



Lift



PILOT SHORTAGE

Despite claims of 'wolf crying,'
the aviation industry is facing
a big numbers challenge.

PAGE 12

FROM THE INTERIM PRESIDENT



For Embry-Riddle's global base of accomplished alumni, the horizon looks bright and clear. We are building on our 90-year history of innovation to ensure the institution flies

even higher in the future. We are also helping the aviation and aerospace industries to address challenges and seize new opportunities as they arise. We have continued to strive toward doubling our research enterprise within the next five to 10 years. Our elite community of alumni represent our greatest achievement, and we remain grateful for your continuing support.

I have been honored to serve as your interim president. Now, I am excited about Embry-Riddle's future under outstanding new leadership. Dr. P. Barry Butler, former executive vice president and provost at the University of Iowa, was named Embry-Riddle's sixth president, having received the full endorsement of the Presidential Search Committee and the Faculty Advisory Committee. Dr. Butler's expertise in aeronautical, astronautical and mechanical engineering and his extensive contributions to aerospace science make him uniquely well-suited to help Embry-Riddle achieve the next level of excellence.

Dr. Butler has joined Embry-Riddle at an exciting time in the institution's history. This year, *U.S. News & World Report* named Embry-Riddle Worldwide as No. 1 in the nation for offering the best online bachelor's degree programs. Embry-Riddle's top-ranked aerospace engineering bachelor's programs are already renowned nationally and internationally.

With our research successes, Embry-Riddle is poised to become a premier source of transformative science and engineering, and the world's leading aviation university. Key to those efforts is the debut of the John Mica

Engineering and Aerospace Innovation Complex (MicaPlex) on our Daytona Beach Campus, which opened March 23. Our new research park will support entrepreneurs and startups to lead the next wave of industry innovation and job creation. This first phase of construction includes business acceleration and incubation capabilities, flex-lease space and cutting-edge instrumentation. Soon, a second building will begin that will include a wind tunnel and test facility featuring the most advanced measurement capabilities in its class. Meanwhile, we continue to work on some 250 ongoing research projects to prepare our students for a broad range of career opportunities.

In this issue, we highlight our efforts to better understand and mitigate the pilot shortage and its impacts on the aviation industry. For the past several years, Embry-Riddle has organized working summits for the airlines and conducted research in the area of pilot supply and demand to help confront the issue. On April 3, we hosted a lively *Lift*, Off the Page discussion and in-depth examination of the pilot shortage issue. If you missed it, you can view a recording of the event at lift.erau.edu/videos-spring-2017.

Through Embry-Riddle's new *ResearchER* magazine, which debuted in March, and related news on our website, we will keep you well-informed of our progress to achieve the next level of excellence, honoring our university and your legacy with us. Thank you for the good work that you do in your careers and communities. Please be sure to share your ideas with Dr. Butler, and join me in welcoming him to the university as we move forward together.

Sincerely yours,

Karen A. Holbrook, Ph.D.

INTERIM PRESIDENT



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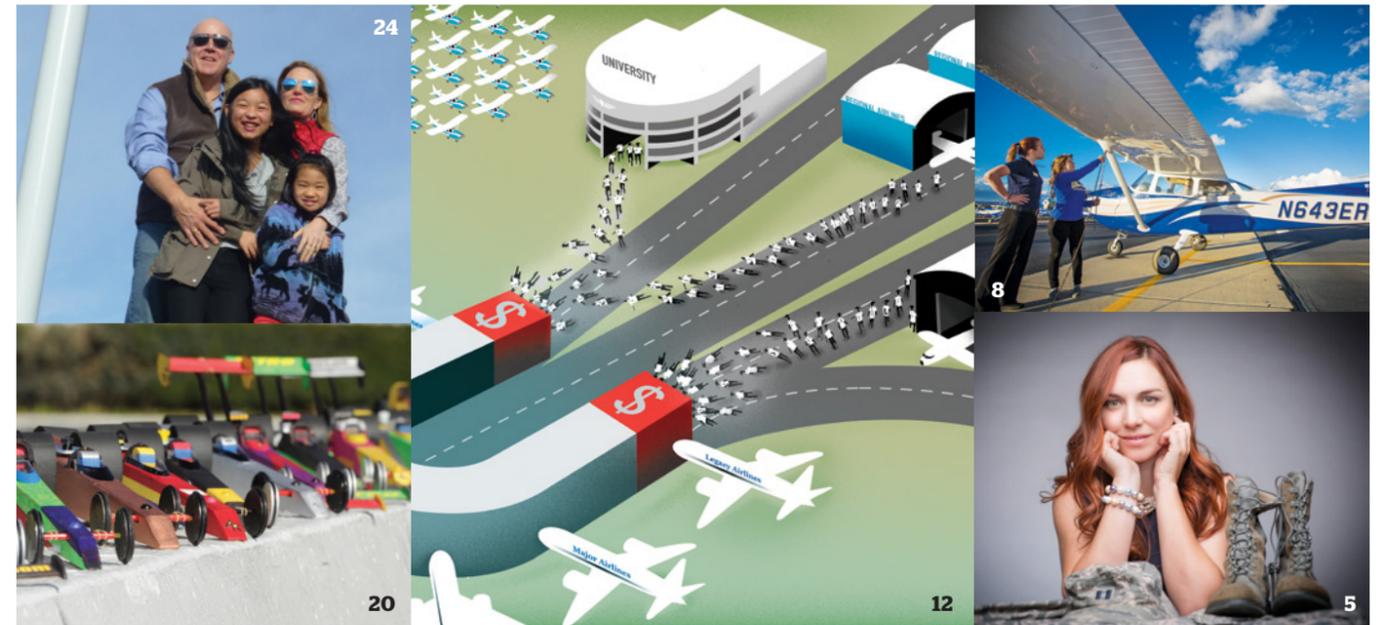
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12 The Pull of the Pilot Shortage

Forces of demand (and experts) confirm the shortage is real



ZUPKUS: PAUL R. VALLILLO, ESQ.; ILLUSTRATION: RAUL ARIAS; POTTER: NATALIE CASS

IN OTHER WORDS

5 Fighting the Good Fight

Former Air Force flight test engineer Molly Mae Potter ('07, DB) becomes a voice for female veterans

WINGS OF LEGACY

6 A Living History

Remembering the No. 5 British Flying Training School through memorial

8 On the Fast Track

An inside look at how Embry-Riddle students and alumni are fully prepped to take off with the major airlines

ALUMNI @WORK

20 The Toymaker

Luc Bausch ('89, PC) turns lifelong hobby into thriving business

GIVING TO EMBRY-RIDDLE

22 The Art and Science of Aviation

Helen Wessel funds chair to establish a new aerospace physiology program

ALUMNI IN ACTION

24 Clean Energy Pioneer

Greg Zupkus ('86, DB) creates the first for-profit wind power plant in Connecticut



CHECK OUT THE LIFT WEBSITE!

Read *Lift* on your desktop, tablet or phone, and get immediate access to video and other web extras. lift.erau.edu

2 Chatter

News and notes from the world of Embry-Riddle

4 Feedback

Embry-Riddle alumni and friends offer comments and opinions

26 Alumni News

A message from the Alumni Association, upcoming events and more

32 Class Notes

Find out what your fellow alumni are up to now

ON THE COVER: Illustration by Raul Arias

ALTIMETER: HIGH POINTS AT EMBRY-RIDDLE

Associate Professor Jackie Luedtke of the Prescott Campus' College of Aviation receives the 2016 V.L. Laursen Award for "outstanding contributions to aerospace education" from the University Aviation Association.

The Daytona Beach Campus' Women's Soccer team receives the National Soccer Coaches Association of America Team Academic Award for achieving the highest GPA of any soccer team, men or women — at any NCAA Divisions I, II, III and NAIA level — in the nation for 2015-16.

Worldwide Campus Assistant Professor and Research Chair David C. Ison ('03, WW) is elected President of the University Aviation Association for 2017.

The Prescott Campus' Industrial Psychology and Safety program is ranked No. 1 in the nation for "Best Value in Occupational Safety Degree Programs" by CollegeValuesOnline.com. The Daytona Beach Campus' Aerospace and Occupational Safety program is ranked No. 4.

Maneesh Sharma, former dean of the School of Business at Tiffin University, is named dean of the Worldwide Campus College of Business.

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

No. 1 Online Educator

Embry-Riddle Worldwide ranked at top for undergraduate distance learning

Once again, Embry-Riddle Aeronautical University's Worldwide Campus has been ranked No. 1 in *U.S. News & World Report's* 2017 list for best online bachelor's degrees in the nation.

This is the fourth consecutive year that Embry-Riddle Worldwide (online.erau.edu) secured a coveted spot. Last year, Embry-Riddle Worldwide tied for first and was listed as No. 1 Best Online Bachelor's Degree Program for Veterans.

"This ranking honors the decades of experience and commitment to quality, real-world and innovative higher education that Embry-Riddle Worldwide has been known for since its inception in 1971," says Chancellor John R. Watret. "When Embry-Riddle

launched its distance learning and online programs as Worldwide, it was natural for the university to leverage its global reputation of excellence and faculty expertise in aviation and aerospace. We continue to move forward, constantly finding new ways to provide even more valuable, more personal attention to our students."

U.S. News & World Report ranks online bachelor's degree programs and graduate business programs in the following categories: student engagement, admissions selectivity (graduate business programs), faculty credentials and training, peer



reputation, student services and technology. "We are setting the standard for world-class, unparalleled online

education," says Jason M. Ruckert, vice chancellor for online education. "By constantly integrating new technologies such as virtual reality, artificial intelligence and virtual laboratories, we are preparing our students to obtain the career they desire, and to flourish as leaders for years to come."

Embry-Riddle Worldwide serves more than 22,000 students online and at 125 campuses in the United States and globally.

— Melanie Hanns

Florida, Embry-Riddle and Silver Airways Provide Pilot Pathway

In a continuing effort to help resolve the national professional pilot-supply shortage, the State of Florida, Embry-Riddle and Silver Airways are partnering to offer financial assistance and a direct pathway for students to jobs at the Florida-based air carrier. The partnership also supports Florida's aviation economy and its future.

The Professional Pilot Apprenticeship/Internship (PPAI) Grant program focuses on increasing the level and number of potential pilots coming to the state to earn their undergraduate degrees and professional pilot certifications. The grant, which could be offered

to as many as 60 students, will require completion of an undergraduate degree at Embry-Riddle's Daytona Beach Campus.

After satisfying academic and training qualifications, these students would serve as flight instructors at the university for a minimum of three semesters. The grant then provides opportunities for these students to be offered jobs as professional pilots at Silver Airways, which operates more routes within Florida and between Florida and the Bahamas than any other airline.

"An initiative such as this reflects the unfailing commitment by the State of Florida, the aviation industry and higher education to instill valuable, affordable and quality skills, knowledge, experience and opportunity to its future," says Embry-Riddle Interim President Karen A. Holbrook.

The program is supported by a \$2 million university grant by Florida Gov. Rick Scott's Florida First budget. All designated funds will be used to cover costs to the students, including the certifications — Certified Flight Instructor, Certified Flight Instructor Instrument, Multi Engine Instructor, Airline Transport Pilot/Certification Training Program — as well as hourly rates for the rental of aircraft, fuel, flight training devices, full flight simulators, all instructional materials and tests.

— Melanie Hanns



Welcome, Barry Butler!

Embry-Riddle names permanent president

On Feb. 14, Embry-Riddle's Board of Trustees unanimously appointed P. Barry Butler to be the university's sixth president.

"I'm thrilled to be named Embry-Riddle's next president, and I look forward to building upon the outstanding global reputation of the university," Butler said to a crowd of students, faculty and staff assembled in the Jim Henderson Administration and Welcome Center building the following day. "I want to partner with all of you to define the future of Embry-Riddle, the research we do, the educational programs we deliver and our engagement with alumni as we move forward."

Butler's official duties as president began March 13.

Midwestern Roots

Butler comes to Embry-Riddle from the University of Iowa, where he was executive vice president and provost and a longtime assistant professor in the mechanical and industrial engineering department.

"It is important to note that Dr. Butler received 100 percent endorsement from everyone involved in this search. All of the way through the short



list to the final approval of the board of trustees, there was one name that consistently rose to the top. And that was Dr. Butler," says Mori Hosseini (HonDoc '13; '78, '79, '82, DB), chairman of the Embry-Riddle Board of Trustees and chairman of the Presidential Search Committee.

Butler says he is particularly excited to join Embry-Riddle because of the university's aviation focus. "It's amazing for me to be part of an institution with such a history, with a group of people who have the same passion that I have — the passion for aeronautics," says Butler, who earned his bachelor's and master's degrees in aeronautical and astronautical engineering and a Ph.D. in mechanical engineering, all from the University of Illinois at Urbana-Champaign.

Butler is married to Audrey Butler, Ph.D., a lecturer in chemical and biochemical engineering at the University of Iowa.

— Melanie Hanns

ALTIMETER (CONTINUED)

Embry-Riddle Worldwide opens a new campus in North Charleston, S.C.

Air Force ROTC Det. 028 at the Prescott Campus is named 2016 Best Air Force Large Detachment of the Year; **Maj. Shane Richardson**, director of operations for Det. 028, is the 2016 AFROTC Education Flight Commander of the Year; and **Tech. Sgt. April Fargher**, the non-commissioned officer in charge of Det. 028, is the Southwest Region's Personnelist of the Year.

Game Time

New games, animation degree to launch at Prescott Campus

To prepare students for high-demand technology careers, Embry-Riddle has launched a new Bachelor of Science degree in Simulation Science, Games and Animation.

This unique program — the only one in Arizona — combines computer science, aeronautics, mathematics, physics, engineering, military science, security management

and business for students interested in pursuing careers in virtual reality, aviation simulation, computer-aided design systems, animation, computer games and more.

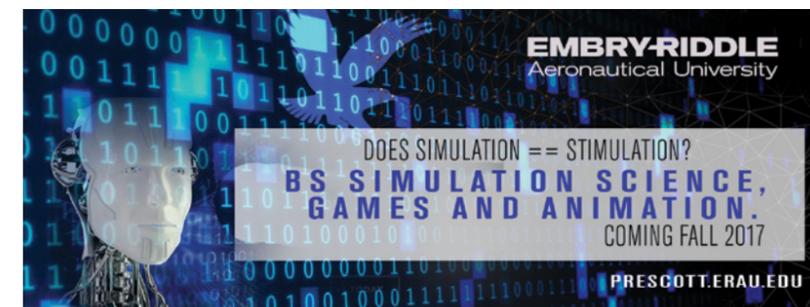
"We have built a compelling simulation program using the formidable strengths of our long-respected engineering and aviation expertise for a career path that is ripe with professional opportunity," says Paul Hriljac, mathematics

professor and chair of the new program at Embry-Riddle.

Graduates will have strong job prospects. Information technology is among the fastest-growing fields in the United States today. The U.S.

Bureau of Labor Statistics reports the category most in demand nationally is software developers, with a 17 percent increase expected between 2014 and 2024.

— Jason Kadah





Sigma Alpha Tau Fraternity, circa 1956-57

FROM THE EDITOR

The spring 2017 *Lift*, Off the Page event took place April 3. Our panel of alumni and faculty subject matter experts took a deeper dive into the pilot shortage, its causes, ramifications and potential remedies. If you missed it, watch it here: lift.erau.edu/videos-spring-2017.

Be sure to check out the web exclusives included with this edition.

Tell us what you think about the pilot shortage at lift.erau.edu/shortage-survey. And see what others are saying about it. Alumni and industry representatives weighed in on the topic at Embry-Riddle's 2016-17 Industry/Career Expos: lift.erau.edu/videos-spring-2017.

Share your opinions on the pilot shortage or other *Lift* topics anytime: Email liftmag@erau.edu.

—SARA WITHROW, EDITOR

University of Miami/Embry-Riddle Business Pilot Course

The day after my discharge from the U.S. Air Force in August 1956, I left Portland, Ore., for Miami to start my classes with Embry-Riddle in conjunction with the University of Miami (U of M). The course was called the Business Pilot course.

We took our aviation courses and others at U of M leading to a B.A. degree with a major in Aviation, and we did our flying at the old Tamiami Airport on 8th Street. Embry-Riddle hired the instructors in meteorology, navigation, etc., and U of M employed those teaching radar meteorology and subjects, such as accounting, statistics and other boring studies.

I had my private pilot certificate and was working on my commercial and multi-engine ratings, and our chief pilot was Mr. Delgado. My multi-engine training went

well using the T-50, also known as the "Bamboo Bomber," because it was made of wood (no joke) and powered by two Jacobs 245-horsepower engines.

Our Embry-Riddle instructors told us about the Professional Aviation Fraternity, Sigma Alpha Tau, and encouraged all of us to join. We had dinners and hosted well-known speakers in the aviation industry. We had no alcohol or dancing girls. I guess you can't have it all. The photo (displayed above) was taken about 1956-57 of select fraternity members. Sitting, far right, is Bob Kane, our department head, and far left is Mr. McHenry, one of our teachers. I am standing, fourth from left, and the tall guy in the center is my friend Bill McMillin. Bill died in 2015.

I went on to work as a DC-3 copilot for Northeast Airlines and ultimately ended up at National Airlines (NAL) flying as a B727 captain. In 1980, NAL was bought by Pan

Am. I spent the next 10 years flying wide body jets, DC-10 and Airbus A300, before Pan Am went out of business in 1991. Now, I live on a farm in Western North Carolina with my wife, Gail, our dog, Nick, and eight cats.

Richard "Dick" W. Keenan
('58, MC, Non-degree)

Certificate in Business Piloting, University of Miami, in partnership with Embry-Riddle

Poor Photo Choice

I think that the picture of Mr. [Greg] Feith on page 28 [fall 2016: *A Living Legend by No Accident*] is disrespectful to those who perished in that tragic accident. An accident investigator should show respect and dignity at all times. I am disappointed that the magazine chose to run such a distasteful photo.

Craig S. Aber ('94, DB)
B.S. Aeronautical Science

EDITOR'S NOTE: *The photo referenced shows former National Transportation Safety Board investigator Greg Feith posing among aircraft wreckage. Taken in 1980, the image documents Feith's excitement at having discovered his "calling" for accident investigation. Still a student at the time, it was the first wreck he had investigated on his own. No disrespect to the victims of the tragedy was intended.*

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.

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IN OTHER WORDS

Fighting the Good Fight

Former Air Force flight test engineer becomes voice for female veterans

BY MOLLY MAE POTTER ('07, DB)

It all started out as a joke: An old friend of mine nicknamed me "Ms. Veteran America" when she learned that I was advocating for veterans with post-traumatic stress disorder (PTSD). She looked up "Ms. Veteran" in an online search engine to find a funny picture and make a meme in my honor. To her surprise, she discovered that Ms. Veteran America was not only a real organization, but that I would qualify for its annual competition. I was quick to push back. "I do not do pageants," I told her. But when I researched the competition, I learned that it really wasn't a pageant. The Ms. Veteran America competition is a movement to unite women veterans from all eras of war and all military services to raise awareness in their communities about the growing demographic of homeless women veterans with children in this country. I entered the competition in January 2016.

The Backstory

I joined the Air Force in 2007, just weeks after graduating from Embry-Riddle's Daytona Beach Campus with a degree in engineering physics. I was serving as a munitions test engineer and soon found myself in my dream job as a flight test engineer. However, a deployment to Afghanistan in 2010 turned my world around. What I saw and experienced there could not be erased, and my life and career quickly fell apart. I became depressed. I had panic attacks in my sleep, which led to insomnia. I had sporadic short-term memory loss – and I became anorexic. Because of my status as a flight test engineer, I did not seek help for fear of losing the security and medical clearance status required for my job. I suffered alone for years, but with the support of my military command and my family, I finally sought professional help.

In 2013, I was diagnosed with PTSD and traumatic brain injury. During my treatment, I was provided a service dog named Bella, who is trained to interrupt night terrors and provide comfort during panic attacks. Following months



Molly Mae Potter

of mental health treatment, I was honorably discharged from the Air Force in November 2013 with Bella by my side. But the struggle continued. I had to find a job and a new identity. I eventually settled in Austin, Texas, working as an engineer for Dell Technologies, where I'm currently an engineering operations director. I also started helping other veterans who were struggling with post-deployment issues and coping with the transition back to civilian life.

A Life-Changing Event

When I joined the Ms. Veteran

America competition, my work with veterans expanded. I was able to unite with women veterans across the country. I finally felt that I had found my calling in life – to be a voice for women veterans who did not have an advocate to fight for them.

During the 10-month competition, contestants are judged on their advocacy work, fundraising, a talent that makes them unique, and their knowledge of the military, current events and the history of women in the military. In a year's time, I raised more than \$17,500 for Final Salute Inc., which provides housing for homeless women veterans and their children. I also became a City of Austin Commissioner on Veterans Affairs and vice president of government and industry relations for the Texas State Air Force Association.

When I wasn't at a local veterans event, I was studying military history and reading up on current events. It was a full year of not only learning, but also connecting to my community – something that I had missed doing since leaving home for college in 2003.

The hard work paid off. On Oct. 9, I was awarded the 2016 Ms. Veteran America title and crown. And I earned the privilege of traveling the country for a year to advocate on behalf of women veterans and their families. Sharing my personal story of struggle and recovery has not only helped me grow stronger as an individual; it has also helped other veterans get the support that they, like I, once feared to seek.

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.

A Living History



Embry-Riddle President John McKay congratulates a cadet at graduation.

Memorial keeps British Flight Training School and World War II era alive for Central Florida community



Chuck Neyhart



British airmen arrive in Clewiston, circa 1940s.

BY ALAN MARCOS PINTO CESAR

A service held on Memorial Day each year in Arcadia, Fla., is especially significant for many early Embry-Riddle alumni and this Central Florida community. The service remembers the 23 British Royal Air Force (RAF) cadets who died during World War II at Embry-Riddle flight training facilities. But it's also a reminder of a more patriotic era — and a time when nations came together to fight a common enemy.

The Arcadia Rotary Club has organized the event since 1946 at a special area of Oak Ridge Cemetery. The Union Jack flag flies here above grave-stones for those cadets, as well as a stone for Embry-Riddle co-founder John Paul Riddle, who died in 1989. A portion of Riddle's ashes are buried here to commemorate his deep affinity for the No. 5 British Flying Training School (BFTS) he established and the men who gave their lives to the war effort.

"Our club participates, the community participates. It's a tradition," says Judy Kirkpatrick, organizer of the Rotary Club memorial.

Embry-Riddle started training pilots in 1941 for the U.S. Army Air Corps (later the U.S. Army Air Forces) and the RAF at Carlstrom Field in Arcadia. As of September 1941, the training of RAF cadets moved to the newly constructed Riddle Field in Clewiston, Fla., and it became known as No. 5 BFTS.

At the time, the German Luftwaffe was hailing devastation on the island empire, making flight training too dangerous for the RAF on its home soil. As part of the Lend-Lease Act signed by President Franklin Roosevelt, No. 5 BFTS was one of seven training facilities erected throughout the United States.

Resort Lifestyle

George Hogarth ('42, BFTS) arrived at Riddle Field for basic training while construction was underway, but there were still many luxuries not available in war-torn

Britain. "The lack of blackouts, driving on the right and having plenty of food, butter, jam (jelly) and sugar, fruit and seeing lots of the sun" were all highlights he cited in his letters. Hogarth's life and his experience at No. 5 BFTS are memorialized by his daughter, Jenifer A. Harding, in her book, *George Hogarth, Clewiston and Beyond*.

"The facility had an Olympic-size swimming pool and very nice tennis courts," adds Jeff Barwick, former director of the Clewiston Museum, which includes a No. 5 BFTS exhibit. "Mr. Riddle was very fluent in the world of tennis. He was able to get a world-class tennis player, Donald Budge, to come and give some tennis lessons to the British cadets."

Dual Wings

As Allied forces began beating back the Nazi front, demand for British pilots diminished, Harding says. This led to some American cadets training at No. 5 BFTS and earning both U.S. and RAF wings. Retired U.S. Air Force Maj. Charles "Chuck" Neyhart ('44, BFTS) was one. He was awarded his RAF wings from a British officer at a graduation ceremony on April 15, 1944, and later that day he received his Army Air Corps wings from a U.S. representative.

The RAF training was much more stringent than American training, including more night flying, solo flying and navigation, Neyhart says. The instructors were American civilians employed by Embry-Riddle, but they followed the RAF flight regimen. An on-site RAF wing commander provided oversight. Neyhart went on to serve in World War II as a ferry pilot and later in the Korean War and in Vietnam. He retired in 1968.

Community Support

The people of Clewiston were excited to see the foreign cadets arrive from Canada by rail. The local newspaper would publish a story when each new group arrived. "People remember them getting off the train in the

summertime with their heavy wool jackets and almost passing out from the heat," Kirkpatrick says.

During training breaks, the cadets would sometimes hitchhike to the nearby beach towns or ride an improvised bus to West Palm Beach. "The families in West Palm Beach really opened their homes to the British cadets," Neyhart says.

Remembering No. 5 BFTS

Today, nothing remains of the original Riddle Field. The area is now home to Airglades Airport, a county-owned, public-use airport, which has a display inside the terminal commemorating No. 5 BFTS.

The Union Jack flies alongside the U.S. flag at Airglades Airport, in downtown Clewiston, and over the No. 5 BFTS burial plots in Arcadia.

The annual memorial draws hundreds of people to a town of fewer than 8,000, Kirkpatrick says. Some have come for decades to share their stories. Harold Kosola ('62, '63, MC), one of those longtime attendees, first connected with No. 5 BFTS when his uncle took him on a tour of the active training facility at age 6.

"When I was the volunteer president of the early Embry-Riddle Alumni Association in the 1970s, I made contact with the No. 5 BFTS cadets again, and I attended their reunion in Miami," says Kosola, who also traveled to Great Britain to attend BFTS reunions.

In recent years, Harding created a biannual newsletter to keep the surviving No. 5 BFTS graduates and their families connected. She publishes it with the help of Kosola and Barwick.

"I want to make sure that what I find out is written down so that my grandchildren will know what their great-grandfather (and great-grandmother, of course) did during the war, what a difference it has made to all of our lives and how wonderful and heartwarming is the ongoing generosity of people in Florida," Harding says.

For more: www.5bfts.org.uk

BY THE NUMBERS

**No. 5
British Flying
Training
School**

1941 Opens
1945 Closes

2,500 acres
size of site near
Clewiston, Fla.

\$2 million
cost to build

1 of 7
British Flying
Training Schools in
the United States
during World War II

60 aircraft
fleet at opening

1,800
RAF cadets trained

1,309
RAF cadets graduated

105
U.S. Army Air Forces
cadets graduated

23
RAF cadets died
during training



Above: Jenifer A. Harding, right, and Susan Sweet Phillips, the daughters of cadets who graduated from No. 5 BFTS, attend the 2016 Memorial Day service in Arcadia, Fla. Right: Wing Commander Simon Twose delivers the address at the 2015 service.

CLEWISTON: SOUTHWEST FLORIDA LIBRARY NETWORK/CLEWISTON MUSEUM/UFDC.UF.LEDU

MEMORIAL PHOTOS: SUBMITTED BY JENIFER A. HARDING

On the **fast track** TO THE MAJOR AIRLINES



Danielle Erlichman, right, and Marisha Falk, both Embry-Riddle alumnae, earned first place in the collegiate division and second place overall in the 2012 Women's Air Race Classic flight competition. Right: Erlichman smiles after completing her Airbus A320 type rating at JetBlue in 2016.

How Embry-Riddle alumni and current students are super prepared for aviation careers

BY CHRIS WARREN

Danielle Erlichman's route to becoming a first officer for JetBlue began, appropriately, thousands of feet in the air. Before the Massachusetts native set foot in a classroom on Embry-Riddle's Daytona Beach Campus, she was ensconced in the cockpit of a Cessna 172. "They take you on a discovery flight," recalls Erlichman ('12, DB; '15, WW), who earned a B.S. and a Master in Aeronautical Science — and served as a school flight instructor from 2011 to 2014. "They want to share with you the experience and the love they have of flying."



SIMULATOR: DAVID MASSEY; AIR RACE CLASSIC TEAMS: DARYL LABELLO



Embry-Riddle is one of the only universities in the nation that offers flight training in a Flight Safety International FAA Level D CRJ 200 full-motion simulator. Below, current students Devin Ormond, left, and Hassan Amer practice their skills.

For Erlichman, that exhilarating discovery flight was the beginning of a fast-track journey into the cockpit of a major carrier. Erlichman participated in Cape Air's University Gateway Program, a unique partnership between the airline and Embry-Riddle that provides a path for undergraduates to progress quickly from diploma to flight instructor to captain at Cape Air — which helped her eventually earn a JetBlue interview. "I feel extremely fortunate to have been a part of the University Gateway Program because it brought me to exactly where I want to be for the rest of my career," says Erlichman.

From Golden Eagle to Delta Pilot

Erlichman's story from campus to the cockpit is far from unique. Roy Evans II ('04, PC) spends his working life as a pilot of Delta Air Lines 757s and 767s. "When I went to Embry-Riddle, I knew I wanted to fly airplanes for a living, but I had no idea what that involved," says Evans. "I was lucky to have colleagues, professors and mentors at Embry-Riddle who showed me the way and enabled me to do what I do today."

As much as Evans values the practical education he received, his time as a member and coach of the Golden Eagles Flight Team was the most formative and influential. In fact, Evans was first drawn to



Four teams represented Embry-Riddle in the 2016 Women's Air Race Classic. The contestants are pictured here with Prescott Campus Chancellor Frank Ayers, far right, and Daytona Beach Campus Flight Training Department Chair Ken Byrnes, far left. Contest participation offers students hands-on, real-world learning experiences.

attend the Prescott Campus because he wanted to be part of the success of the Golden Eagles — which to date have won 10 national championships. Evans became a member of the team that won the 2003 National Intercollegiate Flying Association crown.

Evans concedes it was not always easy to balance school and team activities. But the intense extracurricular activity — with 20 to 40 hours of Golden Eagles training *per week* — honed a competitive mindset that helped him make the jump from



Above: In-flight training is an invaluable component of the learning process. Here, student Emma Grimes practices an ascent in the Embry-Riddle Cessna 172 training aircraft along with flight instructor Abbie Pasmore, foreground. Right: Hannah Rooney, right, a flight instructor at the Prescott Campus, tours the flight line with Erin Mann.

SkyWest to Delta after 10 years. “When it comes to my day-to-day operations, I really notice where I’m excelling and where I’m falling short, and it really brings me back to the team and how we always had the drive to make ourselves better.”

The Embry-Riddle Way

Jerry Kidrick, chairman of the flight training department at the Prescott Campus, says it’s not surprising that Embry-Riddle’s graduates have a high rate of success in aviation careers.

“What you learn on day one here, you will carry with you for the next 40 years,” he says. He attributes the solid preparation students receive in part to the university’s state-of-the-art equipment and its fleet of training aircraft, which help students easily transition into any industry position.

“We have glass cockpits in everything we fly here, all students are doing their flight planning on computers, and there are computers in the airplanes. It’s a look ahead at where the industry is going as airplanes become more technologically advanced,” Kidrick says.

While training on the best equipment matters, the quality of the people makes the biggest difference. Most Embry-Riddle flight instructors are graduates and follow the school’s high-standards teaching approach, coined the *Embry-Riddle Way* of piloting, which dates back to the training philosophy of co-founder John Paul Riddle.



This time-honored dedication of instructor pilots pays serious dividends in their piloting careers. “When it comes to hiring, flight instructor experience is looked upon very highly in the industry,” says Scott Reese (’94, WW), an assistant professor of aeronautical science and an Eagles Flight Team coach at the Daytona Beach Campus. “It’s because of the technical knowledge they have, but it’s also because they have such good decision-making abilities.”

DAVID MASSEY

Practice Like an Airline

Ryan Albrecht (’02, DB; ’09, WW), who did his flight training at the Daytona Beach Campus but took his skills to the Prescott Campus, where he is now chief flight instructor, says creating an airlines-like atmosphere teaches effective aeronautical decision-making. “The whole focus is to have someone step out of here and take with them a mental philosophy about what is important in flying and a clear understanding of the skills they need to master and sustain,” he says.

Rob Schwerd (’03, PC) says the emphasis on functioning like an airline at Embry-Riddle was perfect preparation. Schwerd is a first officer on a Los Angeles-based Delta 737 and flies throughout Latin America, the Caribbean and North America.

With a team of people on his 737 today, Schwerd finds value in his Embry-Riddle coursework in crew resource management. “We talked about how to work together and to verbalize a problem and include

everyone in decisions,” he says. “Once you get to a big airplane, it’s a bunch of people running the show, and lessons from those crew resource management courses are used on a daily basis.”

Nick Moore, a student at the Prescott Campus and member of the Golden Eagles who will graduate in 2018, says he’s looking forward to one day having an office in the sky. “I feel like I’m on my way with the experience and exposure I need, especially because I’m doing it at a place that has such a known name in the industry.”

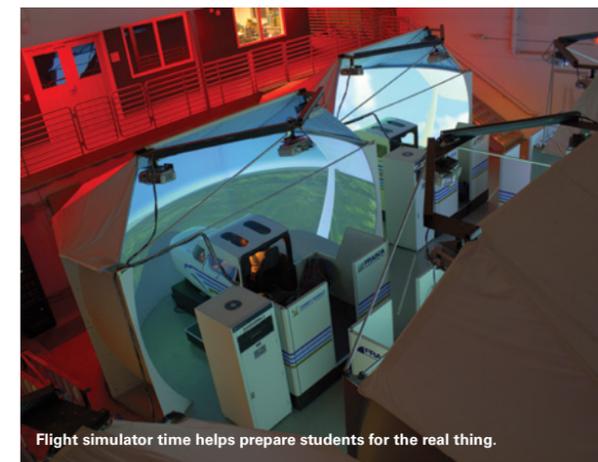
Accreditation Makes a Difference

Graduates of AABI programs like Embry-Riddle are top performers

Pilots who complete an aviation degree and flight training at AABI-accredited* collegiate programs like Embry-Riddle perform better than any other entry-level pilots in regional airline training, according to the *Pilot Source Study 2015*, which analyzed training performance records from 19 U.S. Part 121 regional airlines. The study, which examined the training records of 6,734 pilots hired between Aug. 1, 2013, and summer 2015, was co-led by Embry-Riddle associate professor Guy M. Smith and University of North Dakota professor Elizabeth Bjerke.

Graduates of Embry-Riddle can also start working for an airline sooner. In 2014, Embry-Riddle’s flight programs became the first in the country to receive Federal Aviation Administration approval for its Restricted Airline Transport Pilot certification, making graduates eligible to be commercial pilots with 250 to 500 fewer flight-training hours than those who complete nonqualified programs.

* Aviation Accreditation Board International

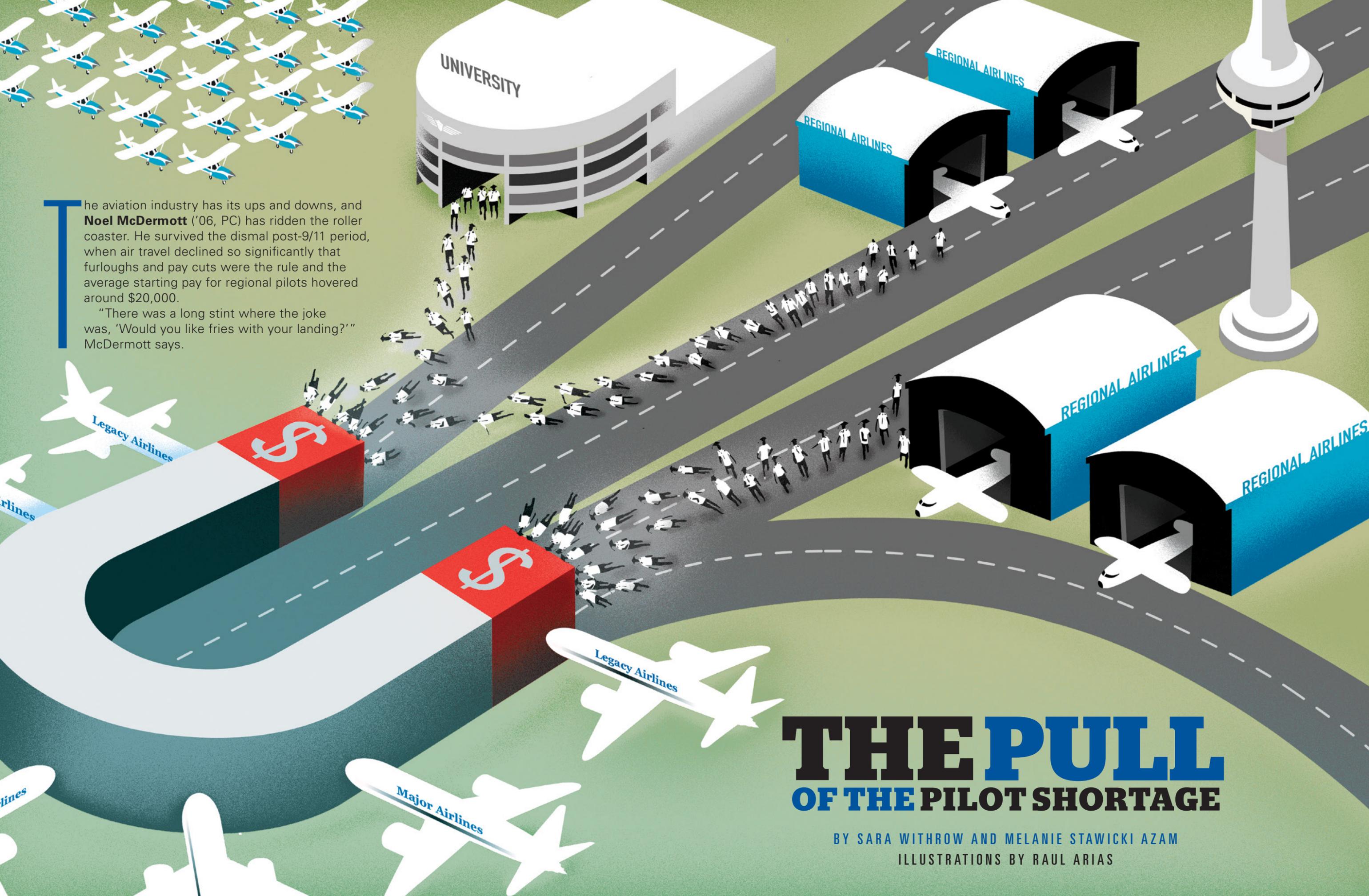


Flight simulator time helps prepare students for the real thing.



Flight instructor Abbie Pasmore reviews preflight procedures with student Eric Tetteh.

DARYL LABELLO



The aviation industry has its ups and downs, and **Noel McDermott** ('06, PC) has ridden the roller coaster. He survived the dismal post-9/11 period, when air travel declined so significantly that furloughs and pay cuts were the rule and the average starting pay for regional pilots hovered around \$20,000.

"There was a long stint where the joke was, 'Would you like fries with your landing?'" McDermott says.

THE PULL OF THE PILOT SHORTAGE

BY SARA WITHROW AND MELANIE STAWICKI AZAM
ILLUSTRATIONS BY RAUL ARIAS

The recession of 2007-09 slowed the air transportation industry again, and McDermott experienced his first furlough.

He landed at SeaPort Airlines, a startup Part 135 scheduled carrier based in Portland, Ore., flying Department of Transportation Essential Air Service routes, among others. McDermott rose in the ranks to director of operations, but on Sept. 20, he watched helplessly as the carrier closed its doors after filing Chapter 7 bankruptcy. SeaPort publicly cited the current pilot shortage as a factor in its bankruptcy.

While some airlines are struggling to stay aloft, the pilot is winning this latest turn in supply and demand for the aviation industry.

"To a pilot right now, the world is your oyster and you just need to choose the color of pearl that you want," says McDermott, now a first officer at Compass Airlines.

It's 'Absolutely Real'

Significant increases in pay and hiring, coupled with low unemployment, are accepted economic indicators of a labor supply shortage, according to the U.S. Government Accountability Office (GAO). A 2014 GAO report on the



Noel McDermott



WATCH

Hear what other Embry-Riddle alumni and aviation industry folks are saying about the pilot shortage: lift.erau.edu/videos-spring-2017



Current and Future Availability of Airline Pilots found unemployment for pilots was already low, averaging 2.7 percent, a much lower rate than the overall economy. Pilot pay and hiring at the time did not indicate a shortage. That has since changed.

"The pilot shortage is absolutely real and growing significantly," says **Brent Bowen**, dean of the College of Aviation at the Prescott Campus. "Pilots are getting more pay now than in the last two decades."

Entry-level pay for first officers at regional airlines has rebounded in the last year from "fast-food wages" to up to \$60,000 with signing bonuses at select air carriers.

Justin Ingersoll ('08, PC), a pilot and flight training department manager at Envoy Air, a regional carrier and wholly owned subsidiary of American Airlines, affirms the uptrend in pay. "The hourly base pay for first-year pilots at Envoy was increased in September 2016 by approximately 34 percent, with additional signing bonuses of up to \$22,100," he says.

That strategy is allowing Envoy to meet its hiring goals, which for 2017 is 750 new pilots, Ingersoll says. "With the beginning of 2017, Envoy is flowing at least 30 pilots each month to American Airlines. In addition, many pilots are getting hired at other major carriers, furthering the need for more new hires to replace this attrition," he says.

Worldwide Problem

The pilot shortage goes beyond the United States. "This is a worldwide problem," says **Alan Stolzer**, dean of the College of Aviation at the Daytona Beach Campus.



Indeed, The Boeing Company's 2016 *Pilot and Technician Outlook* predicts a need for 617,000 new pilots worldwide over the next two decades, with Asia-Pacific requiring the most — 248,000.

"The China market continues to grow," affirms **Matt Flaherty** ('03, PC; '07, DB), executive director of enrollment and campus operations at Embry-Riddle's Asia Campus in Singapore. "Many predict the situation will only grow more dire as the manufacturers start to make good on their delivery of aircraft over the next 20 to 30 years. Not properly planning for the growing pilot shortage could very well put some airlines out of business."

Small Operators Are the Most Vulnerable

In 2015 **Ken Byrnes** ('01, '05, DB), flight training department chair and assistant dean at the College of Aviation at the Daytona Beach Campus, led a study examining pilot motivation and found that roughly 30 percent of current Federal Aviation Administration (FAA) Airline Transport Pilot (ATP)/Commercial certificated pilots choose not to work in a cockpit — primarily because of insufficient pay and lifestyle issues.

Those "opt-outs" are contributing to the impact on smaller Part 135 scheduled-service carriers, as well as some Part 121 regionals in the United States.

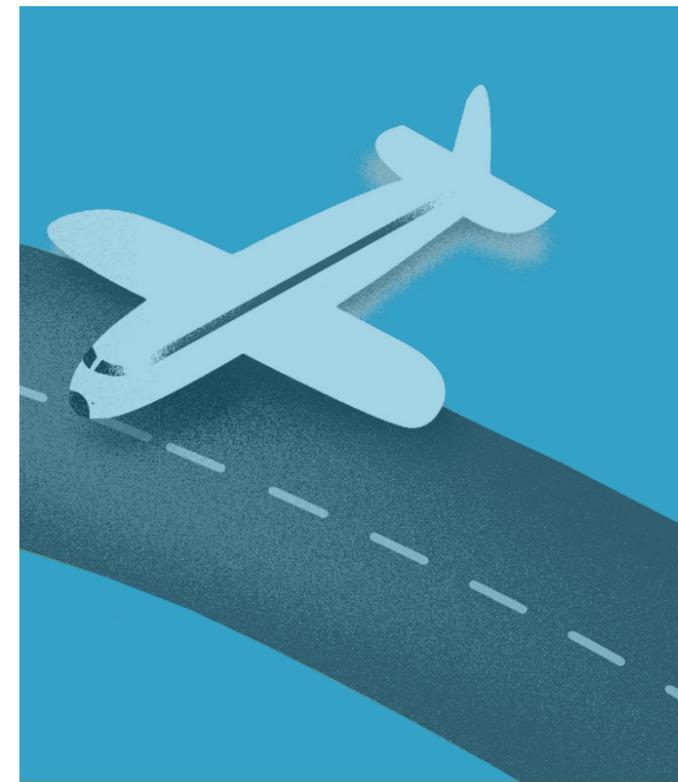
"Everybody's ultimate goal is to be a major airline pilot, so the regionals are the first ones to feel the pain," Byrnes says. "It's a vacuum."

Based on available data, Byrnes predicts regional carriers and small cargo operators will have to replace 10 to 15 percent of their pilot workforce each year for the foreseeable future because of demand from the major airlines, coupled with attrition, retirements and fleet growth. Those without the resources, or the backing of a major airline to attract and retain pilots, may not make it.

The pilot shortage is also affecting flight training. "The pilot shortage has led to an instructor shortage," says **Juan Merkt**, chair of the department of aeronautical science at the Prescott Campus. Instructor pilot turnover is an issue at the Daytona Beach Campus,

GLOSSARY FOR NON-AVIATORS

Not sure what the difference is between Part 135 and Part 121? We've created a glossary for you: lift.erau.edu/pilot-shortage



A COUNTER VIEW

"Depending upon who you talk to, there is no pilot shortage," says **Tim Brady**, interim chancellor at Embry-Riddle's Daytona Beach Campus and former dean of the College of Aviation.

The General Aviation Manufacturers Association's 2016 *General Aviation Statistical Databook* reports there are 143,991 active pilots under age 65 with Airline Transport Pilot (ATP) certificates. Meanwhile, The Boeing Company's 2016 *Pilot and Technician Outlook* predicts 112,000 new pilots will be needed overall for North America over the next 20 years.

The Air Line Pilots Association (ALPA), International, the largest airline pilot union in the world, has stated publicly that there is no pilot shortage in the United States. According to its 2017 position paper, *We Keep America Flying*, "more than 25,500 [pilot] certificates have been issued since July 2013. This rate of issuance continues to exceed the most optimistic pilot forecast." Furthermore, ALPA maintains that small community, air-service challenges are due to economics, not to pilot supply.

But Brady cautions: "ALPA is right from a numeric and statistical standpoint, but I don't think it's a numbers game. I think it's a quality game."

Partnering Together for Future Pilots



Embry-Riddle has joined with a number of airlines to establish a direct path for its graduates into rewarding pilot careers. To participate, graduates must agree to work as an instructor pilot at Embry-Riddle for at least three semesters following completion of their bachelor's degree and Certified Flight Instructor/Instrument ratings. Listed here are the airlines/programs with which the university has active pilot hiring relationships.

Ameriflight Pilot Pathway Agreement

Atlantic Southeast Airlines

Jet Blue University Gateway Program with pathways through Cape Air or ExpressJet Airlines

Endeavor Air Student JET Pilot Program

Envoy Pilot Cadet Program

Piedmont Airlines Pilot Cadet Program

PSA Airlines Cadet Program

Republic Airways Aviation Career Pipeline Interview Program

SkyWest Airlines Bridge Program

Silver Airways Professional Pilot Apprenticeship/Internship Grant Program

as well. The university has established an incentive program that includes scholarships for flight instructor training and tuition benefits toward a graduate degree to retain instructors.

The major airlines seem to be exempt so far from the shortage, but predictions are that they will ultimately be affected. "While the major airlines still have plenty of applicants, they are starting programs that show they are viewing a longtime shortage," says **Costas Sivyllis** ('12, DB), a first officer at United Airlines and a longtime liaison of the Air Line Pilots Association's National Education Committee. "We, as an industry, need to keep attracting people to the field, because this is not a one-time problem. This is going to be a systemic problem."

What Happened?

Those in the aviation industry point to several key causes to the pilot shortage. One is disbelief.

Stolzer says rumors of pilot deficits have come and gone over the years with little effect. The industry became immune to what it viewed as special interests "crying wolf," he says. "The thing is: It's worse. Now we are seeing regional carriers with parked airplanes because they can't crew them. That's problematic. Industry has in some sense done it to itself — by not fully understanding the situation and developing a long-term strategy."

"I call it 'the perfect storm,'" Byrnes says. "You have lots of factors playing a role."

One is retirement. In 2007, the FAA extended its mandated retirement age for pilots from age 60 to age 65 — a decision that's hitting full force now. The General Aviation Manufacturers Association's 2016 *General Aviation Statistical Databook* reports there are 17,921 active FAA ATP pilots age 60 to 64. These pilots will "age-out" over the next five years. Another 24,749 ATP pilots ranging in age from 55 to 59 will follow suit by 2026, according to the report.

Coupled with fewer new pilots entering the pipeline, the shortfall could result in as many as 1,500 aircraft, two-thirds of today's regional airline fleet,



Costas Sivyllis



Kathi Durst

being parked, says **Jennifer Sunderman** ('05, DB) of the Regional Airline Association.

The military, which traditionally served as a source of skilled labor for the commercial airlines, is also producing fewer pilots. The 2014 GAO report referenced earlier found that prior to 2001, 70 percent of airline pilots hired came from the military; now it is roughly 30 percent.

"The airlines are getting squeezed at both ends," says **Kathi Durst** ('88, WW), a chief pilot for American Airlines, who years ago left the Air Force to take a job in the commercial airlines. "There are fewer younger pilots entering the field and fewer seasoned pilots transitioning out of the military to the airlines."

New federal legislation approved in 2013 requiring first officers to hold an ATP certificate and have a minimum of 1,500 hours of flight time, up from 250 hours, created an additional hurdle for people considering a pilot career. Graduates of Embry-Riddle and other qualified educational institutions received a Restricted-ATP provision lowering the flight-hours required to 1,000 or 1,250 (depending upon the degree earned).

"[The 1,500-hour rule] likely didn't create a shortage — it simply delayed a pilot from getting to the regionals," says Ingersoll. But it could also have encouraged some pilots to pursue different careers if they didn't have a way to earn the extra flight time, he adds.

The high cost of college and flight training is already a deterrent for would-be pilots. "It is very expensive," says **Xavier Samuels** ('96, DB), a first

"The airlines are getting squeezed at both ends. There are fewer younger pilots entering the field and fewer seasoned pilots transitioning out of the military to the airlines."

— KATHI DURST, CHIEF PILOT, AMERICAN AIRLINES

officer at United Airlines and a board member for the Organization of Black Aerospace Professionals. He regularly visits classrooms in Houston to encourage students to pursue careers in aviation. "I think some are inspired, but I think the reality of trying to finance their education has made it very difficult for them to realize that dream."

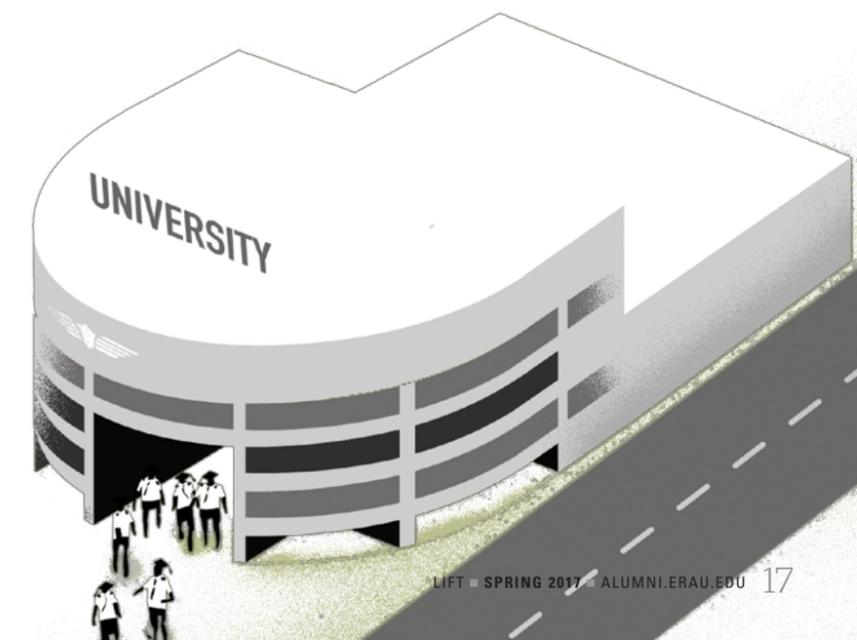


Xavier Samuels

A Long Road to a Solution

Embry-Riddle has been working for years to alert the industry to the situation, says Stolzer. As early as 2010, it hosted its first Pilot Supply & Demand Summit to bring attention to the issue.

"The purpose of the summit was to wake up the majors [airlines]. We could see the [pilot shortage] locomotive heading in our direction," says Tim Brady, interim chancellor at the Daytona Beach Campus and former dean of the College of Aviation.



“Now, we see the majors having a larger interest in the students that are coming up and they are providing scholarships and pathways into the airlines.”

Another change for the better is that in the last year to 18 months, the regionals started offering higher pay to new pilots, up to \$60,000 with bonuses.

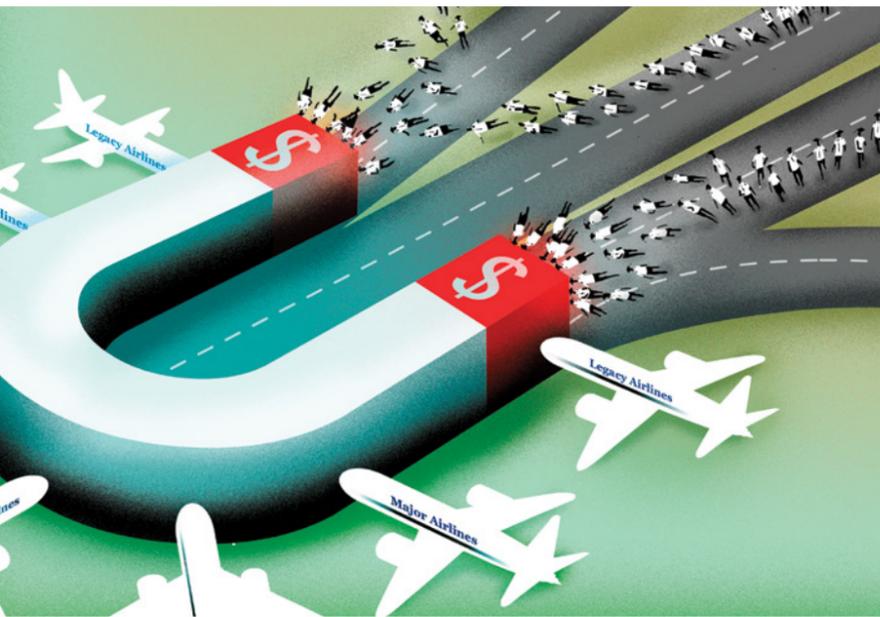
“The question will be, long term, can the regionals support that?” says Stolzer.

Flow-through agreements between the regionals and major airlines are another new perk being rolled out to attract pilots. According to Ingersoll, as captains working for the majors earning upwards of \$200,000 retire, it is freeing up revenue for regionals to offer higher wages and signing bonuses for new hires — at least for the wholly owned subsidiary carriers like Envoy.



WEB EXCLUSIVE

Tell us what you think about the pilot shortage: lift.erau.edu/shortage-survey



“Now, we see the majors having a larger interest in the students that are coming up and they are providing scholarships and pathways into the airlines.”

— TIM BRADY, INTERIM CHANCELLOR AT THE DAYTONA BEACH CAMPUS AND FORMER COLLEGE OF AVIATION DEAN

The airlines could also finance pilot training through scholarships and loans tied to employment contracts. “I believe airlines will need to explore options to either subsidize or completely pay for pilot training,” Ingersoll says.

Ab initio programs, where an airline trains its own pilots, are another option — and are common in Europe, Asia and the Middle East. Brady says he hopes the majors will look to the universities for solutions to their pilot needs.

“We have roughly 200 colleges around the country that provide flight education. If they take the money that they would use to do their own training and provide scholarships with it, that would help solve the problem.”

The airlines may also try to lure back those who already have Commercial and ATP certificates, but who are not currently working as pilots — the 30 percent identified in Byrnes’ 2015 study on ATP pilot motivation.

“I think they’ll [the major airlines] probably offer more incentives to the pilots who are out there — the ones who are selling shoes or whatever they’re doing,” Brady adds. “I think that’s a cheaper option for them than to start training programs all themselves.”

What Will the Future Look Like?

The shortage could lead to more bankruptcies of small air carriers and the elimination of air service to some cities. Case in point: Republic Airways, a Part 121 regional, filed Chapter 11 reorganization in February 2016 citing the pilot shortage as a factor.

“As the carriers become more streamlined on manpower, they will have to eliminate service to the smaller cities,” Sivyllis says.

McDermott projects the demise of the Part 135 microregional altogether. Like SeaPort, he says, without the revenue and incentives to retain captains, these airlines may cease to exist.

Creative solutions on the part of the airlines may also evolve.

“I wouldn’t be surprised if we have drones replace cargo planes, like FedEx,” Durst says. This would free up more pilots for the commercial airlines. She says the airlines might also operate with one-pilot crews on short flights and with three pilots, instead of four, on long-haul flights.

While the extent of the shortage remains unknown, and the high cost and time inputs to attain an ATP certificate appear to be static, McDermott says those who dream of having a cockpit for an office will continue to enter the field.

“The people with the passion will figure out a way to justify it,” he says. “The people who are simply looking for a career won’t.”



WATCH

Check out Embry-Riddle’s aircraft maintenance science program: lift.erau.edu/videos-spring-2017



AIRCRAFT MECHANICS WANTED

Pilots are not the only ones in hot demand

BY ALAN MARCOS PINTO CESAR

While headlines scream “Pilot Shortage,” the aviation industry actually needs more maintenance technicians than pilots.

The Boeing Company’s 2016 *Pilot and Technician Outlook* projects a need for 180,000 more aviation maintenance technicians in North America through 2035 — and 679,000 worldwide. Compare this to need projections for 112,000 pilots for North America and 617,000 worldwide in the same time frame.

Chuck Horning (’86, DB; ’11, WW), chair of the aviation maintenance science (AMS) department at Embry-Riddle, says many qualified technicians are simply aging out of the workforce. “The last big hiring period was in the late ’80s and early ’90s, and a lot of those people are coming up on retirement. They’re going to have a huge turnover in personnel in the next 10 years,” Horning says.

Horning earned his airframe and powerplant (A&P) certificate from Embry-Riddle during that boom; the program had between 1,000 and 1,200 students enrolled at its peak. Interest waned and facilities changed over the next decade, but the AMS department has been operating at its 350-student capacity since 2013.

The demand for qualified aircraft mechanics has maintenance, repair and overhaul (MRO) facilities, as well as airlines and manufacturers, paying high salaries to attract and retain them.

But Ed Onwe (’12, WW), chief operating officer at VT San Antonio Aerospace, says there is a decreased supply of qualified technicians, despite offering high wages. The MRO facility provides training programs to transition high school students into aviation

maintenance, but Onwe says it has seen limited traction. “A career as a mechanic used to have a lot of clout, but I’m not sure the new generation has the same sentiment.”

Mark Kanitz (’96, ’02, ’11, WW), chair of the Embry-Riddle Worldwide Campus’ Master of Aviation Maintenance program, says Canada, in particular, is facing an imminent problem. “In Canada, 46 percent of mechanics are between 50 and 79 years of age. The mechanics are retiring, and it’s happening very quickly,” he says.

Relieving the Pressure

Onwe says process improvement occurs routinely, but it does not alleviate the demand for maintenance labor. “A repair is a repair. You have to complete all repairs per technical instructions to ensure airworthiness. There is no way around it. Certificated entities understand this, and the Federal Aviation Administration does a good job of providing the oversight to enforce this,” he says.

“Work-arounds” are relieving some of the pressure. “Repair stations will hire individuals who don’t have airframe and powerplant certificates, if they have a skill in a certain area — say sheet metal,” Horning says. “A certified A&P is often used to provide oversight of the work. That’s being done today pretty widely. It makes the situation a little less dire.”

The pressure on the industry is paying off for technicians, though. Horning says today a topped-out A&P technician working for a major airline can earn \$100,000-plus annually.

The Toymaker

Alumnus turns
lifelong hobby into
thriving business

BY SARA WITHROW



Embry-Riddle alumnus Luc Bausch shows off his instructional toys.

As a kid growing up in Luxembourg, Europe, Luc Bausch ('89, PC) loved building model airplanes and cars and spent hours at the local radio-control model aircraft field. He didn't know it at the time, but all that play would become a labor of love — and a profitable business.

At his company, AeroRacers Inc., Bausch designs, tests and builds model aircraft, cars and even submarines using wood and competition-grade rubber bands. He sells the kits he creates to schools to promote "hands-on, brains-on" learning, as he calls it, doing his part to help develop the next generation of pilots and engineers.

But before his toys became an inspiration for children and adults, Bausch did a little flying and engineering himself. His love of engines and flight led him first to Embry-Riddle's Prescott Campus, where he earned a bachelor's degree in aeronautical engineering. After completing his degree, he landed a successful job as an international applications engineer at General Motors (GM). It wasn't long, though, before Bausch ditched his corporate cubicle and established a business around his lifelong hobby.

Bausch speaks here about his personal journey:

AFTER FOUR DAYS at GM, I sat down at my cubicle and I remember looking around. "So this is it, huh?" I said to myself, "Act now!" I never wanted to be pinned down some place. GM gave me the opportunity to do presentations at local schools, which became part of my job. I always managed to bring up aeronautics while discussing automotive technology with the students. This led to class projects where we would build planes and fly them.

IT ALL STARTED, though, when I was at Embry-Riddle in 1989. I worked with a local store and produced my first glider kit. I started testing and making basic kits that were sold locally at the Prescott Valley hobby shop.

I'M AN EDUCATIONAL TOYMAKER. Everything I design, I write the curriculum for — so it's designed for classroom use. All the products I manufacture are rubber-band powered. Rubber bands are simple, safe, inexpensive and they allow you to make many changes easily. I want the kids to build it. I want them to test it, and using the engineering method, I want them to observe what it does. Then you make one change to see whether it makes a difference in the performance.

ON EASTER MONDAY 1991, I was still at GM when the local Flint, Mich., newspaper ran a front-page article on me because I had just opened my own company, Bausch Aero Company. My boss knew then that I was doing something else. I quit GM shortly thereafter to run my business.

I INCORPORATED in 1998 as AeroRacers. All of my products are made on demand in the United States. I'm a one-man operation.

I HAVE A PATENT pending on the world's only wooden submarine: PropDivers. It teaches kids about buoyancy. I've had them run under water for up to 10 minutes. PropDivers feature a special ballast system that uses pennies. You can adjust the ballast to vary the angle and the depth of the dive.

I ALSO HOLD A PATENT on a flying-wing toy called the FunShuttle. FunShuttles go up like a rocket, then glide like a bird, similar to the space shuttle.

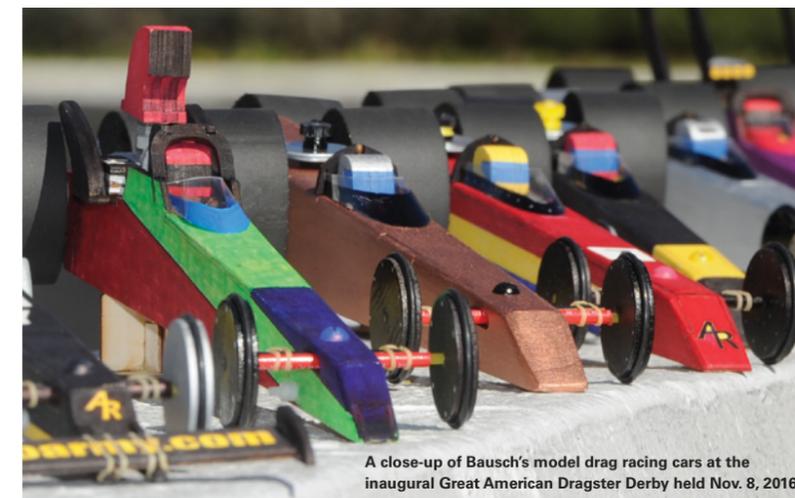
DEVELOPING A NEW product can take several years. Generally they don't work right at first. I have many different indoor-outdoor powered airplanes and gliders, and [in addition to the submarine] I recently developed a new dragster and motorcycle.

IT TOOK several years to develop my new drag race cars from initial idea to production. It's basically pinewood derby on steroids. The power to the wheels is delivered through a differential. Many modifications are possible to improve the racer's performance. I'm working with the National Hot Rod Association's (NHRA) Youth and Education office to promote the Great American Dragster Derby (GADD) to students and teachers across the country. The inaugural GADD was held on Nov. 8, 2016, at the Pomona Drag Strip in California. The competition challenges students to work in teams building and testing their racers, raising sponsors, promoting their vehicles and then competing. 🏁

EDITOR'S NOTE: In 2003, Bausch was awarded Embry-Riddle's Distinguished Alumni Award for his work with teachers and students, and in 2016, he was recognized by the Los Angeles County Industrial and Technology Education Association as Industry Person of the Year. He and his wife of 26 years, Nanci (Moen) Bausch ('90, PC), met as students at Embry-Riddle.



"It's not a toy — it's hands-on, brains-on."
— Luc Bausch



A close-up of Bausch's model drag racing cars at the inaugural Great American Dragster Derby held Nov. 8, 2016.

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.

For nearly 20 years, Helen Wessel has transformed Embry-Riddle's Daytona Beach Campus with her donations of iconic artwork. Now, she has given a gift poised to expand the curriculum at Embry-Riddle to include biological sciences and pre-medicine.

With her gift, Embry-Riddle will become the first university in the country to offer aerospace physiology at the undergraduate level. As a world leader in aviation and aerospace education, the university is a natural fit for the program, says Karen Gaines, dean of the College of Arts and Sciences.

The Dr. Robert H. Wessel and Dr. Helen M. Wessel Endowed Chair for Aerospace Physiology, funded by



Helen Wessel

The Art and Science of Aviation

Helen Wessel funds chair to establish new aerospace physiology program

BY MELANIE STAWICKI AZAM

Wessel's generous contribution, is also expected to increase the diversity of the student body and attract more female students.

"I wanted to do something other than art," says Wessel, a longtime arts educator whose gifts to the Daytona Beach Campus include the iconic stainless-steel sculpture *Pathways to the Sky*. "This is the perfect model for my interests – science and smart women."

Biology is the leading science major among women, minorities and minority women and opens a wealth of opportunities for students to pursue careers in the growing healthcare field, Gaines says.

"Aerospace physiology looks at the body in response to air and space flight. If we are going to be leaders in aerospace, this is absolutely a component."

— KAREN GAINES, DEAN OF THE COLLEGE OF ARTS AND SCIENCES, DAYTONA BEACH CAMPUS

"Our physical sciences department has offered premier coursework and has brought in large grants leading to groundbreaking research. Supporting biology and chemistry brings a balance of the sciences to the college," she adds. "The aerospace physiology program will be the pathway for pre-health majors and open doors for students who want to enter the armed forces, the private sector or pursue careers in research."

The aerospace physiology program is slated to launch in fall 2017 with the endowed chair giving Gaines resources to start the program and attract top faculty in the field.

"Aerospace physiology looks at the body in response to air and space flight," Gaines says. "If we are going to be leaders in aerospace, this is absolutely a component. Helen is jump-starting this program."

As part of the program, Embry-Riddle is already looking to establish matriculation partnerships with chiropractic, physical therapy and pharmacy schools. Gaines says she plans to partner with Florida Hospital on a clinical rotation course and an instrumentation course.

The new program will also greatly expand the university's opportunities for research and development funding, including potential partnerships with Kennedy Space Center, NASA and others.

Wessel says she is excited to have the chance to make a significant impact on advancing science education at Embry-Riddle and encouraging more women to enroll at the university. Her husband, Bob, who died in 1996, was vice provost for graduate education at the University of Cincinnati and an economics professor. He was also an advocate for more educational opportunities for women, she says.

"Bob would be thrilled to pieces about this endowment," Wessel says. "I hope he is plugged in and saying, 'Oh yeah!'"

DAVID MASSEY



Tonia Fortner in front of the Prescott STEM Education Center, opening in 2017.

A FAMILY LEGACY

Tonia Fortner creates Prescott STEM Scholarship for Women

BY MELANIE STAWICKI AZAM

The day after Christmas 1978, Tonia Fortner, her then-husband Tom Fortner ('92, PC) and their two young children drove cross-country to Prescott, Ariz., for Tom to attend Embry-Riddle's recently opened western campus.

"The campus was so small, there wasn't even a place to eat lunch," recalls Tonia Fortner, who now serves on the Prescott Campus Board of Visitors.

At the time, the campus had fewer than 300 students and operated out of a cluster of block buildings. Today, it boasts

a student body of more than 2,400, 25 degree programs, and has added several new buildings including the STEM (science, technology, engineering and mathematics) Education Center opening in 2017.

In 2004, Fortner witnessed her daughter, Marquita Fortner Pfannenstiel ('04, PC), cross the stage to accept her Embry-Riddle diploma, becoming the first Legacy Graduate (child of an alumnus) at the Prescott Campus. Pfannenstiel is now a member of the U.S. Navy Reserve and a market group manager in revenue management for Delta Air Lines.

"I have watched the evolution of our campus, its instructors and our students, and I am thrilled and

impressed," Fortner says.

In a tangible expression of her support and enthusiasm for the Prescott Campus, Fortner recently established the Tonia Knight Fortner Women and STEM Endowed Scholarship, which is funded in part by a planned gift.

"As a member of our board of visitors, Tonia Fortner provides advice, counsel and support to our leadership," says Prescott Campus Chancellor Frank Ayers. "The STEM women's scholarship she has created will ensure many more bright young ladies, like her daughter Marquita, will attend Embry-Riddle and go on to great careers of significance in the STEM fields."

A Brother's Pride Inspires Worldwide Campus Scholarship

When Bob McCord ('85, WWW) earned his master's degree in aviation management from Embry-Riddle's Worldwide Campus, he sent his sister, Marcia Karl, a photo of him receiving his degree and a note musing about what some of his old teachers might think now.

"I laughed because he was not the best student in school," recalls Karl. "He was very proud of having attained that degree."

Her brother's pride of accomplishment is one reason Karl created the Bob and Barbara McCord

Memorial Endowed Scholarship, which benefits Worldwide Campus students with financial need. Preference is given to veterans or active duty military applicants.

Bob McCord served in the U.S. Air Force for 27 years, retiring as a chief master sergeant. His wife, Barbara, founded the Bob and Barbara McCord Private Foundation, which supports the scholarship. Bob and Barbara are now both deceased.

"I know they would both be very excited and pleased about this scholarship," Karl says.



Bob and Barbara McCord

Clean Energy Pioneer

Greg Zupkus establishes the first for-profit wind power plant in Connecticut

BY ALAN MARCOS PINTO CESAR

On Nov. 1, 2015, the first commercial wind power project in Connecticut began spinning its blades for profit. It's the product of Greg Zupkus ('86, DB), CEO of BNE Energy, and his desire to build something tangible after years as a lobbyist for a telecommunications business.

It took three years to reach that point, Greg says. He and his business partner found initial investors who trusted them and their vision to get the project started and to study the feasibility. They bought 80 acres of land in Colebrook, Conn., built a meteorology tower and measured the wind for two years. "We had to prove that the fuel, the kinetic energy, was there in the



Greg Zupkus, his wife, Lezlye, and daughters Aizlyn and Reagan, at the wind farm in Colebrook, Conn.

wind," Greg says. "We negotiated a power-purchasing agreement with the utilities; from there it was math with finance people."

Getting the business model and the science of the project aligned was only part of the battle. BNE Energy juggled environmental regulations, bureaucracy and a temporary statewide ban on wind power. The result of public opposition to BNE Energy's wind turbine proposal, the ban gave the Connecticut Siting Council (the state entity with legal jurisdiction over power installations) time to develop more defined regulations for the renewable energy. The ban was lifted in 2014. Even after gaining state approval, however, there were additional legal appeals.

"Being first is not always a good thing," Greg says.

The last appeal failed in Connecticut Superior Court, so BNE Energy was finally able to erect the two 2.5-megawatt turbines. BNE now provides power for about 2,000 homes, Greg says — better output than the original projections. There's room on those 80 acres for two more turbines, and he's working on setting down 30 megawatts' worth of wind power in another facility near Goshen, Conn.

"We follow best practices in the industry. Once they were built, the opposition dropped off and the true supportive majority came out. We actually have a tourism problem now, to the point where we had to put fences and cameras on the property," Greg says.

Successful Together

Greg and his wife, Lezlye ('87, DB), are each other's staunchest advocates. So when she decided to run for a seat in the Connecticut House of Representatives, it was natural that Greg would be her campaign manager.

Lezlye, who also works as state director of Best Buddies Connecticut, says people pressed her to get into politics in 2006. She declined. They were beginning the adoption process. The Zupkuses now have two daughters they adopted from China: Aizlyn, who is 16 years old, and Reagan, who is 9.

When Lezlye decided to run for office in 2012, her introductory material included a mention of her alma mater. It was a surprise asset for the Republican underdog. "It was amazing how many people came up to me and say, 'I can't believe you're a graduate of Embry-Riddle!'" Lezlye says.

Lezlye says she beat an 18-year incumbent to win her seat in the House. Greg adds: "Not only that, but she was the only Republican in the state to beat a Democrat."

Once in office, she worked to increase penalties for drunk-driving offenses when there are children

in the vehicle, earning Lezlye an accolade from Mothers Against Drunk Driving. She has also served as a ranking member on the public safety and children's committees.

She is now the deputy chairwoman of the House Republican Caucus and just won re-election for a third term. "It's an honor to represent people who put their faith in you and to make a footprint in this great state. We want to make it a great place for us, our kids and our grandkids," she says.

Making a Future

The couple met and started dating while studying at Embry-Riddle. Lezlye met Greg at a Super Bowl party put on by his roommates. "We were friends for almost a year. I would see her in the caf [cafeteria] while I was taking a break, and if she was walking by, she would stop and talk for a while. Back then she was really friendly," Greg jokes.

Drawn to his sense of humor, Lezlye didn't hesitate when he asked her on a date. They graduated a semester apart and were married a year later in the summer of 1988. They celebrated their mutual passion for wine with a honeymoon in Napa Valley, Calif.

"After all my years of corporate work, I wanted to be on that producing side... [I]t's nice to know that they're going to be up there producing that clean energy well into the future."

— Greg Zupkus

The Zupkus family now lives in what used to be Greg's grandfather's home in Prospect, Conn. They renovated and expanded the 100-year-old home. Greg built the wine cellar himself using wood from the wind farm in Colebrook. "Sometimes I sit on the back deck and think of this picture I have of me as a 1-year-old boy, on a lawn mower in this backyard," Greg says.

He sees wind power as his legacy. "When I was a young boy, my father always said that you should provide for your family, but also that you should produce, you should make things. That was the engineer side of him. After all my years of corporate work, I wanted to be on that producing side," Greg says. "The turbines that are installed today have a useful life of 25 years. It's a beautiful thing. At my age, it's nice to know that they're going to be up there producing that clean energy well into the future." 🌿

POWER COUPLE

Lezlye Zupkus ('87, DB), is in her third term as a Connecticut state representative for the 89th District (pictured opposite with family).

MESSAGE FROM THE ALUMNI ASSOCIATION

It's Time to Look Up and Smile

It's been 30 years since I graduated from Embry-Riddle (1987), and I realized the other day that I was still looking up. Isn't that how we determine the Embry-Riddle graduates in a crowd, especially when a jet is passing overhead? But instead of gazing at an airplane in flight, I found myself looking up at cranes dotting the landscape. These cranes signal the next step in construction for the John Mica Engineering & Aerospace Innovation Complex (completed in March), the new student union building at the Daytona Beach Campus and the new STEM Education Center and Planetarium at the Prescott Campus.

These facilities aren't the only things rising on our campuses: Enrollments are up, our students' grade-point averages are up, and our faculty and staff complement is also growing. Great things are happening at *your* alma mater.

Making History

I'm proud that our alumni are active contributors to their professions and to their communities around the globe — and that they are equally active close to home. For example, the alumni brothers of the Delta Chi fraternity at Embry-Riddle's Daytona Beach Campus are making history this year as the first fraternity to build a house on Embry-Riddle property (see Page 30). The project started in 2016 and will culminate with a celebration in October.

I also look up to all of you who helped make this a banner year of attendance and generosity at our growing number of alumni events. To the hundreds of you who donated to your favorite cause while registering for events: Thank you. Your support makes a difference.

As I reflect on the immense positive impact of Embry-Riddle, I look up in appreciation and praise for the many Eagles, like our dear friend John Olsen (see Page 29), who have recently passed away but their legacy of service lives on, making our world a better, safer place.

As we progress through 2017 and beyond, I encourage all Eagles to look up; strive to achieve new heights; reach out to your peers and mentors and thank them for their support and friendship. During your next visit to Embry-Riddle, be sure to look up (and tour) our new state-of-the-art facilities.

I also urge you to look up (like a true Eagle) online alumni.erau.edu/events the Embry-Riddle alumni gatherings in your area and find a way to attend one in the near future; return to campus for OctoberWest or Homecoming; and seek ways to help others fulfill their dreams at Embry-Riddle. To all of my fellow Eagles, thank you for always being the best that you can be ... I LOOK UP to all of you.

Respectfully and *Forever an Eagle*,

Bill Thompson ('87, PC)
Executive Director

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

Join the Eagle Network:
alumni.erau.edu/join

twitter.com/ERAU_Alumni

[instagram.com/erau_alumni/](https://www.instagram.com/erau_alumni/)

alumni.erau.edu/LinkedIn



OctoberWest & AOPA Regional Fly-In

Sept. 29 - Oct. 1, 2016

Embry-Riddle's Prescott Campus teamed up with the Aircraft Owners and Pilots Association (AOPA) to host a one-of-a-kind homecoming celebration. Highlights included the campus' annual Wings Out West air demonstration, the 27th Alumni Golf Tournament, Embry-Riddle's Industry/Career Expo, eagleNIGHT and AOPA's largest 2016 Regional Fly-In, with more than 6,300 people attending and 565 aircraft.

Fab Five

Prescott Chancellor salutes alumni standouts



Cheryl Giuffre



J.R. Williams



Aaron Jelinek



John Olsen



Ray Jancso

Five individuals received top honors Sept. 30 at the Chancellor's Alumni Hall of Fame Dinner, held during the annual OctoberWest festivities on the Prescott Campus. Chancellor Frank Ayers presented the awards.

The honorees included **John Olsen**, who was recognized as an Honorary Alumnus of Embry-Riddle Prescott Campus. In the 1970s, Olsen served as an adviser to then-President Jack Hunt and advocate for the creation of Embry-Riddle's Arizona campus. His encouragement and support as a Yavapai County supervisor, and later as a member of Embry-Riddle's Board of Trustees, provided a foundation in the Prescott community that allowed the university to expand and thrive. A longtime pilot and aviation enthusiast, Olsen helped grow Embry-Riddle's reputation statewide and nationally. A regular donor to the university, he also served as a member of the Prescott Campus Board of Visitors since 2001.

The dinner also marked the induction of four alumni into the Prescott Chancellor's Alumni Hall of Fame, which recognizes the contributions of alumni to their profession, the community, the campus and the university. The 2016 inductees are:

- **Cheryl Giuffre ('84)**, a senior structural analysis engineer at The Boeing Company, has 32 years of experience in structures engineering. She has worked on many Boeing aircraft in initial product development, design, testing, certification and fleet support. Giuffre is a member of the inaugural Aeronautical Engineering graduating class at the Prescott Campus.

- **Raymond Jancso Jr. ('91)**, manager of Crew Travel Services at FedEx Express, has worked for FedEx for 28 years. He has oversight of acquisition

and execution of ground transportation, hotel and in-flight catering services for FedEx flights worldwide. He spent his sophomore year of university study at FedEx on a cooperative education assignment. He now actively recruits Prescott Campus students for the same co-op assignment, mentoring them as they gain experience working in an airline operations environment.

- **Lt. Col. Aaron Jelinek ('01)** is commander of the 56th Operations Support Squadron at Luke Air Force Base in Arizona. He has held multiple operational assignments in the Pacific Air Forces and Air Combat Command, including being the lead, solo pilot of the demonstration squadron: the U.S. Air Force's Thunderbirds. Jelinek is a senior pilot with more than 2,200 flight hours, including more than 230 combat hours during Operation Iraqi Freedom. He has also served as a Department of Defense Legislative Fellow on Capitol Hill.

- **Lt. Col. J.R. Williams ('01)** is commander of the 124th Operations Support Squadron for the Idaho Air National Guard. He flew four different fighter aircraft during his Air Force career and served as an F-16C demonstration pilot and instructor pilot for the U.S. Air Force Thunderbirds. Williams is a senior pilot with more than 2,800 flight hours, including more than 400 combat hours in support of Operation Enduring Freedom and Operation Inherent Resolve. He transitioned from active duty to the Idaho Air National Guard in 2013 and was hired by Delta Air Lines as a first officer in 2014.

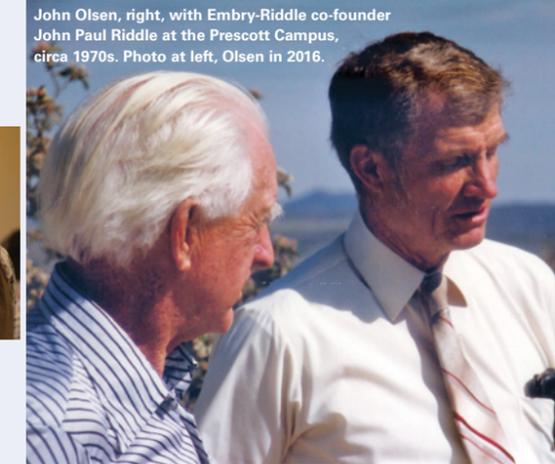
***EDITOR'S NOTE:** We are deeply saddened to report our dear friend John Olsen passed away March 19, 2017.

Remembering John Olsen (1923 - 2017)

Arizona rancher, former trustee helped establish the Prescott Campus



John Olsen, right, with Embry-Riddle co-founder John Paul Riddle at the Prescott Campus, circa 1970s. Photo at left, Olsen in 2016.



Embry-Riddle lost a treasured and longtime friend when John Olsen (H '16), a former Embry-Riddle Trustee, an honorary alumnus and a current member of the Prescott Campus Board of Visitors, died March 19.

A number of his friends and colleagues offered their remembrances of him:

"John Olsen was one of those rare individuals who was outstanding in everything he was involved in and was passionate about each one: be it his family, his community, his business or flying."

— Prescott Campus Professor of Mathematics John Jenkins

"Through my career at Embry-Riddle, John was always a present and vocal advocate for the university and supported the Prescott Campus through all the thick and thin of it. He was low-key in demeanor, yet very high-powered in influence and action."

— Prescott Campus Director of Library Services Sarah Thomas

"About a week after I arrived on campus nearly eight years ago, John stopped by the office and at age 86, he invited me to go fly with him. He passed on his collective wisdom about the university, campus, and the great people I would work with here and in town! And then with consummate skill and judgment, he showed me the proper way to land at Sedona!"

— Prescott Campus Chancellor Frank Ayers

"I met John Olsen in 1979. He gave of his time and his financial resources to help ensure the success of our campus. He understood the economic value it added to the Prescott community and the huge, positive influence Embry-Riddle had on the lives of our students."

— Prescott Campus Dean of Students Larry K. Stephan

"When John gave you a smile with his eyes, along with his firm and weathered handshake, you knew that you were with a gentleman who valued faith, family, friendship, hard work, honesty and joy. He loved aviation and Embry-Riddle, and he cherished our students and alumni."

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

"Two days later I was told I could stay. It seems John had put in a good word for me and convinced the dean and others that I was worth giving a second chance."

"Several years later, I found it ironic when Chancellor Frank Ayers afforded me the honor of serving on the board of visitors, and I reunited with John, who was already serving on the board."

"Before John passed away, I had the opportunity to thank him for all that he had done for me. He didn't say much, but after I had finished, I saw the smile that I had long remembered, and he commented that I seemed to have done well with my second chance." Godspeed John Olsen."

— Prescott Campus Board of Visitors Member Bill Cusick ('84, PC)

"In August of 1978, I was the fourth student off the bus arriving at the new ERAU campus in Prescott, Ariz. A New York City street rat, it wasn't long before I got into trouble. Within three days, I was looking at being sent home. I don't exactly recall how John Olsen came into the picture, but I remember him listening to my story. There were no admonishments or judgments from him. When he left, I remember him telling me to take care with second chances."

IN MEMORIAM

Help create a permanent memorial to John Olsen. Name a classroom in the Prescott Campus STEM Education Center in Olsen's honor: givingto.erau.edu/olsen.



Olsen, left, is pictured with Sean Jeralds, Prescott Campus associate professor of aeronautics, after a flight on Jeralds's Breezy aircraft.

OLSEN WITH RIDDLE: EMBRY-RIDDLE ARCHIVES



Coming Home

Delta Chi Fraternity is the first to build on campus

BY SARA WITHROW

Delta Chi's dream to have a house on campus is finally coming true. As one of Embry-Riddle's earliest Greek fraternities dating back to 1967, the project is 24 years in the making and is the first fraternity house to be located on Embry-Riddle property.

"It all started in August 1993 at a chapter retreat," says Bill Tallman ('95, DB), a trustee for the Delta Chi Building Corporation. "That was the first time that our chapter decided to aggressively pursue a house on campus."

The two-story, 8,340-square-foot Delta Chi Fraternity house will be located at the Daytona Beach Campus' Chanute Complex at 1615 Woodcrest Drive. Construction will conclude in summer 2017, with up to 24 fraternity members occupying the house in August.

A grand opening is slated for Oct. 13, the fraternity's founder's day.

The new house will be the fraternity's fourth in its history at Embry-Riddle. Its three previous houses were all located on Ridgewood Avenue in Daytona Beach. The chapter vacated its last house on Ridgewood in 2004.

"We razed the house and sold the property in

Tradition of Support

Embry-Riddle's Delta Chi Fraternity has awarded more than \$30,000 in scholarships to its student members over the past 20 years through its endowed Nelli-Phelan Scholarship fund. Established in 1996, the fund is named for the late Greg Nelli ('70, DB), a faculty initiate and early adviser to the fraternity, and Pat Phelan ('72, WW), who has served the fraternity continuously for the past 45 years.

2005," Tallman says. "The proceeds from the sale, together with our savings, formed the nest egg that enabled us to springboard into a fundraising campaign that matched our aspirations for the new home."

The campaign, aptly named *First To Build*, has raised more than \$620,000 toward the \$2.5 million project. As the landowner, the university contributed the site work for the project. The fraternity is leasing the property from Embry-Riddle for \$1 per year for a 99-year term.

Tallman credited the chapter's tradition of strong fiscal management and the generosity of the brothers, as well as university leadership, namely Rodney Cruise, senior vice president for administration and planning, for helping to get the project off the ground.

Greek Life Emboldens Student GPAs

For Cruise, the Delta Chi House is an investment in students. "On campuses, effective Greek systems provide additional housing options, promote student engagement and can create lifelong friendships," he says. "At Embry-Riddle, students involved in Greek Life have higher GPAs than the overall student body and a higher retention rate when compared with non-Greeks. We hope other fraternities and sororities consider the model we have created with Delta Chi to pursue their housing preferences."

Tallman acknowledges it took persistence and hard work to make the house a reality. "At times it was like trying to start a fire with a waterlogged tree stump," he says. "But if you use a blowtorch, it will dry out the wood to a point where it will eventually start to burn."

One of the "blowtorches" for the project, Tallman says, was Ed Fusco ('73, DB), a co-chairman of the *First To Build* campaign. For Fusco, the challenge was made easier by the promise of making history. "Being the first [fraternity] to build a house is just setting a goal and achieving it — nothing feels better than that," Fusco says.

Fusco and Tallman, who both lived in a Delta Chi house as students, agree that the experience of living with fraternity brothers is invaluable. "Most of my friends today are men that I lived with in that house," Fusco says. "It builds lifelong bonds."

Now with a house on campus, the fraternity will be even more aligned with the university. "It's a commitment of ours to keep alumni involved for a lifetime. Delta Chi and Embry-Riddle are tied inextricably — it's our goal through this house to permanently cement that connection," Fusco says.

Above: The Delta Chi house at 535 S. Ridgewood Ave. in Daytona Beach (1972-75) is one of three off-campus houses the fraternity has owned and operated since 1970. Below: A rendering shows the new 'on-campus' house the fraternity will occupy starting summer 2017.



IT'S TIME TO COME HOME

Make plans to visit this fall

OctoberWest Alumni Weekend and Wings Out West Air Show

PRESCOTT, ARIZ.
OCT. 5-7, 2017

Alumni Homecoming Weekend
DAYTONA BEACH, FLA.

OCT. 12-14, 2017

To register and for up-to-date information:
alumni.erau.edu/homecoming



EVENTS ON THE RADAR

For the most up-to-date list of events, visit alumni.erau.edu/events.

APRIL 3

Lift, Off the Page: The Pilot Shortage
Daytona Beach, Fla., and Live Streamed
alumni.erau.edu/LiftTalks

APRIL 4-9

Sun 'n Fun Fly-In
Lakeland, Fla.

APRIL 12

Jacksonville Alumni Network Reception
Worldwide Campus in Jacksonville, Fla.

APRIL 25

Aviation Week MRO Americas
Orlando, Fla.

MAY 6

Prescott Campus Commencement
Prescott, Ariz.

MAY 6

Worldwide Campus Commencement
Daytona Beach, Fla.

MAY 8

Daytona Beach Campus Commencement
Daytona Beach, Fla.

MAY 8-11

Xponential an AUVSI Experience
Dallas, Texas

MAY 13

Worldwide Campus Commencement
Kadena Air Base
Yokota, Japan

MAY 20

European Worldwide Campus Commencement
Seeheim, Germany

CAREER CORNER

SAVE THE DATE

2017 Industry/Career Expos

THURSDAY, OCT. 5
Prescott, Ariz.

THURSDAY, OCT. 12
Daytona Beach, Fla.

For additional information and job resources:
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.



WEB EXCLUSIVE

From Classmates to Soulmates

Love is "in the air" at Embry-Riddle! In honor of Valentine's Day, on Feb. 14, Eagles everywhere submitted their Embry-Riddle love stories that turned into happy marriages. View their stories here:
alumni.erau.edu/soulmates.



CLASS NOTES

To share your Class Notes with *Lift* and your fellow alumni, join Embry-Riddle's online community at alumni.erau.edu/join today; or submit your announcements through email to eralumni@erau.edu. For guidelines, visit alumni.erau.edu/notes_guidelines.

1970s

David R. Wallace ('77, WW) was inducted into the Arkansas Aviation Hall of Fame on Nov. 17, 2016. A former Arkansas state representative, Wallace (R-Dist. 22) was elected as an Arkansas state senator, also in November.

1980s

Jon Slangerup ('81, WW), a member of the Embry-Riddle Board of Trustees, is now chairman and chief executive officer of Mxi® Technologies, an aviation maintenance management software company.

Capt. R.K. Smithley ('83, DB) is a DC-10 captain for 10 Tanker Air Carrier based in Albuquerque, N.M. The company conducts aerial fire-fighting flights under contract to the U.S. Forest Service, Cal Fire and the Australian government.

Raymond Knispel ('84, DB; '07, WW) was named president of Argonide Corporation.

Shawn Vick ('84, DB) was appointed CEO of Global Jet Capital.

John Ward ('85, DB) is returning to Daytona Aircraft Services. He will head up the company's avionics department.

Col. Philip S. Rosso ('86, DB) retired after a 30-year career in the U.S. Army.

Sir Richard E. Russell ('86, WW) received the FAA Wright Brothers Master Pilot Award on Oct. 8, 2016.

James Hurley ('87, DB) is senior vice president of Eastern U.S. and Canadian sales at Dassault Falcon Jet.

Robert Glasscock ('88, DB; '10, WW) was named a program administrator within the Gulfstream Aerospace Corporation's Organizational Designation Authorization office.

Col. John P. Lamoureux ('88, DB) was inducted into the Army ROTC Hall of Fame. He served as Embry-Riddle's Army ROTC commissioning officer at the Daytona Beach Campus until December 2015. He is currently the chief of staff of the Central Regional Health Command at Fort Sam Houston, Texas.

Lissi Mojica ('88, DB) is a principal at Brooks Kushman, an intellectual property law firm located in the greater Washington, D.C., area.

Michael Landguth ('89, WW; '01, DB), president and CEO of Raleigh-Durham International Airport, was named *Airport Revenue News*' 2016 Director of the Year in the medium airports category.

Grant Perkin ('89, PC) is captain on the Airbus A380 for Emirates Airlines. He and his family have lived in Dubai,

United Arab Emirates, for 10 years. He previously flew the A330/A343/A345. Before Emirates Airlines, he flew the DC-9 for Northwest Airlines.

1990s

Michelle Day ('91, PC) was honored with the 2016 Service Excellence of the Year Award at Embry-Riddle's Prescott Campus. Day is the director of alumni relations for Embry-Riddle's western campus.

Susie Latvala ('91, PC) is a 767 captain with FedEx based in Hong Kong. She and her husband of 25 years, Jeff Parker, who is retired from the FAA, have moved to Hong Kong with their black lab mix, Boodha. Previously, Latvala was based in Anchorage, Alaska, and was a captain on the MD-11.

Air Force Col. Scott C. Zippwald ('91, PC) is commander of the 515th Air Mobility Operations Wing at Joint Base Pearl Harbor-Hickam, Hawaii.

Vicente Gonzalez Jr. ('92, WW) was sworn into Congress on Jan. 3, 2017, as a member of the U.S. House of Representatives (D-Texas, Dist. 15).

David Gail Smith ('92, DB; '08, WW), a Dallas artist and former helicopter pilot, was commissioned by Airbus Helicopters to paint *The Spirit of the Lakota*, to capture the spirit of the UH-72A Lakota helicopter and the heritage of the Native American tribe for which it is named. Pictured with Smith, right, is Robert Eagle Elk with grandson Loki.

Katherine "Katie" Brown ('93, PC) is chief pilot at PenAir Airline. She has been with PenAir since 2013 and lives in Anchorage, Alaska.

Shawn R. Brueshaber ('94, DB), a doctoral candidate at Western Michigan University, earned a NASA Earth and Space Science Fellowship.

CAMPUS LEGEND

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

Anthony Pantin ('94, DB) completed the B787 Type Rating Instructor course in June 2016.

Darryl Prince ('94, '15, WW) was promoted to assistant manager of FlightSafety International's Learning Center in Long Beach, Calif.

Retired Air Force Col. B. Alvin Drew ('95, WW) is a member of the Air Force Academy's Board of Visitors, after being appointed by President Barack Obama to the post. Drew serves as the Department of Defense Liaison at NASA, a position he has held since July 2016.

Eric Heinzer ('95, DB) joined Honeywell's Flight Operations department as a flight test engineer. He has worked for the company since 1998 in engineering, quality and customer support. He and his wife, **Kimberly Kosola Heinzer** ('95, DB), live with their three children in Phoenix, Ariz.

Retired U.S. Air Force Senior Master Sgt. Daniel Pignataro ('96, WW) retired in January 2016 after 42 years in the aerospace/defense industry. He began his aircraft maintenance career in the U.S. Air Force, serving 21 years. He also worked 20 years as a technical writer and editor for Bombardier Learjet, The Boeing Company and Northrop Grumman Corp.

Michael Fey ('97, DB) became president and chief operating officer of Symantec Corp. in August 2016.

Andrew Kossowski ('97, WW) is chief information officer of Bharti Airtel's pan-Africa network of 17 countries.

NASA astronaut Col. Terry Virts ('97, WW) retired on Aug. 23, 2016, after more than 3,600 orbits of the Earth. Over the course of his 16-year career at NASA, he piloted a space shuttle and commanded the International Space Station.

Josu Zautua ('97, DB) was upgraded to captain for the Emirates Airlines' B777 fleet on July 18, 2016.

Greg Bowles ('98, DB) was promoted to vice president of global innovation and policy at the General Aviation Manufacturers Association.



David S. Liu ('98, DB) is an information technology product manager for The Boeing Company and leads a team of developers for an enterprise cloud service project.

Capt. Bruce Saver ('98, WW) has been a flight instructor on the Boeing 737 at Pan Am International Flight Academy since 2005.

2000s

Nick Mingione ('00, DB) was named head coach of the University of Kentucky baseball program. Previously, he was assistant coach and recruiting coordinator at Mississippi State University. He started his coaching career as an assistant coach at Embry-Riddle, and as a player.

Katie Pribyl ('00, PC), a member of the Prescott Campus Board of Visitors, is featured in an article published in the January 2017 Aircraft Owners and Pilots Association *Pilot Magazine*.

Roy Rosales ('01, DB) is director of security and compliance for Allegiant Air in Las Vegas, Nev.

Christy M. Cook ('02, WW) received the Appalachian State University 2016 Sywassink Award for Excellence. Cook is executive assistant to the dean of the university's Walker College of Business.

Sarah A. Day ('02, DB) was promoted to assistant vice president, commercial loan officer at St. Mary's Credit Union in Marlborough, Mass.

Retired U.S. Air Force Col. Eugene McFeely ('02, WW) was hired as Penn State University's first senior director for Veterans Affairs and Services.

Mark Peebles ('02, WW) received the Ivan D. Livi Aviation Maintenance Educator of the Year award from the Aviation Technician Education Council. He is director of Wayne Community College's Aviation Systems Technology program in Goldsboro, N.C.

David C. Ison ('03, WW), an Embry-Riddle Worldwide research chair and assistant professor of aeronautics, was elected president of the University Aviation Association, a nonprofit organization for advancement of degree-granting aviation programs.

U.S. Army Col. William Thigpen ('03, WW) relinquished command of the 316th Cavalry Brigade at Fort Benning, Ga., on July 7, 2016. Thigpen received the Legion of Merit award for his exceptional service there and received the Saint George Silver Medallion for his service in the Armor Association. He now works for the Chief of Staff for the Army in Washington, D.C.

Terrance Westerfield ('03, '05, DB; '06, WW) of the U.S. Army Engineer

Research and Development Center's Geospatial Research Laboratory was recently promoted to DB-V, the laboratory demonstration project equivalent to the federal government's General Schedule 15 level.

Mark Baroni ('04, WW) is charter manager of New Flight Charters.

Stacie Fain ('04, WW) is the airport manager at Steamboat Springs Airport in Steamboat Springs, Colo. She is also the owner, president and consultant for Ruby Aviation in Colorado Springs, Colo.

Garrett C. Fisher ('05, WW) was promoted to lieutenant colonel on May 20, 2016, at Scott Air Force Base, Ill., where he is staff officer at U.S. Transportation Command. His next post will be wing chief of safety at Charleston Air Force Base, S.C.

Ethan Croop ('06, DB), **Clayton Eveland** ('06, WW), **Eric Friedman** ('08, DB) and **Tyler Maheu** ('10, '14, PC) were featured in *Airport Business* magazine's 2016 Top 40 Under 40 list. Croop is program manager for maintenance for the Lee County Port Authority in Fort Myers, Fla.; Eveland is director of maintenance for Battelle/Pacific Northwest National Laboratory; Friedman is concessions manager for the New Orleans Aviation Board; and Maheu is ground transportation superintendent at Phoenix Sky Harbor International Airport in Arizona.





Justin Drew ('06, WW) is district manager for the U.S. Bureau of Land Management's (BLM) Winnemucca District office. He manages 8.4 million acres of BLM-administered high desert throughout Northern Nevada.

Retired U.S. Army Chief Warrant Officer 3 Lori L. Hill ('06, WW) will be a featured speaker at the Distinguished Flying Cross (DFC) Society's biennial convention Sept. 24-28, in Dallas, Texas. The event theme is Heroic Women of the DFC. Hill is one of the few military women to be awarded the DFC for heroism (2006). She is also a Purple Heart recipient.

U.S. Navy Commander Paul Kaylor ('06, WW) is commanding officer of the *U.S.S. Nitze*, a guided-missile destroyer.

Kevin M. Ketelaar ('06, DB) was promoted to captain on the CRJ 700/900 for ExpressJet Airlines.

Angela M. Washington ('06, WW) is director of properties at the Memphis-Shelby County Airport Authority.

Meteorologist Vicki Graf ('07, DB) is the weekend morning meteorologist for the Channel 9 WSOC-TV Eyewitness News team in Charlotte, N.C.

Tim McQueen ('07, WW) is plant leader for the GE Strother Field location in Arkansas City, Kan.

Mike Brisson ('08, DB) was named the Student Doctor of Osteopathic Medicine of the Year at the Edward Via College of Osteopathic Medicine at Auburn, Ala.

Julian Catala ('08, WW) is an associate at Grossman, Roth and Partridge, trial lawyers in Sarasota, Fla.

Steven Hill ('08, WW) celebrated 30 years at The Boeing Company on Aug. 15, 2016. He performs logistics engineering on the KC-767 International Tanker Program in Oklahoma City, Okla.

2010s

William "Bill" Koperek ('11, WW) was appointed executive vice president of business development for the Comlux Group.

Carl Newman ('11, WW), who is CEO of the Jackson Municipal Airport Authority in Jackson, Miss., was appointed by President Barack Obama to the National Infrastructure Advisory Council.

Benjamin Breitberg ('12, DB) completed a master's degree in systems engineering from the Naval Postgraduate School and was accepted into Class 152 at the U.S. Naval Test Pilot School.

Josh Ehrlich ('13, DB), a systems engineer for Lockheed Martin working on test and verification of the Orion European Service Module, is one of six people who will live on a simulated Mars habitat for eight months this year as part

of the 2017 mission of the University of Hawaii at Mānoa's Hawaii Space Exploration Analog and Simulation.

Kiah Erlich ('13, WW) is the director of Flight Support Services at Honeywell Aerospace.

U.S. Marine Corps 1st Lt. Audrianna L. Llinas ('13, DB) earned her wings to become a naval aviator during a special July 22, 2016, ceremony. Llinas was the only woman to graduate in her class.

Aaron B. Luethe ('13, WW) retired as chief flight engineer on *Air Force One*. He is now an operational analyst for The Boeing Company in the Seattle area.

Santiago Seiler ('13, DB) is flying ferry flights from the United States to South America with AgSur Aviones, the South American dealer for Air Tractor.

Steven Bohlemann ('14, DB), an Embry-Riddle men's soccer team alumnus, represented the United States as a member of the 2016 Paralympics men's soccer squad.

Justin Martin ('14, DB) is an aerospace engineer and safety inspector for the Office of Commercial Space Transportation's Safety Inspection division of the Federal Aviation Administration.

The Honorable Robert L. Sumwalt III ('14, WW), a member of the National Transportation Safety Board, was honored with Bombardier's annual Safety Standdown award in September 2016.

Neil R. Doran ('15, WW) is the manager for the Eastern West Virginia Regional Airport.

Bailey Eaton ('15, DB) received the Florida Association of Employers and Colleges' 2016 Student of the Year award. Eaton now works as an aerospace engineer under The Boeing Company's Engineering Leadership Development Program.

Sara Bartlett ('16, DB) is a 2nd Lieutenant in the U.S. Air Force and is in flight training at Pensacola, Fla. She will become a combat systems officer.

Ryan I. Carlson ('16, WW) was named to the CivilianJobs.com 2016 Top 40 under 40 Military list, as published in *Military Transition News*. Carlson is a captain in the U.S. Marine Corps and a tactical mishap investigator for Headquarters Marine Corps Safety Division.

David Cecchino ('16, WW) achieved Master Certified Flight Instructor (CFI) through the National Association of Flight Instructors. He is also an active Gold Seal CFI/Instrument, Multi-Engine, Advanced Ground and Instructor Ground Instructor, based in Leesburg, Va.

Family News

2000s

Rob Knizner ('06, DB) took his daughter Madelyn, 4, to the 2016 EAA AirVenture in Oshkosh, Wis., where she showed her Eagle pride. Knizner is assistant vice president at XL Catlin Insurance-Aviation, in Chicago, Ill.

Marriages/ Engagements

1990s

John Riffle ('90, PC) and **Burgundy Huntington** ('91, PC) were married on Aug. 13, 2016, in Salt Lake City, Utah.

Shawn Stokes ('95, '97, DB) married Kate Marquis on Sept. 19, 2015, in Fairfax County, Va. Shawn is a program director for the International Association of Fire Chiefs and fire chief of the Dunn Loring Volunteer Fire Department and Kate works as an analyst. They reside in Fairfax, Va. Pictured, left to right: **Jessica Ross** ('00, DB); **Dwayne Pittman** ('96, DB); '03, WW) and his wife, Amy; **Gissel Sawyer** ('97, DB); **James Sawyer** ('95, DB); Kate and Shawn Stokes; **Marcus Bell** ('13, WW) and his girlfriend, Kalai; and **Tara Clontz** ('99, DB); '06, WW).

2000s

Joshua Booth ('07, DB) and his wife, Shannon, celebrated the birth of their first child, William Josiah, on Oct. 7, 2016, in Tampa, Fla. Joshua is a systems engineer for GE Aviation.

2010s

Marcus Hayle ('08, '11, WW) married Laura Butler on Sept. 10, 2016, at Hanover Grange, Jamaica. Hayle is an alumni leader for the Embry-Riddle Dallas Alumni Network.

Justin Glazener ('11, DB) and his wife, Courtney, celebrated the birth of their first child, Amelia Rose, on Nov. 9, 2016, in Grapevine, Texas. Glazener is a first officer based at Dallas-Fort Worth International Airport for ExpressJet Airlines.

Chris Freeman ('13, DB) and **Landyn Scudder** ('12, DB) were married on Oct. 8, 2016, in Norfolk, Va. A number of Embry-Riddle alumni attended the ceremony, as did Hurricane Matthew. "The storm ended up hitting Norfolk with the worst conditions at the exact start time of our wedding," Scudder says. "It was an elegantly disastrous day with a series of unfortunate events, but it made for a forever memorable wedding

day and something that we will always cherish." Freeman is a first officer at Republic Airlines based at Washington-Reagan National Airport; Scudder is a certified air traffic controller at the Norfolk Tower/TRACON. Freeman and Scudder played tennis for Embry-Riddle. Freeman was a member of the NAA National Championship team in 2013 and won a national championship (singles) in 2011. The couple reside in Virginia Beach.

Keldon Hatch ('13, PC) and **Marissa Golesh** ('14, PC) were married on Oct. 8, 2016, in Tacoma, Wash. They reside in Denver, Colo.

Mark Newpower ('13, DB) and **Mereta Monsen** were married on Dec. 31, 2015, in Beaver Dam, Wis. Newpower is pursuing his doctorate in medical physics at the University of Texas MD Anderson Cancer Center; Monsen works as a leasing consultant and high school lacrosse coach. The couple reside in Houston, Texas.

Other

John Alger ('73, DB) was elected National Chairman of the U.S. Naval Sea Cadet Corps (NSCC) at the Annual Meeting of Members of the Navy League of the United States held in Charleston, S.C., in June 2016. The NSCC is the youth program of the Navy League.

Capt. Eric Dawson ('91, DB) and **First Officer Dan Barone** ('91, '95, DB) recently flew several trips together aboard a FedEx B767. Both were commissioned through Embry-Riddle's Air Force ROTC Det. 157 in 1991.

Barbara Bauer-Chen ('95, WW) and her husband established a real estate investing company, JB Property Solutions LLC, which buys, rehabilitates, holds, rents and sells residential and commercial real estate in the coastal Virginia area including Virginia Beach and surrounding cities.

Lorena de Rodriguez ('99, WW) founded Safety and Security Instruction Inc. to create programs for clients and collaborative relationships with a variety of aviation business partners.

Chris Rushing ('99, WW) won the T-6 class at the 2016 Reno Air Races in his airplane, *Baron's Revenge*.

Pilots Thierry P. Saint Loup ('99, DB) and **Ross McCurdy** completed a flight from Essex County airport in New Jersey to establish the first *Aéroplane Efficiency World Record* in the C-1-c class as sanctioned by the National Aeronautic Association and the Fédération Aéronautique Internationale. Saint Loup is an executive at SMA Engines (Safran Group) in Texas.

James Sowell ('99, DB) was recently appointed an American Institute of Aeronautics and Astronautics' Space Colonization Technical Committee STEM subcommittee chair, a NASA OSIRIS-Rex ambassador and a Planetary Society East Florida outreach coordinator. He was also elected executive board secretary of the Florida Space Development Council.



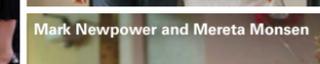
Shawn Stokes and Kate Marquis, center, and their wedding party



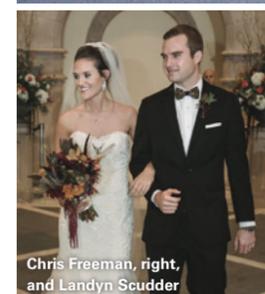
Capt. Eric Dawson and First Officer Dan Barone



Marcus Hayle and Laura Butler



Mark Newpower and Mereta Monsen



Chris Freeman, right, and Landyn Scudder



Keldon Hatch and Marissa Golesh



Joshua Booth

Kyle Heffelfinger ('12, PC) and **Jeffery Owen** ('15, DB), who both fly for Compass Airlines, flew the June 5, 2016, American Eagle Flight 6024 from Oklahoma City to Los Angeles together. Both were hired in 2015 and are based in Los Angeles, but live in Phoenix.

Rebecca Lima ('12, DB) has developed Ment, an app that helps frequent travelers enjoy their time at the airport. She and her app were featured in a recent *Huffington Post* story.

Lt. Trevor Tomlin ('13, DB), **Lt. Kyle Matissek** ('13, DB), and **Lt. Abby Hall** ('12, DB) met with cadets Alex Best, Steve Harding and Anthony Santoro at the first Dayton, Ohio-area Cadet-Alumni Meet Up. Pictured, left to right, are Harding, Santoro, Tomlin, Matissek, Best and Hall. The cadets will commission in May 2017.

Erica McConnell ('16, DB) accepted the Professional Aviation Maintenance Association's (PAMA) Houston Chapter

scholarship award. The PAMA Houston Chapter created a scholarship for Aviation Maintenance Science (AMS) at Embry-Riddle. McConnell was the first recipient of the PAMA Houston Chapter AMS Scholarship in 2014-15 and her scholarship was renewed in 2015-16. McConnell is a field avionics technician with General Atomics in Palmdale, Calif.



Lt. Trevor Tomlin



Rebecca Lima

Kyle Heffelfinger and Jeffery Owen

EAGLE AUTHORS

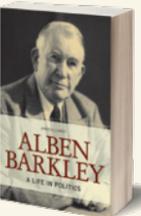
ON THE BOOKSHELF

Magnus C. V. Bergman ('17, PC) authored a novel, *Oort Rising*, published in December 2015 by Stonehenge Circle Press. Bergman, who uses the pen name Magnus Victor, is expected to graduate in May 2017 with a B.S. in Mechanical Engineering from Embry-Riddle's Prescott Campus.

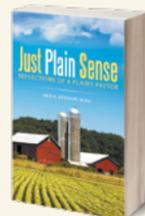


Al DeFilippo ('83, DB) self-published *Black Country*, the first book of a planned historical trilogy: *The Asbury Triptych Series*, which details the life and times of Francis Asbury. The namesake of Asbury Park, New Jersey, DeFilippo considers Asbury, an itinerant preacher who immigrated to America in 1771, the George Washington of American Christianity. *Black Country* describes the first 26 years of Asbury's life in the West Midlands of England.

Professor Emeritus **James K. Libbey** authored *Alben Barkley: A Life in Politics*, a biography published in 2016 by the University Press of Kentucky. Barkley was Senate majority leader during the New Deal and was vice president under President Harry Truman. Libbey formerly taught aviation history and diplomatic history for Embry-Riddle's Daytona Beach Campus. He was the university's teacher of the year in 2005. He retired in 2014.



Former Embry-Riddle protestant chaplain (1996-2007) **Jack Ottoson** authored a memoir, *Just Plain Sense: Reflections of a Plains Pastor*, published in April 2016 by Westbow Press. Ottoson served as a pastor, counselor, teacher and fisherman for over 35 years. He retired in 2009. The book includes his personal insights on work, leisure and life priorities. Questions for reflection are included at the end of each chapter.

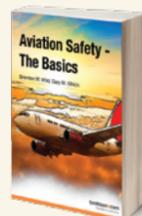


P. Michael Politano and **Robert "Bob" O. Walton** ('08, WW) co-authored the textbook *Statistics and Research Methodology: A Gentle Conversation*, published in 2016 by Lulu Press. Walton is executive director of campus operations and associate professor in the College of Business at Embry-Riddle's Worldwide Campus, European Region, and Politano is an adjunct professor for the Embry-Riddle Worldwide Campus.

Bijan Vasigh, professor of economics and finance at Embry-Riddle's College of Business at the Daytona Beach Campus and managing director at Aviation Consulting Group LLC, **Kenneth Fleming**, adjunct faculty at Embry-Riddle, and **Barry Humphreys** co-authored *Foundations of Airline Finance Methodology and Practice*, 2nd edition, published in November 2014 by Routledge Publishing, England. The textbook provides an introduction to both the basics of finance and the intricacies of airline finance.



Brandon Wild ('97, PC; '04, WW) and **Gary Ullrich** ('89, WW) co-authored *Aviation Safety - The Basics*. Published in November 2015, the textbook offers a detailed introduction into the current important issues affecting aviation safety. Wild and Ullrich are both faculty members in the aviation department at the University of North Dakota. The book is available as a free download: bookboon.com/en/aviation-safety-the-basics-ebook#download



Allan J. Williams ('07, WW) published his memoir, *I Dance in the Sky - Flying and Other Stories*, which includes his experiences flying for five years in the Alaskan bush and throughout the United States.

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Gonzalo 'Zalo' Lopez-Garzon

JUNE 23, 2016



One of Embry-Riddle's first international students, Gonzalo "Zalo" Lopez-Garzon ('43, MC), who is also believed to have been Embry-Riddle's oldest living alumnus, died June 23, 2016, at age 101. Originally from Argentina, Lopez-Garzon attended Embry-Riddle's Miami Campus as a recipient of the federally funded Inter-American Aviation Training Program scholarship.

"Zalo was enrolled in Embry-Riddle during the most important years of our history. The training of international students during World War II took us from a little for-profit corporation into the university that we are today, and the people who built that foundation came from all over the world," says Dean Emeritus Bob Rockett. Lopez-Garzon returned to Argentina after earning a diploma in instructor mechanics. He enjoyed a successful career there teaching aeronautical instrumentation. He later moved to Miami and started his own business in interior design. Read more about Lopez-Garzon: lift.erau.edu/latin-american-department

Dawn Brooke Owens

JUNE 24, 2016

Dawn Brooke Owens ('02, PC) died June 24, 2016, of cancer at age 35. A resident of Houston, Texas, she was a pilot and space policy expert who had worked for NASA, the Federal Aviation Administration and the White House's Office of Management and Budget. "She was one of the smartest, most innovating and interesting people I have ever known," says Owens's friend, Lori Garver, in a blog published online in *The Hill*. In 2016, Garver and several other friends of Owens established the Brooke Owens



Fellowship Program, which is a paid internship and mentorship for undergraduate women seeking careers in aviation or space exploration. The program is administered by The Future Space Leaders Foundation.

Gerard 'Jerry' T. Doyle

JULY 27, 2016

Pilot turned stockbroker, actor, politician and talk radio show host Gerard "Jerry" T. Doyle ('79, DB) lived a "non-flight plan" kind of life by his own admission (*Lift*, spring 2009). He died July 27, 2016, at age 60. After graduating from Embry-Riddle with a degree in aeronautical studies, Doyle became a jet salesman and a corporate pilot for Falcon Jet in Teterboro, N.J. By 1980, he was vice president of sales for Drexel Burnham in San Diego, Calif. In 1985, Doyle went to Hollywood and became an actor. He is best known for his starring role in the TV series *Babylon 5*. In 2001, Doyle made a Republican run for Congress in California. In that same year, *The Jerry Doyle Show* debuted on radio, where he eventually reached national prominence as the No. 6 political radio show host in America. In 2013, he created and was president of EpicTimes of Las Vegas, Nev. Doyle was featured on the cover of the spring 2009 issue of *Lift*.

In Memoriam

1950s

Samuel Eugene Poole Jr. ('54, MC)
Dec. 8, 2016

Eugene Coker ('86, WW)
July 9, 2016

Robert C. Sellers ('56, MC, Non-degree)
May 25, 2016

Wayne F. Bramwell ('89, DB)
Sept. 13, 2016

James Philip "Fibber" McKee ('58, MC)
June 24, 2016

1990s

Ralph Waldo "Wally" Emerson III ('96, WW)
Aug. 4, 2016

Gerald "Jerry" Zimmerman ('58, MC, Non-degree)
Sept. 23, 2016

2000s

Jesse R. Goodwin ('00, PC)
May 13, 2016

1960s

Vandon D. Johnson ('60, MC, Non-degree)
Sept. 3, 2016

Wayne W. Woolhiser ('01, WW)
Sept. 19, 2016

Robert "Bob" Neubert ('68, DB)
Oct. 11, 2016

Tech. Sgt. Sunny (Siler) Podobensky ('04, WW)
July 10, 2016

1970s

Kim Q. Habermann ('78, DB)
Sept. 23, 2016

Andreas H. Wiedemann ('05, PC)
July 29, 2016

1980s

Chief Warrant Officer 4 Richard Earl Dickson ('80, WW)
Nov. 30, 2016

Friends

Rev. Russell R. White Jr.
Aug. 10, 2016

Master Sgt. Selwyn G. Curtis ('82, WW)
Aug. 18, 2016

Betty Jane France
Aug. 29, 2016

Lt. Cmdr. Ralph M. Malcolm Jr. ('82, DB)
Nov. 9, 2016

Harold "Hal" D. Cope
October 2016

Anna Christine "Chris" Gohranson ('84, '00, WW)
May 19, 2016

Robert A. "Bob" Hoover
Oct. 25, 2016

William C. Russell III ('85, WW)
Oct. 4, 2016

Michael "Kell" Ryan
(Former Embry-Riddle Board of Visitors member)
Dec. 30, 2016

For obituaries and recent death notices: alumni.erau.edu/passings.

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