear Blimp in 1955 at the Rose Parade in Pasadena, Calif.

The blimp pilot is part photographer, too. The airship and its externally mounted camera need to be positioned correctly to please the TV network directors on the ground.

"You have to get the right sun angle, and you have to watch out for that huge blimp shadow. You can't put that [shadow] on the stadium or the field, or the director will yell at you," Bayliss says. "Of course, you're also talking to air traffic control and flying the thing. It can get pretty busy."

## Required: People Skills

In addition to advertising Goodyear tires everywhere it goes and providing aerial coverage for events, the airship flies corporate guests and invitation-only passenger flights, in addition to donating ride certificates to various charities near its three bases each year. "As a pilot, you're part of the in-flight service team," Bayliss says.

He says his experience at Embry-Riddle prepared him well for the many "hats" he wears now as assistant chief pilot at Goodyear. In addition to earning a B.S. in Aeronautical Science, an M.S. in Safety Science and working as an instructor pilot for six years at the university, Bayliss was a member of the award-winning Prescott Campus Golden Eagles Flight Team. He was chief pilot and then president of the team when it won its first back-to-back national championships (2007 and 2008).

"I have no doubt that the Golden Eagles Flight Team prepared me — and not just for the flying skills, the precision landing and navigation, but also the leadership experience," Bayliss says. "Hands down it had a huge role in my success and basically made me who I am today."

Bayliss continues to support the Golden Eagles. In fact, when the team won its 11th national championship in May [See related story, Page 2], the alumnus was there to help celebrate. "I drove down to Columbus [Ohio] and watched them win it. It was awesome. I was so proud to be a Golden Eagle and be there."

## A Blimp Pilot for Life

While many of his fellow Prescott Campus classmates are now flying for the airlines, Bayliss says he couldn't be happier with his career path. "People are always smiling when getting on and getting off of my aircraft," he says. "I think of myself as pretty lucky."

He doesn't plan on hanging up his airship wings anytime soon, either. "I'm going to do it for as long as they let me," Bayliss says. 🍀





Vice President Richard Cheney presents the Distinguished Flying Cross to Chief Warrant Officer 3 Lori Hill on Oct. 16, 2006.

# Super Heroine

Alumna is one of few military women to earn a Distinguished Flying Cross for heroism

BY MELANIE STAWICKI AZAM

The last time retired U.S. Army Chief Warrant Officer 3 Lori L. Hill ('06, WW) flew a helicopter, she was in Iraq. She had a gunshot wound and her helicopter was taking enemy fire, forcing her to make an emergency landing. "You could just hear the bullets pinging and firing off the helicopter," Hill says, recalling that day in March 2006. "I did not know I got shot. I felt pain but kept going."

Hill's actions led to her becoming one of the few military women awarded the Distinguished Flying Cross (DFC) for heroism. She is also a Purple Heart recipient.

Now married with two young sons, Hill will be a featured speaker at the DFC Society's biennial convention Sept. 24-28, 2017, in Dallas. The event theme is *Heroic Women of the DFC*.

## Award-Winning Heroism

Hill was conducting a routine reconnaissance flight in her Kiowa Warrior when she and her co-pilot were asked to assist a ground unit being fired upon. While trying to suppress the enemy fire, Hill's helicopter was hit and lost hydraulic power. She was left struggling to control and land the chopper.

Hill says she didn't even realize she had been shot in the ankle until she had landed and sat down to take off her boot.

"The bullet went through my heel and up my ankle," she says.



Lori L. Hill with her Kiowa Warrior

**"Women can not only be in the military, but they can do in the military whatever they set their minds to do."  
- Retired U.S. Army Chief Warrant Officer 3  
Lori L. Hill**

Hill was in a cast for six months as her shattered leg bones healed. She got pregnant shortly thereafter and decided to retire from the Army in 2007.

"I would not be the person I am today if I had not spent 20 years in the Army," she says. "I loved flying in the Army."

## Blazing Trails for Women

Hill says she was a shy 17-year-old from Springfield, Ore., who joined the service to get money for college. She became an OH-58D Kiowa Warrior pilot and an aviation safety officer in the Air Cavalry and served in Germany, Korea and Iraq with deployments to Desert Shield/Storm and Operation Iraqi Freedom.

"The hardest thing about learning to fly a helicopter is to hover," Hill says. "But it is like riding a bike. Once you get it, it seems so easy."

When she started flight school at Fort Hood, Texas, she was one of a handful of other female pilots. She was assigned to the 2nd Squadron, 17th Cavalry Regiment, 101st Airborne Division at Fort Campbell, Ky., where she was the first woman to be assigned to B Troop. Hill says she stood her ground and worked hard, which helped her earn the respect of those around her.

"I honestly believe a woman can do any job she wants to, but she has to meet the same standards males do," Hill says.

While serving, she earned her bachelor's degree in aeronautical science with minors in safety and business from Embry Riddle's Worldwide Campus.

## A New Chapter

Since retiring, Hill has focused on being a mother to her two boys, Jacob, now 9, and Dylan, 7. Her husband is an active-duty helicopter pilot with 28 years of service. The couple were at one time in the same squadron.

"Sometimes he will fly past our house for our boys to see him, and I'll miss flying," Hill says.

Currently, she is substitute teaching, volunteering at her children's school and pursuing a master's degree in elementary education. She says that every so often, someone she knows now will stumble upon the photo of her receiving the DFC award from then-Vice President Richard "Dick" Cheney, and they're amazed that it's her.

"Women can not only be in the military, but they can do in the military whatever they set their minds to do," Hill says. 🌟

U.S. ARMY NEWS SERVICE (THE APPEARANCE OF U.S. DEPARTMENT OF DEFENSE (DOD) VISUAL INFORMATION DOES NOT IMPLY OR CONSTITUTE DOD ENDORSEMENT.)

## CAREER CORNER

### SAVE THE DATE

### 2017-18 Industry/Career Expos

**FRIDAY, SEPT. 8**  
Seattle, Wash.

**THURSDAY, OCT. 5**  
Prescott, Ariz.

**THURSDAY, OCT. 12**  
Daytona Beach, Fla.

**WEDNESDAY, FEB. 7, 2018**  
Daytona Beach, Fla.



For additional information and job resources: [careerservices.erau.edu](http://careerservices.erau.edu).

### LIFELONG LEARNING

### Embry-Riddle Professional Education

Embry-Riddle offers educational opportunities for professionals and organizations in the aviation and aerospace industries.

View upcoming seminars and certificate courses: [proed.erau.edu](http://proed.erau.edu).



## EVENTS ON THE RADAR

For the most up-to-date list of events, visit [alumni.erau.edu/events](http://alumni.erau.edu/events).

**SEPT. 8-9**  
**Industry/Career Expo & Worldwide Campus Commencement**  
Seattle, Wash.

**SEPT. 16**  
**Worldwide Campus Commencement**  
Honolulu, Hawaii

**OCT. 5-7**  
**Industry/Career Expo & OctoberWest Alumni Weekend/ Wings Out West Air Show**  
Prescott, Ariz.

**OCT. 9-13**  
**Human Factors and Ergonomics Society International Annual Meeting**  
Austin, Texas  
*Alumni Reception, Oct. 10*

**OCT. 10-12**  
**National Business Aviation Association's Business Aviation Convention & Exhibition**  
Las Vegas, Nev.  
*Alumni Reception, Oct. 10*

**OCT. 12-14**  
**Industry/Career Expo & Alumni Homecoming Weekend**  
Daytona Beach, Fla.

**OCT. 15-18**  
**Air Traffic Control Association Conference and Exposition**  
National Harbor, Md.  
*Alumni Reception, Oct. 16*

**OCT. 26-28**  
**Society of Women Engineers Conference**  
Austin, Texas

**NOV. 1-5**  
**Society of Hispanic Professional Engineers**  
Kansas City, Mo.

**NOV. 13**  
**Alumni Speaker Series Live**  
*A livestreamed event with host Marc Bernier*

**DEC. 2**  
**Worldwide Campus Commencement**  
Dallas, Texas

**DEC. 16**  
**Prescott Campus & Worldwide Campus Commencement**  
Prescott, Ariz.



### WEB EXCLUSIVE

Watch a behind-the-scenes look at how Embry-Riddle alumni help shape one of the largest air shows and aviation conventions in the world: the Experimental Aircraft Association's AirVenture Oshkosh. [lift.erau.edu/osh17](http://lift.erau.edu/osh17)



Scott Yoak

## IT'S TIME TO COME HOME

Make plans to visit this fall!

**OctoberWest Alumni Weekend & Wings Out West Air Show**  
**PRESCOTT, ARIZ.**  
**OCT. 5-7, 2017**

**Alumni Homecoming Weekend**  
**DAYTONA BEACH, FLA.**  
**OCT. 12-14, 2017**

**Get the details:**  
[alumni.erau.edu/homecoming](http://alumni.erau.edu/homecoming)





# CLASS NOTES

To share your Class Notes with *Lift* and your fellow alumni, join Embry-Riddle's online community at [alumni.erau.edu/join](http://alumni.erau.edu/join) today; or submit your announcements through email to [eralumni@erau.edu](mailto:eralumni@erau.edu). For guidelines, visit [alumni.erau.edu/notes\\_guidelines](http://alumni.erau.edu/notes_guidelines).

## Career News

### 1970s

**Robert J. Gross** ('77, DB) was promoted to senior trial counsel for the U.S. Department of Justice, Civil Division, Torts Branch, Aviation and Admiralty Litigation Staff, in Washington, D.C. Gross has defended the United States (including the Federal Aviation Administration and U.S. Air Force) in aviation-related tort cases and was a speaker on several occasions at Embry-Riddle's Annual Aviation Law and Insurance Symposium.

**Darrell Pope** ('78, WW) was promoted to senior vice president of flight operations at Dynamic Aviation in Bridgewater, Va. Pope joined Dynamic Aviation as a pilot in 2009. He is a retired U.S. Army pilot



and holds multiple Federal Aviation Administration certifications for both rotary and fixed-wing aircraft.

### 1980s

**David Bejou** ('81, DB) is provost and executive vice president for academic affairs at SUNY Empire State College, which has eight locations in Central New York. Bejou was formerly dean of the College of Business and Social Sciences at West Virginia State University.

**John Maris** ('82, '83, '17, DB) was named Defence Executive of the Year by the Canadian industry publication *Canadian Defence Review*. Maris is founder and president of Marinvent Corporation, a Montreal-based aerospace research and development firm. He is also a former chair of the Aerospace Industries Association of Canada, which is the national association representing Canada's aerospace manufacturing and services sector, and a current member of the Embry-Riddle Industry Advisory Board



for the Daytona Beach Campus' College of Engineering. In May 2017, he completed a Ph.D. in Aviation at Embry-Riddle.

**Jerry Walters** ('83, WW) is the utilities director for the City of Fort Smith, Ark.

**Stephen Blanchette** ('86, PC) joined The Aerospace Corporation as the director of software systems and acquisition on April 3, 2017.

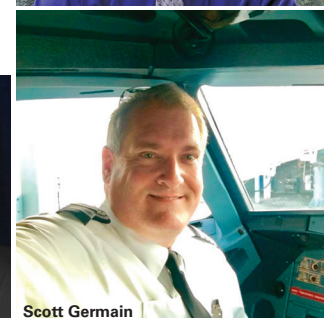
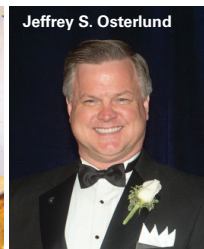
**Retired U.S. Air Force Lt. Col. Theo Dressler** ('86, DB) is the senior aerospace science instructor with the Air Force Junior ROTC at Polytech High School in Woodside, Del.

**Juan Fuentes** ('86, '91, WW) is a terminal district manager for the Federal Aviation Administration (FAA) and is responsible for the "Paradise District," which includes 18 FAA airport traffic control towers and/or terminal radar approach control, and 22 federal contract towers in Central Florida and south to Puerto Rico and the U.S. Virgin Islands.

**Cortland E. Mehl** ('87, WW) graduated from Capella University with a doctorate in business administration, specializing in global operations and supply chain management. He was inducted into the Delta Mu Delta business honor fraternity at graduation, and his dissertation topic was "Managing the United States Airline Pilot Shortage."

### CAMPUS LEGEND

|      |                                      |
|------|--------------------------------------|
| BFTS | No. 5 British Flying Training School |
| MC   | Miami Campus                         |
| DB   | Daytona Beach, Fla.                  |
| PC   | Prescott, Ariz.                      |
| WW   | Worldwide Campus                     |



**Bob Snuck** ('88, WW) is the manager of the Beverly Regional Airport in Beverly, Mass. Snuck flew helicopters in the military and worked for the Federal Aviation Administration until his retirement in 2005. Most recently, he managed Pittsfield Municipal Airport.

**Jeffrey S. Osterlund** ('89, DB) was inducted into the American Institute of Aeronautics and Astronautics (AIAA) Associate Fellow Class of 2017 on Jan. 9, 2017. He has been a member of AIAA since 1987, when he joined while at Embry-Riddle. Osterlund is currently the space and launch vehicles engineering capability integration manager for The Boeing Company.

### 1990s

**Scott Germain** ('90, PC) was upgraded to an A320 captain at American Airlines. Based at Los Angeles International Airport and living in Phoenix, Ariz., Germain also flies an AT-6, B-24 and B-17 for nonprofit organizations.

**Kenneth G. Moen** ('90, WW) earned his Accredited Airport Executive designation from the American Association of Airport Executives in July 2016. Moen retired as an air traffic controller (ATC) in 2009. He served as an international ATC instructor at Baghdad International Airport in 2010. He has worked at the Reno-Tahoe Airport Authority in various capacities since 2011, and is currently the general aviation property manager at both the Reno-Tahoe International Airport and the Reno-Stead Airport.

**Steve Nordlund** ('90, DB), former vice president of strategy for The Boeing Company's Defense, Space and Security business, will head Boeing HorizonX, the Chicago-based manufacturer's new venture-capital arm. Nordlund was involved in launching Insitu, which Boeing acquired in 2008. He is also a former chief information officer for Embry-Riddle.

**Michael G. Petridis** ('91, WW) is a senior partner at VIP Jets, an aviation consulting and merger and acquisition advisory firm in the Dallas, Texas, area. He is also the author of *Fighter Pilot Follies*, published in 2007. Petridis piloted what he calls some of the world's best fighters, the McDonnell Douglas-made F-15 Eagle and the F/A-18 Hornet, in Europe during the Cold War. He received an honorable discharge after 11 years of active duty in the U.S. Air Force.

**Dana Harris** ('92, WW) was hired as a professional maintenance, repair and overhaul technician at Paz Aviation.

**Retired U.S. Air Force Lt. Col. Greg Laxton** ('95, WW) now leads Boeing Business Jets. Most recently, he served as sales director for Air China, Air China Cargo, Shandong Airlines and Shenzhen Airlines. He joined The Boeing Company in 2004.

**Retired U.S. Air Force Brig. Gen. John Michel** ('96, WW) was named to the board of directors of Groen Aeronautics Corporation, a gyroplane and gyrodyne rotorcraft technologies company based in Salt Lake City, Utah.

**Daudi Barnes** ('97, PC) is founder, president and chief engineer at Advanced Mobile Propulsion Test in Durango, Colo. Barnes was the Entrepreneur of the Year and is a certified pilot.

**Kimberly J. Becker** ('97, WW) was hired as San Diego County Regional Airport Authority's second president/CEO, effective May 1, 2017. She was previously director at Mineta San José International Airport, where she had worked since 1995. She also worked at Teterboro Airport in New Jersey and Burbank-Glendale-Pasadena Airport for a total of 10 years.



**Rear Adm. Donna Cottrell** ('97, WW) is director of the U.S. Coast Guard Joint Interagency Task Force West (JIATF West). Located at Camp Smith on Oahu, Hawaii, JIATF West is the U.S. Pacific Command's executive agent for executing Department of Defense counterdrug activities.

**Brig. Gen. Patrick J. Doherty** ('97, WW) and his wife, Dee Dee Doherty, were announced as the winners of the 2017 Air Education and Training Command Gen. and Mrs. Jerome F. O'Malley Award on Jan. 30, 2017. Doherty is the 82nd Training Wing commander at Sheppard Air Force Base in Texas. The O'Malley Award recognizes the wing commander and spouse team whose contributions to the nation, the Air Force and the local community best exemplify the highest ideals and positive leadership of a military couple serving in a key Air Force position.

**Matthew K. Fay** ('97, '03, WW) was inducted into The Boeing Technical Fellowship as an Associate Technical Fellow in April 2017. His area of expertise is aircraft scheduled maintenance program development and optimization. Only the top 1.5 percent of Boeing's workforce become fellows, Fay says. Fellows are responsible for setting the technical direction for Boeing and resolving critical issues.

**Mark von Laer** ('97, DB) is now chief financial officer of Andritz AG, headquartered in Graz, Austria. Von Lauer was most recently chief financial officer at Lürssen Werft GmbH & Co KG, Germany.

**David Casey** ('98, WW) was promoted to director of avionics at Central Flying Service. He was previously a sales leader for the company's jet group.

**William W. Weakley** ('98, WW) will fulfill the remaining term of his brother, Bruce Weakley, on the Herkimer County Legislature in New York. A retired naval officer with 23 years of service, William was a member of the U.S. Navy Flight Demonstration Squadron Blue Angels from 1980 to 1984.

### 2000s

**Jonathan Rider** ('00, WW) is now senior vice president and chief operating officer at SeaChange International, advancing from chief information officer. Rider joined SeaChange in April 2016.

**Retired U.S. Army Master Sgt. Tanya Whitney** ('00, WW) was honored at the Louisiana State University Women's Center Esprit de Femme Awards Sunrise Celebration on March 30, 2017.

**Michael Johnson** ('05, WW) is co-chair for The Mars Generation Student Space Ambassador Leadership Program Advisory Board. A program supervisor with the Minnesota Department of Transportation, he is a 2016 graduate of the Advanced Polar Suborbital Science in the Upper Mesosphere

Academy and related Spacesuit Technician course. Johnson also owns New Star Aviation, an aerospace diversity outreach and inclusion program in St. Paul, Minn.

**Steven Province** ('05, WW) was named interim president of Providence Healthcare Network in Waco, Texas.

**Brian Roggow** ('05, PC), aviation safety program manager at the Embry-Riddle Prescott Campus, was selected Federal Aviation Administration (FAA) Safety Team Representative of the Year for his region in the 2017 FAA General Aviation Awards.

**Jim Elensky** ('06, WW) is deputy chief of the Haines City, Fla., Police Department. Elensky was formerly captain at the Polk County, Fla., Sheriff's Office, where he worked for nearly 25 years.

**James Carter** ('08, WW) has joined Traxxall Technologies in Wichita, Kan.

**Sarah Kalmeta** ('08, PC) is regional operations director for Universal Weather and Aviation. Based in Hong Kong, she is responsible for operational management and day-to-day leadership in the Asia-Pacific region across all of the company's business units.

**Ryan Ridder** ('08, DB) was named the 12th head coach of Bethune-Cookman University's men's basketball team. (See related story on Page 20)





**Br. Samuel Philip Hakeem** ('09, PC), a member of the Order of Preachers (Dominicans), was ordained a Catholic priest on May 20, 2017, at St. Pius V Catholic Church in St. Louis, Mo., by Archbishop Robert Carlson. His first Mass was celebrated May 21, 2017, at St. Pius V. He celebrated a Mass of Thanksgiving on June 4, 2017, at his home parish, the Prince of Peace Catholic Church, in Albuquerque, N.M. Hakeem studied space physics at Embry-Riddle. Following graduation, he studied optics at the University of New Mexico in Albuquerque for a year, before leaving the program to enter the Dominicans. In May 2017, he graduated from the Aquinas Institute of Theology in St. Louis, Mo., with a dual Master of Divinity and Master of Arts in Theology degree with honors. Hakeem's first assignment will be at Blessed Sacrament Parish in Madison, Wis.

## 2010s

**Josh Sprague** ('10, '14, WW) was hired as program coordinator for Sinclair Community College's Aviation Technology department in Dayton, Ohio. In addition, he continues to manage the property rental businesses he co-owns with his family.

**Andrew Goins** ('12, '15, WW) was selected to attend U.S. Air Force Officer Training School, with an expected entry date of early fiscal year 2018. Flight training will follow in Pueblo, Colo.

**Martin Connor** ('13, PC) was upgraded to captain for SkyWest Airlines.

**U.S. Air Force 2nd Lt. Nicholas Middleton** ('13, DB) graduated from specialized undergraduate pilot training at Seymour Johnson Air Force Base, N.C.

**Timothy Timmons** ('13, WW) was named 2017 Flight Instructor of the Year for Arizona by the Federal Aviation Administration's Scottsdale Flight Standards District Office. He was also recently designated a Master Flight Instructor by the National Association of Flight Instructors. Timmons is a Medevac pilot for Precision Air Transport flying the Rockwell Turbo Commander.

**The Hon. Robert L. Sumwalt III** ('14, WW) was nominated by President Donald Trump, and confirmed by the U.S. Senate on Aug. 3, 2017, to a two-year term as chairman of the National Transportation Safety Board (NTSB). Sumwalt has been a member of the NTSB since 2006, and served as vice chairman from 2006 to 2008. Before

joining the NTSB, Sumwalt was a pilot for 32 years, including 24 years with Piedmont Airlines and U.S. Airways. He is also an inductee in the South Carolina Aviation Hall of Fame.

**Liz McCoy** ('15, WW) was promoted to regional sales director for Embraer Executive Jets. She is responsible for new aircraft sales in Michigan and Kentucky. Her previous role with Embraer was as a business development manager.

**U.S. Air Force 2nd Lt. Jonathan Wright** ('15, DB), who is the son of **Lt. Col. John Wright** ('84, DB), is nearing graduation from Air Force Pilot Training at Sheppard Air Force Base in Texas, and was recently selected to fly the F-16, just as his father was in 1985.

**Kasey Dixon** ('16, WW) is providing HondaJet Southwest Customer Support for Cutter Aviation and is based in San Antonio, Texas. She started her aviation career in the U.S. Army, specializing on the AH-64D Apache Longbow Attack Helicopter. Dixon is a certificated Airframe & Powerplant mechanic and a fixed-wing and remote pilot.

**Elizabeth Geren** ('16, DB) was hired in February 2017 as a systems engineer associate at Lockheed Martin in Colorado Springs, Colo.

**Ado K. Sanusi** ('16, WW) was appointed CEO of Aero Contractors by Assets Management Company of Nigeria. Previously, Sanusi was deputy managing director of Arik Air, the largest local carrier in Nigeria.

## Family News

## 2010s

**Brett Watts** ('11, '14, PC) and **Blair (Boies) Watts** ('14, PC) welcomed daughter, Halsey Watts, on March 15, 2017.

## Marriages/ Engagements

## 1980s

**Steve Athearn** ('85, DB) and **Karyn Baker** ('85, '87, DB) were wed in Tacoma, Wash., on Oct. 27, 2016. Steve works for The Boeing Company in Seattle, Wash.

## 2010s

**Candace L. Pitman** ('11, DB) and **John R. Davis** ('09, DB; '16, WW) are engaged to be married. The two met and became friends in 2007 at the Daytona Beach Campus. Pitman says, "It was a friendship that lasted through our undergraduate years, new jobs, and, in my case, two years abroad. Sparks flew at a camping weekend with mutual friends in 2014." Davis proposed on March 30, 2017, at the base of the SR-71 (Pitman's favorite airplane) at the Pima Air Museum in Tucson, Ariz. — also the site of their first "official" date. The couple have planned a Dec. 9, 2017, wedding in Venice, Fla.

**Lauren Gulley** ('11, DB) and **Trey Cox** ('12, DB) were married on Sept. 4, 2016, in Nisswa, Minn. Gulley is pursuing a Ph.D. in Kinesiology at the University of Houston and Trey is a project engineer at MEI Technologies. They reside in Houston, Texas.

**Austin Donohoe** ('13, DB) married **Sophia Carr** on April 8, 2017, at St. John Chapel in Plymouth, Mich. The wedding party included best man **Alex Tiefenbrunn** ('13, DB). Donohoe is the assistant race engineer for East Lansing, Mich.-based 3GT Racing, a team that fields two Lexus RCFs in the IMSA WeatherTech SportsCar Championship. Carr is the assistant director of career services at her alma mater, Hillsdale College. The couple reside in Holt, Mich.

## Other

**Walter C. Donovan Jr.** ('70, DB) received the Federal Aviation Administration Wright Brothers Master Pilot Award on March 1, 2017, at a ceremony held in the atrium of the College of Aviation at Embry-Riddle's Daytona Beach Campus. Retired as a captain at FedEx in August 2012, Donovan has more than 20,000 flight hours and a 50-year accident-free flying record. He is also a retired lieutenant colonel in the New York Air National Guard. Several Embry-Riddle alumni, who are friends Donovan met as a student and member of the Alpha Eta Rho professional aviation fraternity,

attended the event. Donovan's wife, Annamarie, was also honored for her years of support of his piloting career. The Donovans now reside in Scottsdale, Ariz.

**Deborah Donnelly-McLay** ('97, WW) was a pilot flying the United Parcel Service (UPS) Boeing 757 on April 22, 2017, in the Thunder Over Louisville Airshow, which featured the first all-female flight crew in the airshow's history. The 757 was flown and supported by a team of women who work for UPS that included two pilots, an observer in the cockpit, one aircraft maintenance supervisor and two aircraft maintenance technicians. Donnelly-McLay is a 20-year veteran of UPS and is based in Miami, Fla.

**Brian Jackson** ('00, PC) and **Jay Williams** ('02, PC), who fly for Aero Air and the Lifemed Alaska Medevac contract, shared the cockpit during a recent mission to Western Alaska. Jackson says, "Aviation is a small world. It's great to cross paths with fellow alumni, even after 15-plus years, and share memories of our time at ERAU."

**Dustin Mosher** ('12, PC) is a flight test engineer for Virgin Galactic's SpaceShipTwo.

**U.S. Air Force Lt. Col. Samuel Joplin** ('13, WW) gave the keynote address at Missouri State University-West Plains' commencement ceremony on May 20, 2017. Joplin is an F-15 instructor pilot with the 159th Fighter Wing of the Louisiana Air National Guard at Naval Air Station-Joint Reserve Base, New Orleans, La. While serving as a traditional guardsman, he is also a Boeing 777 pilot at FedEx Express.

**Stanley "Mike" Johnson** ('14, DB) was a guest announcer for an episode of *The Price Is Right*, during season 46 of the TV game show. He was also a former contestant on the show in 2013. Johnson worked in local radio in production and on-air duties, but recently accepted an offer with the Federal Aviation Administration for an air traffic control position. Johnson is pictured, right, with Drew Carey, center, and George Gray, the show's usual announcer.





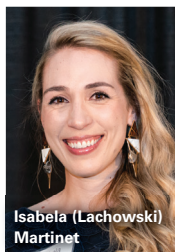
## Athletics Halls of Fame

Nine standouts in Embry-Riddle athletics were recognized this year.

On April 21, 2017, the Prescott Campus welcomed three new members to its Athletics Hall of Fame: **Derek Sanders** ('00, PC), wrestling; **Kelsey Anderson** ('13, PC), women's soccer; and **Isabela (Lachowski) Martinet** ('09, PC), volleyball.

Earlier in the year, on Feb. 3, the Daytona Beach Campus inducted six new members into its Athletics Hall

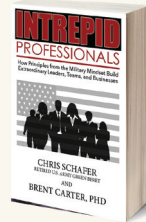
of Fame. They include (pictured, from left) **Sam Vazquez** ('11, DB), men's cross country/track and field; **Jason Cruse** ('00, DB), men's basketball; **Elina Johansson** ('11, DB), women's soccer; **Abby Hall** ('12, DB), volleyball; **Phillip Reamy** ('10, '13, DB), baseball; and **Russell Snyder** ('11, DB), men's cross country/track and field.



## EAGLE AUTHORS

# ON THE BOOKSHELF

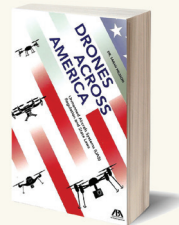
**Brent Carter** ('91, DB) co-authored the nonfiction book *Intrepid Professionals: How Principles from the Military Mindset Build Extraordinary Leaders, Teams and Businesses* in June 2017, with retired U.S. Army Chief Warrant Officer 2 Chris Schafer. "This book fills the gap experienced by many civilian companies who are eager to hire veterans but have little understanding on how to best leverage their experience and capabilities after they are hired," Carter says. The book includes real stories and related research that "balance the problems and pragmatic solutions of our time against the contemplative answers of great philosophers, scientists, thinkers, explorers, historians and notable military warriors." Included at the end of each chapter is what Carter calls "Actionable Intelligence," thought-provoking comments and questions that aid the reader in thinking critically about the topic at hand. Carter is CEO of Corporate Affairs at SolidRed Concepts.



**Tyson Roser** ('11, WW) authored *Spiritual Banana Republics and the Return to Spirit-Filled Ministry*. Published by Christian Faith Publishing in January 2017, his book reflects on global missions and the truth and consequence of human involvement in ministry, with the goal of illuminating the "biblical way of ministry, where God is in control with his people and his church functioning properly." Roser attended Embry-Riddle's Prescott Campus before completing a B.S. in Professional Aeronautics through the Worldwide Campus. He is a veteran naval aviator and now serves as the pastor overseeing international ministries and the Spanish community of The Bridge Church in Carson City, Nev.



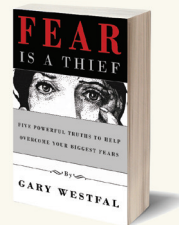
**Sarah J. Nilsson, Esq.** ('03, '06, WW) authored *Drones Across America, Unmanned Aircraft Systems (UAS) Regulation and State Laws*. It was published in 2017 by the American Bar Association. The book provides a framework for federal and state drone laws and explores policies and best practices for the operation of UAS. Nilsson is a lawyer and an assistant professor of aviation at Embry-Riddle's Prescott Campus.



**Charles Erlinger Jr.** ('94, WW) authored *The American Savior* under his pen name, Everett Heath. The novel was published in 2015. Erlinger is a retired veteran of the U.S. Air Force, and is also a retired Delta Air Lines pilot. Erlinger says his fiction writing evolved from being a lifelong songwriter.



**G. Gary Westfal** ('90, '94, WW) authored *Fear is a Thief: Five Powerful Truths to Help Overcome Your Biggest Fears*. The book was published in 2015. "Fear is a Thief" exposes fear and gives the reader a fresh new approach to managing fear using five fundamental truths," Westfal says. A writer, speaker and coach, Westfal is president of G-Life Enterprises Corporation. He is also a former member of Embry-Riddle's adjunct faculty.



## ARE YOU AN AUTHOR?

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## Andrew C. Becker

MARCH 14, 2017

U.S. Air Force Maj. Andrew C. Becker ('07, DB), who commissioned out of Embry-Riddle's Air Force ROTC Det. 157, died March 14, 2017, in the crash of a reconnaissance and surveillance aircraft during a training flight in New Mexico. The 33-year-old married pilot from Novi, Mich., was one of three service members killed when the single-engine U-28A crashed near the Clovis Municipal Airport. Co-pilot 1st Lt. Frederick Dellecker, 26, and Capt. Kenneth Dalga, 29, were also killed. All three were assigned to the 318th Special Operations Squadron at Cannon Air Force Base.

Inspired to join the military following the 9/11 attacks on American soil, Becker enrolled at Embry-Riddle and joined Det. 157. Following his commissioning and graduation, he progressed through flight training to become a pilot and member of the Air Force Special Operations Command. During his seven years of active duty, Becker served nine deployments into various combat areas, including 459 combat sorties and 2,260 combat flight hours, earning 22 medals and a number of awards, promotions and honors.

Becker's parents, Gary and Stacey Becker, have established an endowed scholarship in their son's name that will reward future Det. 157 cadets who exhibit the dedication, leadership and service for which their son was known.

"This scholarship will ensure that Maj. Becker's legacy lives on within Det. 157, and it will serve as an inspiration to everyone who has chosen to wear the uniform of the U.S. Air Force," says Bill Thompson ('87, PC), executive director of alumni relations at Embry-Riddle. To contribute: [givingto.erau.edu/give](http://givingto.erau.edu/give).



## Abbey Trinca

FEB. 27, 2017

Daytona Beach Campus student Abbey Trinca, 21, died unexpectedly on Feb. 27, 2017.

"Abbey was an outstanding student in our human factors program and a great representative of our university on the golf course and in the community. It's heartbreaking to see a young life cut short," says John Phillips, director of athletics at the Daytona Beach Campus.

Trinca came to Embry-Riddle in 2013, after graduating from the Maribyrnong Sports Academy in Melbourne, Australia. She was an accomplished four-year letter winner for the Eagles' women's golf team, a conference assistant for Embry-Riddle Residence Life, and was a part of Embry-Riddle Athletics' game operations/facilities and weight room staff. Prior to coming to Embry-Riddle, Trinca won the Victorian School Sports Award for golf in 2012.

"At age 17, Abbey came across the world from Australia to pursue her dream of academics and golf," says Embry-Riddle's Head Women's Golf Coach Maria Lopez. "She worked three jobs and competed as a collegiate athlete, all while being a Dean's List student. She was sweet and a kind spirit that will be missed and treasured."



## In Memoriam

### 1940s

**Alan Bruce** ('41, BFTS)  
Nov. 7, 2016

**T.J. Lees** ('41, BFTS)  
Jan. 15, 2017

**Retired U.S. Air Force Maj. Henry Kurtz Weiser** ('42, MC)  
March 19, 2017

**Retired U.S. Navy Capt. Hoyt Porter Maulden** ('43, MC)  
March 30, 2017

**Retired U.S. Air Force Reserve Col. Raymond J. Wienk** ('44, MC)  
Sept. 22, 2016

### 1950s

**Kenneth McNeil Armstrong** ('54, MC)  
Jan. 7, 2017

### 1960s

**William E. Pitts** ('60, MC)  
April 1, 2016

### 1970s

**John E. Quicksall** ('71, DB)  
Feb. 3, 2017

**Joseph F. Golinski Jr.** ('79, DB)  
Jan. 18, 2017

### 1980s

**William Michael "Mike" Grubbs** ('84, DB)  
March 29, 2017

### 1990s

**Richard T. Carter** ('94, DB)  
Feb. 13, 2017

### 2000s

**Deborah Butts** ('01, DB; Former staff)  
Jan. 11, 2017

**Anthony Tommasino** ('03, WW)  
April 14, 2017

**U.S. Navy Lt. Eric W. Ferguson** ('08, DB)  
March 30, 2017

### 2010s

**William "Bill" Robert Chadney** ('10, WW)  
Feb. 7, 2017

**Air National Guard Maj. Brian P. Murray** ('11, WW)  
Feb. 22, 2017

**James Fernando** ('13, PC)  
April 29, 2017

## Friends

**Gary Lee DeWindt**  
(Former DB Flight Instructor)  
Dec. 21, 2016

**Robert Wayne Harsha**  
(Former WW Adjunct Faculty)  
Aug. 16, 2016

**Richard E. Waddell**  
(Former DB Library Director)  
Jan. 25, 2017

## Help Us Memorialize Embry-Riddle Eagles

Notify the alumni relations office at [eralumni@erau.edu](mailto:eralumni@erau.edu) if you are aware of any classmates who

have died. For obituaries and up-to-date death notices: [alumni.erau.edu/passings](http://alumni.erau.edu/passings)



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