THE ALUMNI MAGAZINE OF EMBRY-RIDDLE AERONAUTICAL UNIVERSITY
SPRING/SUMMER 2021

Lift

FLIGHT AT THE END OF THE TUNNEL

Alumni help industry find new ways to adapt to global pandemic

FROM THE PRESIDENT

This issue of *Lift* celebrates Embry-Riddle alumni who are translating resilience into action. From seizing new market opportunities for business jet fractional ownership, to retooling a critical supply chain, to raising standards of excellence at the intersection of safety, quality and customer service, Eagles move our industry forward.

Although the past year brought delays and detours, our insight, experience and sheer love of flight and exploration remained as motivating as ever. I like to believe we share a little historical DNA as a part of Embry-Riddle. Resourcefulness is the core of our legacy. And how we advance, even when the route seems indirect, can bring unexpected gains.

Embry-Riddle's founder, John Paul Riddle, faced setbacks that feel familiar to us a century later. In 1918, he caught influenza. Although he made a full recovery, the pandemic and struggling economy sidelined his goal of becoming a pilot with the U.S. Army Air Corps. Rather than abandon his dream, Riddle focused on aviation maintenance, until a spot in the Army flight program opened. At 25, he opened a flight school of his own that grew into an aviation business. Based on this early experience, he insisted his pilots complete extensive maintenance training, convinced it would make them safer operators. His conviction paid off when the company's reputation for safety led to its success in securing CAM-24, one of the first U.S. Air Mail routes. The government contract stabilized the fledgling company, allowing it to expand to cargo service, photogrammetry and even aviation-based tourism.

Each of us, in our own way, carries forward Riddle's combination of daring and pragmatism. As you will see from the achievements featured in this issue, our graduates continue to embody creativity and productivity even in the face of unexpected challenges.

These success stories are a source of pride. We can't say it too much: Thank you for serving as ambassadors of inspiration. Thank you, too, for the generous financial support that funds scholarship, research and futures. Embry-Riddle graduates have always shown the industry what excellence looks like, and your support will continue that tradition.

Onward. Upward. Beyond,

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

Lift

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Flight at the End of the Tunnel

Alumni help industry find new ways to adapt to global pandemic

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ON THE COVER: Illustration by Daniel Hertzberg

CHATTER

ALTIMETER: HIGH POINTS AT EMBRY-RIDDLE

Worldwide Campus Chancellor John R. Watret was appointed by Florida Gov. Ron DeSantis to the Florida Virtual School Board of Trustees.

Embry-Riddle Director of Athletics John Phillips has been named chair of the newly formed Business of Small College Athletics Advisory Board (BOSCA). The BOSCA board will be tasked with giving back to the collegiate athletics profession and mentoring future leaders.

Students **Jenesis Tucker, Kyle Kingsberry and Chelsea Slater** will receive paid internships, professional mentoring and grants of $2,000 as awardees of the Patti Grace Smith Fellowship competition, which was co-founded by alumnus Col. B. Alvin Drew Jr., USAF, Ret. ('95) to help "bring long-overdue diversity to the U.S. aerospace industry."

Three student teams **scored in the top 4%** in the biannual Simio (Simulation Modeling framework based on Intelligent Objects) Competition, which tests students' understanding of simulation modeling, scheduling and optimization while solving real-world problems.

A team of 20 undergraduate students, led by senior lead authors **Andrew Fichou and Bryan Kitsu**, had their design for a lunar rover published in the *American Institute of Aeronautics and Astronautics Journal.*

Aerospace physiology junior Olivia Siu won a prestigious Goldwater Scholarship. She is one of 410 students chosen from throughout the United States for this honor.

Matthew Robinaugh, a senior in aerospace engineering, confirms the rotation direction of the motors and syncs the transmitter on a drone.

BROOKLYN CROSS

Air Taxi Innovators

Students gather scalable data for Honeywell's urban air mobility research

Honeywell is partnering with Embry-Riddle to design air taxis and help shape the urban air mobility (UAM) industry — and students are more than just along for the ride. They're benefiting from hands-on research opportunities, internships and employment offers.

The project, which aims to characterize the flight performance of future urban air vehicles by using scaled-down models, involved six Embry-Riddle juniors last year, and all were offered Honeywell summer internships, according to Johann Dorfling, assistant professor of aerospace engineering, who is the project mentor. Of the six who interned at Honeywell last summer, at least three were offered full-time positions. This past fall, four new juniors joined the project team, and they have received internship offers for 2021.

"Being selected to work on the project really sets students up for success," Dorfling says. "Having practical, hands-on project experience really gets employers interested in our students. I often hear that, during interviews, many of the talking points are the extracurricular projects students worked on. This project provides the added benefit of working with practicing engineers. It really rounds out students' résumés."

Both Brooklyn Cross and Brendan Stoutenburgh, two mechanical engineering students involved in the project, say they came to engineering quite naturally. Both have always loved taking things apart and putting them back together. Although not all of the student participants have the same major — they also come from the computer science and unmanned aircraft systems programs, for instance — Cross and Stoutenburgh share an academic focus in propulsion, and both say they are fascinated with engines.

"It was within the last few years that I realized my passion for engines," Stoutenburgh says. "They're a topic I could talk about all day."

Cross, who is the team lead on the UAM project, says the research will help to determine characteristics of full-size air taxis — capable of carrying four to six people — such as flight time, maximum range and stability. Cross points out that one of the main intentions behind UAM is finding cleaner alternatives to current transportation modes, so the vehicles will be powered by electricity.

The initial phase of the project involves a hexacopter design. A small-scale model is currently being flight-tested, and data related to speed, flight path angle, power and vehicle altitude will be collected. This information, according to a project abstract, will provide a foundation for optimum route planning and validation of projected performance.

"What we aim to do with this research is gather scalable data — rotor RPM, power consumption and movements in every direction," Stoutenburgh says. "This information can be used in the future to roughly describe the motion of similar larger vehicles."

— Michaela Jarvis

BY THE NUMBERS

EMBRY-RIDDLE RESEARCH PARK

22
companies served

$41.1M
raised from grants and investors

104
full-time jobs created

$67,000
average annual salary

159
student interns employed

$90M
in total economic impact in Florida, to date

DAVID MASSEY

Expanding Innovation

Research Park adds Advanced Technology and Manufacturing Center

Embry-Riddle's Research Park will soon gain another 10,000 square feet of production space to advance innovation and entrepreneurship in Central Florida.

Dubbed the Advanced Technology and Manufacturing Center, the new facility will include 5,000 square feet of space for both emerging and established businesses in need of a larger footprint for light assembly and production operations. WeatherFlow-Tempest Inc., an existing Research Park innovator focused on weather observation, modeling and forecasting technology, was first in line to claim all of the leasable space. The other half of the building will be devoted to Research Park operations.

The Research Park brings business leaders together with Embry-Riddle faculty and students, promotes out-of-the-box thinking and drives technological advancement, says Embry-Riddle President P. Barry Butler. "Our highly collaborative business ecosystem encourages transformative ideas enriched by many different perspectives," he adds. "By providing an environment where academia, industry and entrepreneurship can share their best ideas, entrepreneurs in Embry-Riddle's Research Park are translating innovation into new products, services and solutions."

— Ginger Pinholster

Embry-Riddle's John Mica Engineering and Aerospace Innovation Complex (MicaPlex) is at full capacity.

3D Printing in Space

Eagles and L3Harris Technologies send 3D-printed devices to the International Space Station

When Northrop Grumman's Cygnus-15 vehicle rocketed skyward on Feb. 20, bound for the International Space Station (ISS), its 8,000 pounds of cargo included a 3D-printed electronics experiment by Embry-Riddle students.

The Eagles are supporting a larger effort by L3Harris Technologies that will help advance the use of 3D printing, or "additive manufacturing," for space applications.

"Our students are contributing to a much broader initiative by L3Harris, thanks to Embry-Riddle's partnership with this leading aerospace company," says Eduardo Rojas-Nastrucci, Ph.D., faculty mentor and assistant professor of electrical engineering and computer science. "It's a wonderful opportunity for the students to learn from a real-world client as they prepare for their future careers in this field."

For six months, Rojas and his team of student researchers will send signals from a 3D-printed antenna on the ISS to new satellite ground stations at the MicaPlex. The researchers will study the effects on the 3D-printed material after exposing the antenna and the shield to UV radiation, ionizing radiation and atomic oxygen.

All of these activities will support the characterization of a broader set of additively manufactured materials prepared by the L3Harris Technologies research team, led by Senior Scientist Arthur Paolella, Ph.D.

"This is a great opportunity for us because we can study the degradation of 3D-printed materials caused by different phenomena that only happen in outer space," says Carlos Mejias, a Ph.D. student who worked on the radiation shielding and sensing components to monitor the radiation levels. *— Ginger Pinholster*

COMMENTS AND OPINIONS
FROM EMBRY-RIDDLE
ALUMNI AND FRIENDS

FEEDBACK

FROM THE EDITOR

Life is a relay of sorts. We're perpetually creating and then handing our creations off to others to build upon, hopefully to improve and ultimately hand off to someone else. In April, I celebrated my 10-year anniversary as the editor of *Lift* and my final day as an employee at Embry-Riddle.

The relay race seemed an appropriate metaphor for this occasion, as I race to complete my last edition of *Lift*. As I write this letter, I can see in my mind the outstretched hand of the next *Lift* editor reaching energetically for my baton — in this case, my pen.

Life is full of relay races. Think of child-rearing. As a parent, you raise a child through different life stages. Once they hit school age, you help them advance through their studies from grammar school to high school and then to college. In each stage, they receive instruction, guidance and input from you, but also from teachers, other family members and friends. Ultimately, they "graduate" from your care to careers and spouses, and they oftentimes start their own human creations. But they remain in your heart, forever your child.

The space program is another example. Nearly every alumnus/na who works for NASA or the commercial space industry with whom I've talked has credited those who came before them — our space pioneers — for their projects' successes. It's a collective effort of lifeworks woven together. This collective took humankind to the moon, built an International Space Station, and in February 2021, put the aptly named Perseverance rover on Mars. The first all-civilian space flight, the next stretch for SpaceX in its relay to advance space travel, is set to launch later this year — and Embry-Riddle alumnus Jared Isaacman ('11) is the commander. [See page 8.]

While generations of people have contributed to the space program, each would proudly call the programs they worked on "their baby." This sense of pride comes from the countless hours and sleepless nights they invested, the passion that motivated their drive to succeed, as well as the life moments, outside of work, that they sacrificed along the way.

In the field of communications, we don't build rockets. Our lifework is created word by word, story by story. When building a magazine, we hand our creations off to editors, illustrators and designers to add their touches and expertise to produce the highest quality, most engaging print product for our audiences. I didn't birth *Lift*. But it's definitely been my baby.

As a Christian, I believe God, the great Creator, places people where they need to be at the right time in their lives. We may not see the ultimate purpose of our efforts, but we trust that it's fulfilled nonetheless. In a relay race, each runner sprints as fast as they can to win their individual stretch of the race, knowing that their effort can make or break the team's success. I've run my fastest, and now, it's time for the handoff. My story isn't over, but this stretch of the relay is. I believe my purpose, here, has been fulfilled — at least for now.

I'm grateful to all of you — our readers — for providing the inspiration for and substance behind *Lift*, and for sharing your stories with me over the last decade. Just as you made lifelong friends and colleagues as students and alumni of Embry-Riddle, I've done the same. There's something special about this place. Wrapped up in the shared passion for aerospace and aviation is a spirit of family and teamwork that I dare say is unparalleled.

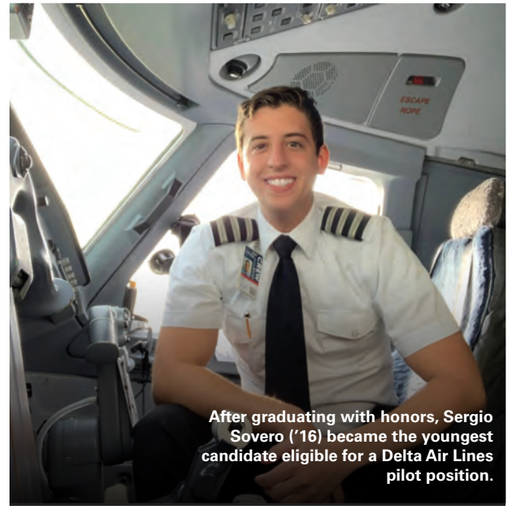
In publications, when a story is over, we signify it with a symbol we call an end bug. This tells the reader that the story is complete and won't be continuing to the next page. In *Lift*, we use the eagle logo as our end bug. Note to design: Let's put an end bug on this.

— SARA WITHROW, EDITOR

IN OTHER WORDS

Family Fuel

BY SERGIO SOVERO ('16)


After graduating with honors, Sergio Sovero ('16) became the youngest candidate eligible for a Delta Air Lines pilot position.

It seems like yesterday: My mother and her 17-year-old son unloading a rental car on move-in day in Daytona Beach, Florida. That day was also the first time I had ever visited Embry-Riddle. All of the admissions paperwork was accomplished online from my home in Lima, Peru.

I knew it wouldn't be easy. Learning a new language and flight training in a different country were all barriers I would have to overcome. Without a doubt, what pushed me the most to never give up was the support of my parents. I simply couldn't fail them. They sacrificed many things to help me afford to go to Embry-Riddle, and I wanted to make them proud.

I had a plan: My goal was to become a flight instructor at the university as quickly as possible, in order to start building hours. Thanks to all of my flight instructors, I was able to take extra flight lessons and advance through my flight courses at a rapid pace. I never went home to Peru during those four years. By the start of fall 2015 – two years after my first semester – I was hired as a flight instructor after earning my CFI.

Flight instructing was just the first of many steps. I knew that the airlines, particularly at the major level, looked for candidates who take the extra effort to stand out, either by volunteering or mentoring. I knew Embry-Riddle had the tools to allow me to accomplish those things; it was up to me to seek them out.

I became a flight supervisor for the flight department, and shortly thereafter, a quality assurance mentor and an assistant training manager. I graduated with honors at the age of 21 and started flying for a regional airline. I flew the Embraer 175 jet for Republic Airways for two years, and then the Airbus A320 for Spirit Airlines.

It wasn't long before Delta Air Lines reviewed my application and offered me an interview. It was the interview of my dreams. I prepared tirelessly for it, over a month of sleepless nights. The day finally arrived: Nov. 21, 2019. I found myself standing outside the Delta World Headquarters building in Atlanta. At 23, I was the youngest candidate to be eligible for a Delta pilot position. None of the interview candidates were doing much talking; we knew we had a long and stressful day ahead.

After hours of intense testing, it was time for the human resources portion of the interview. I remembered the words of one of my biggest mentors at Embry-Riddle, John Fit ('94): "Above all, remain calm, cool and collected."

The final verdict came a few hours later. When the manager of pilot hiring approached the candidates with conditional job offers, he looked at me and said: "Sergio, 23 years old? Sometimes I get asked about why I hire such young candidates. You not only have worked so hard until today, but you excelled on all of the interview scoring."

At that moment, my family came to my mind. My mom in Peru, 2,600 miles away, waiting for me to call her with the news. "I did it, Mom. I made it. Your only son made it!" were my first words to her. Looking back, all the effort was worth it. Having a strong support system behind me was key. Every check ride, every step I accomplished throughout my flight training, I shared with them. They were my "fuel" to keep going.

Thank you, Embry-Riddle. All of you became my American family during those years. Thank you for welcoming me, but most importantly, thank you for laying out the path to success for my professional career. Now, for me, it's all about giving back and sharing my story with young, aspiring aviators all over the world.

I have a few words for them: I missed my family as much as you will. Yet, remember, you are not alone. Your family's happiness as they watch you succeed will be your primary motivation. You will encounter many obstacles along the way – learn from them and don't let them sway you away from your dreams.

EDITOR'S NOTE: *Sovero is a Delta Air Lines first officer. He earned a B.S. in Aeronautical Science in 2016. He is a member of Embry-Riddle's Prescott Campus Aerospace Advisory Board and the Eagle Writers Corps, a group of volunteer writers for the Office of Philanthropy and Alumni Engagement.*

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**.

From left, Ruth Elder, Gladys O'Donnell and Amelia Earhart were among the 19 women who took part in the Women's Air Derby, the first official women-only race in the U.S.

Riding the First Wave of Feminism

Embry-Riddle hosted high-profile fliers during 1929 Women's Air Derby

BY KIM SHEETER

"We've been called powder-puff racers and lady birds, and perhaps even lady bugs, but no matter what they call us, you'll note that the girls and women handle their ships just as competently as the male aviators."

That was Amelia Earhart's message to reporters and 15,000 spectators as she stepped out of her Lockheed Vega, landing at Lunken Field in Cincinnati on Aug. 25, 1929.

Earhart was making a scheduled landing, not an unexpected stop as some of her competitors in the Women's Air Derby had been forced to make, setting down in a cow pasture due to sand in the engine, heavy fog or, possibly, sabotage. At the last minute, Cincinnati was added to the competition's 11 required check-in points, giving the women the opportunity for rest, repair and photo ops.

The fliers were guests of the Embry-Riddle Company. With the backing of the Cincinnati Chamber of Commerce, T. Higbee Embry and John Paul Riddle negotiated with the National Air Races to replace Indianapolis as the next-to-last stopover before the eight-day derby culminated in Cleveland. On Aug. 13, Ohio newspapers announced the fliers would spend four hours at Lunken Airport.

The Women's Air Derby was the first official women-only race in the U.S. It drew 19 participants flying from Santa Monica, California, to Cleveland. Like their male counterparts competing in the National Air Races, the pilots were required to have 100 hours of solo flight and a minimum of 25 hours of cross-country flying. Fourteen flew heavy-class airplanes, and six flew lighter-class airplanes. They competed for prizes totaling $8,000.

Although some, like humorist Will Rogers, trivialized the event, calling it the Powder-Puff Derby flown by "petticoat pilots," it proved dangerous to several fliers and fatal to one. Marvel Crosson crashed and died in the Arizona desert. Despite public outcry, the remaining fliers continued as a tribute to her. Pancho Barnes wandered into Mexico and crashed. Ruth Nichols crashed. Frances Noyes battled an in-flight fire. Earhart had electrical problems. Claire Fahey withdrew from the race when she believed someone deliberately damaged her wing wires with acid.

Fourteen women made it to Cincinnati to take advantage of Embry-Riddle's ground support and hospitality. The company provided mechanics and free gas and oil and kept the field clear of overexcited spectators who wanted to get too close to the aircraft. Embry was the event's official referee and in this capacity disqualified one contestant who lost her way to Cincinnati and skipped the required check-in. Riddle served as chief starter, and he and operations manager, Stanley C. "Jiggs" Huffman, were both judges. (The next year, Huffman would break the light airplane solo endurance record, flying over Lunken for more than 26 hours.)

On Aug. 25, 1929, fliers in the Women's Air Derby stopped at Lunken Field in Cincinnati, where they were guests of the Embry-Riddle Company.

Thanks to the company's new public address system, the crowds heard directly from Earhart, Barnes, Thea Rasche, Blanche Noyes and the famous flying Ruths — Elder and Nichols. Elder shouted "Whoopee" upon finding out she was the eighth to land and the crowd roared. They also cheered lesser-known hopefuls Mary Haizlip, Jessie Miller, Opal Kunz, Mary von Mach, Gladys O'Donnell, Margaret Perry, Neva Paris and Vera Dawn Walker. Bobbi Trout and Edith Foltz had been disqualified earlier in the race.

The derby drew 19 participants flying from Santa Monica, California, to Cleveland. The pilots were required to have 100 hours of solo flight time and a minimum of 25 hours of cross-country flying.

At the home of Riddle and his wife, Grace, the women dined on a buffet of "chicken a la strut, radiant-cooled iced tea and angel-wing cake," according to a local newspaper.

During the stopover, they compared notes on engine performance and checked maps. Earhart tended to a wicked sunburn, and Rasche soothed an upset stomach with bottles of milk. When the engine of her Travel Air died upon landing, she explained to reporters, "When the tummy of my plane is sick, then my tummy is in trouble, too." The German pilot worked alongside Embry-Riddle mechanics until the Wright J-5 engine was humming.

Phoebe Omlie, a certified airplane mechanic and the first female certified transport pilot, won the light class, flying a Monocoupe 90. Louise Thaden, flying a Travel Air J-5, won the heavy class. At 25, Thaden became the first female pilot certified in Ohio. With just a year of experience, she had already set altitude, endurance and speed records in light planes. She was one of three derby competitors to co-found the Ninety-Nines. In 1991, NASA astronaut Eileen Collins carried Thaden's cloth flying helmet, autographed by the other racers, into space to honor her.

Hosting the derby was a publicity coup for Embry-Riddle, which tapped into the excitement about the race to announce its new air service to Cleveland. The company also recognized another potential market. A 1929 ad for Embry-Riddle Flight School promises, "Women will learn to fly to keep pace with progress, to express their new freedom, and now for the sport of it."

EDITOR'S NOTE: *The information and quotations included in this story came from articles that were originally published in the* Cincinnati Commercial Tribune *from Aug. 13-26, 1929. Kim Sheeter is a member of the Eagle Writers Corps and an executive communications specialist at Embry-Riddle. She publishes the aviation/"prop culture" website* **wilderblue.com** *and is at work on a biography of John Paul Riddle.*

Blasting Off to Cure Cancer

Billionaire charters humanity's first all-civilian spaceflight

BY ALAN MARCOS PINTO CESAR

Hot on the heels of the first privately operated crewed flight to the International Space Station, launched by SpaceX in November 2020, Jared Isaacman ('11) is deep into astronaut training. In the fall of 2021, he will command a SpaceX Crew Dragon capsule as it blasts into Earth's orbit, to an apogee of 540 kilometers, on humanity's first-ever all-civilian spaceflight.

Isaacman's chosen mission, called Inspiration4, is also a fundraising partnership with St. Jude's Children's Research Hospital. It's the biggest in a series of fundraising campaigns that the tech-maven-turned-billionaire has paired with major aerospace feats.

Teenage Entrepreneur

Isaacman's career success started early, when he was building websites on the side for business owners he met at his part-time job at CompUSA. One of those clients was a payment processing merchant, who offered Isaacman a full-time job in his information technology department. Isaacman's parents conditionally OK'd his departure from high school: "My parents wanted to make sure I at least had a high school diploma, so I got a GED. That was the big requirement," Isaacman said in an interview with CNBC.

Isaacman got ideas on the job that inspired him to start his own payment processing company, initially called United Bank Card, with the goal of greatly simplifying the process for small businesses wanting to accept credit card payments. He hired his dad, an experienced salesman, to be the outward face of the company until Isaacman himself was in his mid-20s — old enough to be taken seriously by their potential clients.

The company, now known as Shift4 Payments, has more than 200,000 client businesses and processes more than $200 billion in transactions annually. As CEO, Isaacman's 38% ownership stake made him a billionaire when the Shift4 Payments' initial public offering in 2020 valued the company at $6 billion.

Aviation + Philanthropy

During his 20s, though, his work consumed him, and he needed an outlet. He started taking flying lessons. True to his adventurous nature, he decided to break the world record for circumnavigating the globe in an airplane and turned his attempt into his first large-scale fundraising effort.

It took two tries to break the record. "We learned a lot that first time, as far as what countries you can fly over, which ones don't like each other and how to speed up the refueling turnaround time," he said during an Aviation Outlook webinar hosted by Embry-Riddle in March.

"It gave me a huge appreciation for how easy it is to fly in the U.S., especially learning to fly. The concept of VFR [visual flight rules] isn't as much of a thing in other countries. In Japan, for example, every airport is on a slot system. You either make your slot time or you're on the ground."

He succeeded in 2009, circling the globe in less than 62 hours in a Cessna Citation CJ2. He beat the previous record by about 20 hours and helped raise $100,000 for the Make-A-Wish Foundation.

From Draken to Dragon

Thoroughly fevered over flying, Isaacman bought an ex-military fighter jet while he was pursuing a bachelor's degree in professional aeronautics at Embry-Riddle's Worldwide Campus and began trying out aerobatics with some friends. But things escalated.

"When you have one plane, you realize quickly all the benefits of having two planes. You can do formation flying and you can 'fight' each other. And once you have two, you imagine the things you can do with four. Next thing you know, we have five [Aero] L39s and two [Mikoyan-Gurevich] MiG-17s in matching paint jobs," Isaacman said in the Embry-Riddle webinar, describing the Black Diamond Jet Team's fleet and his role as right-wing pilot. "The air show circuit is a rock star lifestyle for sure."

Running a seven-jet fleet is also very expensive, Isaacman said, especially with the temperamental MiGs. "No sponsorship dollars can ever offset all that. We were having the time of our lives, but we knew we couldn't do that forever."

"Even in the basement days of my company, corporate responsibility has always been a big part." — JARED ISAACMAN ('11)

Just a year after graduating from Embry-Riddle, he pivoted the air show team to a commercial adversary support business by creating Draken International. His company specialized in air-to-air combat training, putting up many types of ex-military aircraft to simulate air battles with U.S. Air Force pilots. After eight years, Isaacman sold Draken to Blackstone Group in 2019.

Isaacman is now preparing to command a mission even higher and faster than any fighter jet can go. Recent advancements in the commercial space industry are finally able to make the space-travel dreams of a select few come true. But Isaacman is once again using the opportunity to do some additional good in the world.

"Even in the basement days of my company, corporate responsibility has always been a big part. I've tried to support a handful of worthwhile causes," he said in the webinar.

He hopes the Inspiration4 mission will help St. Jude's Hospital raise $200 million toward its efforts to fight childhood cancers. Isaacman, who is funding the SpaceX mission and contributing $100 million to St. Jude's himself, offered up the other three seats on the Dragon Crew capsule to help publicize the fundraising effort.

The crew was carefully and intentionally selected: scientist and educator Sian Proctor won an entrepreneurship competition; Hayley Arceneaux is a former St. Jude's patient and practicing physician assistant; and Chris Sembroski ('07) is a dedicated St. Jude's donor. Sembroski, who earned a B.S. in Professional Aeronautics, coincidentally gives Embry-Riddle alumni a 50% representation on the Inspiration4 crew.

"We named our mission to inspire others to see what's possible here on Earth," Isaacman said. "Sure, we can go to space, but we can also cure childhood cancer along the way."

From left, Vinayak 'Vinnie' Khera ('01), Mwangi 'Moh' Karuri ('16, '19), Tom Styc ('79) and Florian Hafner, Ph.D. ('99, '02) work on modeling and simulation projects for airports around the globe, from LaGuardia to Latvia.

JASON HORNICK

TEAM EAGLE

Alumni collaborate on aviation modeling and simulation company

BY MELANIE STAWICKI AZAM

Vinayak "Vinnie" Khera ('01) and Florian Hafner, Ph.D. ('99, '02), first met more than 20 years ago as Embry-Riddle students working together at the university's Next-Generation ERAU Applied Research (NEAR) lab.

"I have known Florian from the day I walked into Embry-Riddle," Khera says. "We were both on the varsity tennis team and have been close friends from day one. Since we graduated, we always wanted to do something together."

Now, Khera and Hafner are working together again at Cignus, their own consulting company, based in Leesburg, Virginia.

"I was at Embry-Riddle to become an aerospace engineer because my parents were against me being a pilot," Khera says. "It turns out one class was all it took to change my path — it was an airport planning class that focused on modeling and simulation."

Khera and Hafner now work on modeling and simulation projects for airports and air navigation service providers around the world. With clients in both the private and public sectors in the U.S. and abroad, Cignus specializes in airport and airspace simulation and modeling, air traffic management, systems/software engineering and transportation planning.

Projects Worldwide

One of Cignus' biggest domestic projects is with the Port Authority of New York and New Jersey, which manages John F. Kennedy International Airport, Newark Liberty International Airport, LaGuardia Airport and Teterboro Airport. The company provides support with airside and airspace modeling and simulation, master planning work, airport layout and terminal facility planning.

"We are also helping them with expansion projects at JFK and LaGuardia airports," Khera says.

Internationally, Cignus has done airspace and transportation planning work on airport projects in Turkey, Russia, Latvia and United Arab Emirates.

"We did a modeling and simulation project for Dubai International Airport, and it expanded into a regional airspace design for all of the UAE," Khera says.

Another major international project was an airspace assessment and development/environmental impact analysis, along with modeling and simulation work for the new Istanbul Airport.

"We try to be as forward-thinking as we can, so commercial space operations planning is definitely something we are looking to do more of in the future," Khera says.

The Eagle Advantage

Roughly 50% of all Cignus employees are Eagles.

"When we hire new people, we want a specific skill set and a lot of it is geared toward understanding of air traffic, simulation and modeling, and a specific aviation domain understanding. Basically, everyone at Cignus needs to have a passion and love for airplanes," Hafner says, "so Embry-Riddle is really the first place we look."

He says he often calls Carlos Castro ('02, '14), the NEAR lab project manager who now teaches the airport modeling and simulation class, when they are looking for a new employee.

One of their newest "finds" is Aviation Simulation and Modeling Consultant Mwangi "Moh" Karuri ('16, '19), who was hired in 2019. He works on various transportation planning projects — the most current being a terminal planning project for JFK.

> **"When we hire new people, we want a specific skill set. ... Basically, everyone at Cignus needs to have a passion and love for airplanes. So Embry-Riddle is really the first place we look."**
> — FLORIAN HAFNER, PH.D. ('99, '02)

Hafner says he sees their work as using technology and analytics to improve operational and planning dilemmas that later guide the engineering behind projects.

"In a way, it is putting math to operational problems," Hafner says. "It bridges the gap between the technical and operational domains, so we learn to be adept in both."

With its proximity to Washington, D.C., Cignus also is involved in government work, particularly with the Federal Aviation Administration (FAA). Cignus is working with the FAA NextGen office on a project looking at the integration of unmanned aircraft systems (UAS) into the National Airspace System (NAS). It has also done software engineering work for the FAA to enable spaceport operators to look at the viability of future spaceport sites.

"Every simulation is different, and there are so many dynamic variables to consider," Karuri says. "You get knowledge from a lot of different areas, and then you can apply the knowledge to develop solutions."

Director of Business and Corporate Development Tom Styc ('79), who was hired four years ago, was Khera's former boss and mentor. He is a U.S. Air Force veteran with decades of experience working on FAA projects.

"In business development, it is all about networking," Styc says. "I planned to retire, but Vinnie brought me back in."

Looking back, Khera and Hafner credit Embry-Riddle and the NEAR lab for their career trajectory. "Literally, one class and lab paved my career path," Khera says.

NEAR Lab Supports University and Industry

The Next-Generation ERAU Applied Research (NEAR) lab is a research and development facility operating under Embry-Riddle's Center for Aerospace Resilience (CAR). It supports the university, plus works with industry and government entities on rapid prototyping, proof of concept, modeling and simulation, data science and solution-oriented applied research. It also supports the Federal Aviation Administration (FAA) on projects, including the Next Generation Air Transportation System (NextGen) research contract.

Carlos Castro ('02, '14), the NEAR lab project manager, says applications developed by NEAR include:

- **The NEAR Flight Operations (NFO) tool**, which supports flight planning and air traffic management research.
- **The Advanced Environment for ISR Simulation and Research (AEISR) simulation program**, which allows students to operate unmanned aircraft and payloads in virtual environments.
- **The Flight-line Real-time Information ERAU Notification Display (FRIEND)**, which uses electronic screens at the university's flight line ramp to specify the weather conditions under which a student may conduct flight activities, based on their level of training and proficiency.
- **The ERAU Live Traffic Mobile App**, which provides students with situational awareness of current airspace conditions and allows other people to follow along during a flight.

FLIGHT AT THE END OF THE TUNNEL

Alumni help industry find new ways to adapt to global pandemic

BY ALAN MARCOS PINTO CESAR, CYNTHIA PUCKETT AND TRISTYN BEMIS ('20)

Few industries have been hit as hard by the global pandemic as commercial aviation. For more than a year, freefalling demand in passenger traffic, job losses and multibillion-dollar cash burns have tested the mettle of an industry that has seen its share of existential challenges.

"This isn't just a blip. This is a sustained 9/11," says Kelly George ('15), associate professor at Embry-Riddle. "U.S. airlines were burning $10 billion in cash per month."

But the industry is proving itself tough. From launching vaccination and hygiene programs that protect people and planes from viral threats, to developing innovations in aircraft inventory and crew management, the industry is finding ways to adapt.

Not surprisingly, Embry-Riddle alumni have been on the front lines, playing key roles to serve the industry in its time of greatest need.

Lift reached out to several alumni to get their take on the struggle, what they've learned and what we can expect in the wake of COVID-19.

WIDENING THE SAFETY NET

When the pandemic hit, the scope of flight safety management widened quickly. The discipline that historically focused on things like maintenance, pilot fatigue and passenger movement suddenly also had to address a deadly virus that may not show symptoms for weeks.

David Zwegers ('98, '10) says adapting to this new threat was straightforward. Zwegers served as regional safety director at Airbus for seven years, leaving the company in March 2021 to become director of global safety strategy at The Boeing Company.

"Called the 'Keep Trust in Air Travel' initiative, it switched from collecting flight data to health data, to learn how to mitigate risk," Zwegers says. "It's the same approach we have always taken to safety risk management, just with different data points."

Much of that data collection dealt with cabin airflow, plus cleaning and disinfection procedures. A study published by the International Air Transport Association (IATA) in October 2020 determined, through analyses conducted by Airbus, Boeing and Embraer, that the likelihood of COVID-19 transmission in an aircraft is very low when passengers also wear masks.

"We pooled our internal and external resources to share knowledge of systems on the aircraft and knowledge of the virus to eliminate the risk of spread," Zwegers says. "It was critical to help airlines reduce their impact because many CAAs [civil aviation authorities] were taking measures that were more politically driven than fact-driven."

Aircraft manufacturers also had to quickly review new cleaning and disinfection methods that had not been tested in aircraft before. Airbus rapidly tested electrostatic fogging, ultraviolet light and many chemicals to see if these methods would reduce virus propagation and be safe for the aircraft. Zwegers expects that the increased demand for antibacterial surfaces, as well as touchless features to operate faucets, toilets and doors, will continue long term.

He adds that safety will expand to include the entire travel experience, from home to destination. "Safety in the air transport system itself requires a collaboration of all stakeholders. We all work together. We don't compete on safety."

Founded by Glenn Gonzales ('11), Jet It offers a day-use model and fractional ownership options that resonated with travelers as the pandemic took hold.

Shareef Al Romaithi, Ph.D. ('05, '06, '14), receives a COVID-19 vaccine. As a captain for Etihad Airways, he was among the first to participate in the airline's vaccination efforts.

Operational Safety Goes Virtual

Elisabeth Matschnigg ('20) predicts the recent introduction of remote audits will impact future audit programs.

Elisabeth Matschnigg ('20), assistant manager of ground operations audits at the International Air Transport Association (IATA), says that although infectious disease was not directly addressed in prior auditing procedures and emergency response plans, the industry and regulators were quick to meet the need for working guidelines in response to COVID-19.

"Despite the tough times, we were very innovative. There's this reputation that bureaucratic organizations have for being slow — and the same applies for regulators and governments. But they [the FAA, International Civil Aviation Organization and civil aviation authorities] were very good at issuing guidance early and adjusting policies to match reality very fast," she says.

IATA member airlines that were coming due for on-site operational safety audits during the early days of the pandemic, when travel restrictions were severe, were given extensions while the IATA worked with regulators to firm up the remote-audit option. Matschnigg expects that remote audits will likely influence the future of audit programs even after the pandemic ends.

"We're getting very good at working remotely, and in many cases, it has brought our teams closer and made us more efficient," Matschnigg says. "It shows how versatile and adaptable we are, that when we have to be quick to make sure operations continue safely, we find a way to do it."

SHIFTING AGAINST THE HEADWINDS

With passenger air travel down as COVID-19 took hold, aircraft maintenance, repair and overhaul (MRO) organizations felt the ripple effect and promptly adjusted their business models.

"The impact of COVID was unique," says Ed Onwe ('12), vice president and general manager of VT San Antonio Aerospace, a global leader in aviation maintenance. "Significant portions of the world's cargo go in the belly of passenger airliners. So when passenger travel declines, the opportunity to move cargo declines. To correct that, there has to be an increase in cargo lift. That gave us an opportunity to shift our focus to [maintaining] cargo airliners instead of passenger airliners, but the net effect is a decline of 20% to 30% in work volume."

Amyr Qureshi ('85, '86), senior vice president and co-founder of Aventure Aviation, says this unique situation created an opportunity for parked passenger aircraft to be converted to cargo use. "The honeymoon period right now is more for the conversion facilities that are converting passenger aircraft into freighters. They have a long backlog of orders for converting these aircraft."

But the demand for cargo isn't strong enough to make use of all the excess aircraft in the industry. Qureshi says some airlines are salvaging their own parked aircraft for spare parts or making drastic cuts to their fleets altogether, which is having ripple effects on the aircraft parts sales side of his business.

"Airlines are deciding to retire their aging airplanes much sooner than planned, lessen their cost structures and maximize their revenues," Qureshi says. "This trend is bound to continue for the next four to five years simply because of the evolving market conditions leading to fleet optimizations."

Qureshi says the resulting glut of harvested and reconditioned parts on the market compelled them to run a strategic analysis of the industry looking forward. Their conclusions called for Aventure Aviation to scrap parts inventory for older generation aircraft. "We are shifting toward building parts inventory for more efficient new-generation aircraft, as well as for some common 757, 767, 777 freighters that are surely destined to fly for years ahead on medium- to long-haul routes," Qureshi says.

Though parked aircraft are slowly being brought out of storage to meet some rising demand, Qureshi predicts many operators will scrap older airframes and buy more efficient, new-generation aircraft.

"Many airplanes will never be airborne again," Qureshi says. "You can blame this on the pandemic, no doubt about it."

Embry-Riddle Eagles rose to the challenge of COVID-19, including, from left, Amyr Qureshi ('85, '86) of Aventure Aviation; Ed Onwe ('12) of VT San Antonio Aerospace; and Marquita Pfannenstiel ('04) of Delta Air Lines.

THE HUMAN ELEMENT

When it comes to addressing safety in a pandemic, aircraft are only part of the equation. The human element is vital. Keeping the industry aloft begins with protecting the health of crews and passengers.

Vaccines are a front-line solution, and airlines are eager to vaccinate workers. Shareef Al Romaithi, Ph.D. ('05, '06, '14), a captain for Etihad Airways, was among the first to participate in his airline's efforts to have all of its crew members fully vaccinated — a measure taken to ensure the safety of its passengers and crews.

"I was very confident about taking the vaccine," says Al Romaithi, who is also head of corporate safety at Etihad. "As I work on the front line, the vaccine gives me an additional peace of mind to safely operate commercial flights."

He credits his confidence in receiving the vaccine to the cooperation between Etihad Airways and the UAE government.

"Strong collaborations between Etihad and the UAE government ensured that all pilots and cabin crew were vaccinated in the shortest time possible. It is a great moment of pride," Al Romaithi says. "We are doing our part by getting vaccinated, and the sooner we all get vaccinated, the sooner we will get through this. We are all in this together."

A QUESTION OF BALANCE

It's that "all-in-this-together" approach that's helping companies and their employees weather the storm. Elisabeth Matschnigg ('20), assistant manager of ground operations audits at IATA, says the way companies balance employee mental well-being with the bottom line is a critical factor in their adaptability.

"If people are worrying about job security, the economic welfare of their company, dealing with stress from prolonged periods at home, this can reduce the fulfillment of your work. If you [as an organization] don't address this on all levels, it can show in overall performance and the financial bottom line," she says. "It's always a balanced approach — obviously the company going bankrupt helps no one. But if employees see your support, they will want to support you."

At IATA, Matschnigg highlights their internal "Are You Okay?" initiative, which includes surveys on mental well-being. "We had a restructure; we had to let people go. The survey asks how [they] are coping with that, how has [their] workload changed. This has been a big focus in organizations and has become more important than ever."

Singapore Airlines embraced a similar approach to help address the well-being and professional needs of their employees. Rick Wee ('15), senior executive of Cabin Crew Safety, Security, Quality and Health at Singapore Airlines, says they sought special permission from the nation's civil aviation authority to use online programs to keep crew current on their 60-day operational and flight frequency requirements. In addition to investing in these measures, Singapore Airlines encouraged employees to volunteer locally, both to support their country and develop new skills.

"We provided crew to government institutions that were in need of resources, in areas such as healthcare, transport and contact tracing. The Crew Ambassador Programme was a win-win situation, as the role and training of the cabin crew enabled them to contribute to these establishments," Wee says.

When the difficult reality of staff reductions became necessary in September 2020, the airline waived their exclusive employment restrictions on cabin crew and assisted them in finding temporary work. They also introduced

Glenn Gonzales (’11) is CEO and founder of Jet It, a hybrid fractional provider that has seen demand rise during the pandemic.

a COVID-19 Voluntary Release Scheme to offer their cabin crew an option for early release or retirement with payouts and benefits. As flights gradually continue to resume, their “seconded crew” are starting to return to work at the airline.

EMBRACING RESILIENCY

Delta Air Lines was able to avoid involuntary furloughs by leveraging its existing resiliency strategy to secure employee buy-in, says Marquita Pfannenstiel (’04), manager of domestic inventory management at Delta.

“We [were already] trying to make ourselves more resilient as an organization,” Pfannenstiel says. “We wanted to withstand dramatic changes in demand and the economy. And we had been on that journey for a long time.”

Jay Sterioff (’79, ’83), a senior captain who has been with Delta for 31 years, also feels that the company’s approach was an important part of the pandemic response.

“I believe Delta recognized the issues very quickly, and I think they responded intelligently and thoughtfully and virtually immediately,” Sterioff says. “It helped balance the issues that everyone was concerned about in the industry.”

That balance involved securing the cooperation of Delta employees. According to company statements, more than 40,000 Delta employees took a voluntary unpaid leave of absence and nearly 17,000 retired early or left the company with benefits packages.

Pfannenstiel credits this proactive, cooperative approach in difficult times as the defining factor in Delta’s ability to recover, including the ability to avoid involuntary furloughs.

“We did the absolute best we could for people,” Pfannenstiel says.

While pay cuts, mass furloughs and retirements have left newly certificated pilots with few current prospects in a pandemic-ravaged industry, Sterioff remains hopeful for the young pilots just getting their start.

“I would say to anybody who is pursuing [a pilot] career that I think it’s a tremendous career,” Sterioff says. “I think it had a setback. The entire world has had a setback. But you are going to see a continual uptick and a huge demand for pilots going forward. I think that you’re going to see an improving economy and see things that hopefully will allow us to put this behind us.”

RIGHT PLACE, RIGHT TIME

Not all sectors of the industry have struggled during the pandemic. A fortunate few were in the proverbial right place (or right sector) at the right time. Case in point: Glenn Gonzales (’11), CEO and founder of Jet It, a hybrid fractional provider.

“For private aviation, it’s actually been a bit of a boon for us. The pandemic has definitely increased awareness as people are looking for different means of travel,” Gonzales says. “The industry is evolving, and I think it’s just accelerating the inevitable.”

Gonzales launched his hybrid fractional ownership business in 2018. It offers a day-use model that allows for travel to multiple destinations in one day and fractional ownership options of one-tenth (25 days) to one-half (130 days) of a HondaJet Elite. It’s called a hybrid program because owners who are pilots and have a type rating for the HondaJet can fly as co-pilots in the Red Jet Squadron. The Jet It fleet is also available for charter flights.

“The entire world has had a setback. But you are going to see a continual uptick and a huge demand for pilots going forward. I think that you’re going to see an improving economy and see things that hopefully will allow us to put this behind us.” — JAY STERIOFF (’79, ’83)

“I noticed a gap in the market” Gonzales says. “I created a business model that met the market demand, and I was fortunate to have Harvard [University] select Jet It for a case study and incorporate us into their academic curriculum.”

In executing their vision, Gonzales and Jet It’s co-founder, Vishal Hiremath, have executed operations in three regions: the United States, Canada and the European Union. They are making preparations to launch in India and Southeast Asia in 2022. The company has gained global attention for its focus and innovation in travel.

While it may take some time, Gonzales expects people’s innate need for connection to induce a rebound in business air travel.

“At the end of the day, when closing a deal, there’s that human element that does not go away,” Gonzales says. “There’s something about the essence of another person that you cannot feel online. You need to look them in the eye, in person, and shake their hand. That will never go away as far as I’m concerned; it’s a human behavior that does not change.”

EDITOR’S NOTE: *Gonzales is a member of Embry-Riddle’s Worldwide Campus Business Administration Industry Advisory Board.*

Online Detective

Albane Flamant ('10) analyzes online conversations to benefit brands and customers

BY SARA WITHROW

Albane Flamant ('10) is an online detective of sorts. As the head of brand and data storytelling at Talkwalker, a social listening company, she uses her company's proprietary software system to look for clues hidden in the millions of conversations that people have each day on social media and other online platforms.

For example, say a hypothetical beverage company is getting comments on its social media pages that one of its bottled water products has a metallic taste. Is it really a product-quality problem or just a one-off complaint? Answering questions like these helps organizations make informed marketing and business decisions that benefit their brands and ultimately their customers, Flamant explains.

Over the last year, the pandemic has been a "game-changer" for businesses, and the social intelligence Flamant has gathered reveals clear winners and losers. "It has caused a massive shift in consumer behavior and that shift is still happening today."

While COVID-19 negatively impacted many industries, technology was a segment that largely soared through the crisis. "The tech industry — anything that's online, including technology that's geared to working from home and e-commerce platforms — is doing really well," Flamant says. "It's been interesting to see some of the partnerships that have started to emerge between brick-and-mortar stores with e-commerce. We've seen growth for anything linked to food delivery and subscription boxes. Online shopping options have really come to the forefront [during COVID]."

She should know. As part of Talkwalker's marketing team, Flamant examines business trends and insights that are revealed through data collected by the Talkwalker platform.

"We're really 360," she says. "We crawl over 150 million blogs, forums and social media through our own technology and partners, like Quora [a question-and-answer website]. We also connect to traditional media — print, TV and radio." She and her team transform this conversational intelligence into newsletters, presentations and white papers to inform the digital strategies of companies around the world.

That's where Flamant's bachelor's degree in communication from Embry-Riddle comes into play. She also holds a master's degree in journalism and international affairs from the Institute of Political Studies in Paris.

Teed Up for Success

While she acknowledges her Embry-Riddle degree helped lay the foundation for her work today, it wasn't the communication program that brought Flamant to the Daytona Beach Campus. "I came to Embry-Riddle mainly because of golf," she says. "I wanted an international school, not too far north, so I could play golf year-round. I really connected with the coach [Maria Lopez] and the team."

Flamant, who is from Belgium, earned kudos on the links and in the classroom. Despite being a non-native English speaker, she earned a 4.0 her first semester, was selected for Embry-Riddle's Honors Program and helped the women's golf team earn a record-breaking 3.82 GPA for the program, for three years running.

Flamant's performance on the golf course was equally impressive. She helped take the team to four National Championship competitions and was the Region and Conference Player of the Year and Conference Champion in 2009. Her individual lowest 36-hole score of 70/72 is a school record that still stands today.

"She is one of the most decorated members of our program in its 21 years," says Women's Golf Coach Maria Lopez ('12). "Not only is she highly intelligent, diligent and a gifted golfer, accomplishing things no one had ever done before, she was also the ultimate servant leader. Albane was always looking where she could grow and make a difference."

Tech Attraction

Flamant's inquisitive nature ultimately led her to Talkwalker. She says the technology side of social listening intrigued her. "I was very curious as to how private companies were handling data and actually transforming it into something valuable. I'm quite fascinated by the tool that they were able to develop."

TOP: MARK TOM PHOTOGRAPHY

When Flamant was a student at Embry-Riddle, social listening was largely nonexistent. The year before she graduated (2009), Talkwalker's founders came up with the idea to launch the software as a service platform. The technology was nascent at the time. When Flamant joined Talkwalker in 2015, the company was still considered a startup. Today, it boasts a staff of 400 and has nine offices worldwide.

Flamant credits the foundational experience she gained as an international student and athlete at Embry-Riddle with her success. "I was really young when I arrived at Embry-Riddle. I was only 17. In so many ways, Embry-Riddle really shaped me as a person.

"There, it was about being three things: It was not only being a player, a golf player in my case, but also a student and a person. Academics were super important. And they had this system to make sure that we had all the resources we needed. I got that from my golf coach; I got that from the athletic department; I got that from Professor Steve Master and the communication program. And any time I wanted more and wanted to go deeper into courses, I had support, and that was really amazing."

Flamant, who speaks four languages and has lived in six countries in the last decade, says she's more of a "passive" user of social media herself. She prefers connecting with like-minded colleagues in Slack communities. But for businesses, farming web conversations — and cultivating messages through influencers — is important, she says.

"Brands need to keep their finger on the pulse of their industry."

Top: Albane Flamant ('10) with Talkwalker colleague Georges Krombach.

Bottom: During her time at Embry-Riddle, Flamant helped the women's golf team reach four National Championship competitions.

Giving to the Bigger Picture

Retired professors make planned gift to support student-athlete scholarships

BY MELANIE STAWICKI AZAM

Jim and Cheryl ('96) Cunningham recently made a planned gift to Embry-Riddle that creates scholarships for men's and women's soccer and basketball student athletes.

DARYL LABELLO

Professor Emeritus Jim Cunningham has seen a lot of change at Embry-Riddle's Daytona Beach Campus since he first came to the university in 1969 as an instructor of humanities and communications.

"My first salary was $6,900, and I had to teach a summer term," he recalls. "On the campus, we had three buildings — A, B and C — and there was a doublewide trailer for the library connected to another for the student cafeteria."

Jim and his wife, Cheryl ('96), who was an assistant professor of information systems in the College of Business for 18 years, became fast friends with Steve Ridder, the university's longtime basketball coach and athletics director. At the time, Ridder was starting Embry-Riddle's fledgling athletics program and advocating for student scholarships.

"We were just drawn to Steve Ridder's 'student-person-player' philosophy," Cheryl says. "We have also taught many student athletes over the years, and we got to know them quite well; the quality of those students was impressive."

That is why the couple, who both retired in 2014, recently decided to make a planned gift to create both term and endowed scholarships at Embry-Riddle, benefiting men's and women's soccer and basketball student athletes at the Daytona Beach Campus.

"When we were looking over our future finances, we really wanted to give Embry-Riddle a gift," Jim says. "We know the coaches and students and wanted to focus our gift there."

The Need for Student-Athlete Scholarships

Steve Ridder's "whole package" philosophy is the foundation of Embry-Riddle's Athletics program, which equally emphasizes developing a student-athlete's character, leadership and interpersonal skills, as well as their athletic excellence.

That ideology impressed Jim and Cheryl, who often attended the Eagle soccer and basketball games with their son Shamus.

"We really began to see the bigger picture of how athletics were so important to the students' lives and to the university," Cheryl says.

They also saw the need for scholarships. During his tenure, Jim had served several years as dean of academics and director of international exchange programs.

"Especially during the economic crisis in 2008, the cost of a college education escalated, making the need for economic support acute for both American and international students," Cheryl says. She also served as the university's Faculty Athletic Representative (FAR) for over six years.

> **"We really began to see the bigger picture of how athletics were so important to the students' lives and to the university."** — CHERYL CUNNINGHAM ('96)

Jim continues to serve in the Eagles Athletic Association as chair of the Steve and Vicky Ridder Scholarship Committee, and he is also co-chair of the Daytona Beach Campus Faculty Emeritus Committee.

Sports, particularly sailing, have been an important part of Jim and Cheryl's lives. Jim helped start the campus' sailing club, and the couple has sailed together competitively and internationally.

"Embry-Riddle is just one of those great schools. It's been very good to us," Jim says. "Some of my best friends are the faculty members I've worked with and the students I've taught."

Cheryl agrees, saying they are happy to give back to the place that has been such an important part of their lives.

"Our hearts continue to be with Embry-Riddle," she says.

MAKE A DIFFERENCE

For more about how you can make a difference through a planned gift, go to: **giftplanning.erau.edu**

STEPPING UP

Alumnus and Philanthropy Council member combines two loves with planned gift

BY MELANIE STAWICKI AZAM

When Stephen Blanchette Jr. ('86) left his home in Brooklyn, New York, to study aerospace engineering at Embry-Riddle's Prescott, Arizona, campus in the early 1980s, he acknowledges it was a bit of a culture shock.

"On a plane with about 12 people coming into Prescott for a landing, I don't think I saw any buildings more than three stories high," Blanchette says. "Then we had torrential rains the first year that flooded some buildings, knocked out the power and made it muddy all over campus."

Now the director of software systems and acquisition at The Aerospace Corporation, Blanchette ended up changing his major to computer science. But he says he never regretted his choice to attend Embry-Riddle, and his experiences there ultimately led to his success in a career that merges his interests in computers and aerospace.

"It really has been a combining of both of my loves," he says.

To help students like him, Blanchette recently made a planned gift to the university to continue funding the Blanchette Scholarship for Excellence in Computing Sciences, which already has benefited Embry-Riddle Prescott students majoring in computer science since 2005.

"I went through about every dollar I had to get my education, so I know it is not easy," he says.

Blanchette also gives back to Embry-Riddle as an inaugural member of the College of Security and Intelligence Philanthropy Council.

"I was happy to be able to step up," he says. "It really fits in with my overall philosophy of giving back to the university. I owe a lot of my success to what I learned there."

In recognition of that success, on Feb. 1, 2021, Blanchette received the Robert H. Herndon Black Image Award, which honors the legacy of its namesake, a pioneering Black engineer at The Aerospace Corporation. The award recognizes employees for their outstanding work in support of the corporation's mission, laudable humanitarian efforts and distinguished personal achievement.

Blanchette jokes that he has come a long way from his first computer programming experience, using punch cards. But he also remembers being the student who had to apply for a bunch of financial aid and loans to pay for his education.

"I wanted to help those students who came after me," Blanchette says. "I would like to see students continue to have the opportunities to have an education and contribute to the field, get their degree and plant the idea that it is important to give back."

By Air or by Sea

Drew Ferguson ('01) is preparing students for aviation and maritime careers

BY JACK SPRANKLE ('76)

While tutoring and mentoring students in the Cleveland Metropolitan School District, Drew Ferguson ('01) saw firsthand the challenges facing inner-city kids. From food insecurity to inadequate housing, many of the students were impoverished, he says. But their greatest need wasn't necessarily physical. "The students had an expectation of failure," Ferguson says. "They had lost the ability to dream and aspire to greater things. These kids had been told that their hopes and dreams were a waste of time."

Ferguson could relate. Because of a childhood injury, he was told he couldn't achieve his dream of becoming a pilot. But he persevered. Today, he is a pilot (fixed and rotor wing), an instructor pilot, a teacher and a leader in his community. He's also a U.S. Coast Guard licensed boat captain.

Compelled by what he witnessed in the classroom, Ferguson founded the Public Health and Safety Technical Aviation Resources (PHASTAR) Corporation in 2010. A nonprofit organization, PHASTAR aims to improve the quality of education and provide public services in northeast Ohio. As president and CEO, one of Ferguson's biggest accomplishments to date was creating Davis Aerospace and Maritime (A&M) High School.

Established in July 2017, in conjunction with the Cleveland Metropolitan School District, Davis A&M opened with 50 ninth-graders that year. Four years later, the school has nearly 300 students in grades 9 through 12.

"PHASTAR exists purely to support the school and its programs," Ferguson explains. The school provides students an aerospace and maritime environment that prepares them for college, careers and citizenship. "Davis A&M is currently the only high school in the country specializing in both aerospace and maritime," Ferguson says. Students have opportunities to fly planes and assist in water rescue missions. The curriculum and programs provide life experiences and training opportunities for students to achieve self-sufficiency and can assist in breaking the poverty cycle, he says.

RAYMUNDO GARZA

Piloting a Nonprofit

Earning a B.S. in Aeronautical Science from Embry-Riddle, Ferguson says he's always had "a fascination with flying, space and astronauts." Embry-Riddle was the perfect place to feed his infatuation with aviation. "I chose Embry-Riddle for a variety of reasons, but especially due to its all-inclusive aviation atmosphere," Ferguson says.

Helicopters became his aircraft of choice. He attained his helicopter Certified Flight Instructor – Instrument and instructed before being hired to fly critical-care transport helicopters for Cleveland's MetroHealth Life Flight Services. He later became lead pilot and director of aviation for Metro Life Flight. With his interest in emergency and disaster management, he earned a master's degree in public health along the way.

Ferguson has flown a variety of helicopters and obtained his airline transport pilot certificate in a Sikorsky S-76. The skills he attained as a pilot have translated well into his role as CEO of a nonprofit organization. "As a pilot, you need to have situational awareness, always having a plan A, B and C, because situations change. Crew resource management and aviation safety management are also essential. These all transfer over to the daily operations with PHASTAR," Ferguson says.

Learning through Service

Intent on also serving the community, Ferguson fashioned the maritime programs at Davis A&M as a hands-on partnership with Cleveland's maritime industry. The students learn and work on PHASTAR Marine Safety vessels, which operate on the Cuyahoga River and along the lakefront. The PHASTAR vessels provide commercial vessel escorts and safety audits, water debris removal and safety patrols. The students' maritime experiences allow them to build sea time (much like flight time, logged as days versus hours) to qualify as a crew member on commercial vessels, he says.

The Bond that Breaks the Barriers

With the goal of making flying fun and affordable, PHASTAR also operates the Discover Aviation Center (DAC) and a flying club. DAC provides its own flight instructors and aircraft, including several flight simulators. The flying club offers training in conjunction with the Federal Aviation Administration's Wings program, and DAC manages its own FAA-approved, in-house safety management system.

Several Davis A&M students participate in the flying club after school and on weekends, and Ferguson personally helps ferry them from the school to the flight line. Many of the students come from communities of color, which are vastly underrepresented in aviation. This makes the flying club a win both for students and the industry, Ferguson says. "It has been beneficial for the children and those at the airport to interact. Aviation is the bond that breaks the barriers. I want to change the perspectives of others in aviation and the environment towards these kids so that it's more welcoming to a kid who grows up in a poor environment and sees aviation as being out of reach."

PHASTAR recently solidified a partnership with United Airlines, whereby the airline will provide leadership support, paid internships for 20 to 30 students, manufacturing opportunities and flight training costs for 12 students each school year, Ferguson says. Flight students will earn their private pilot's certificate and may continue in United's Aviate program, which helps increase diversity among applicants for the airline's pilot openings.

Ferguson has lofty future goals for PHASTAR, including building a new high school campus at the airport, expanding the maritime program and starting an A&P certificate program. "I would like to see more changes in the industry to reach out, engage, recruit and invest in students," Ferguson says. "My drive comes from the kids' success and changing their outlook on their futures."

Drew Ferguson ('01) created Davis Aerospace and Maritime High School in Cleveland, which is the only high school in the country that specializes in both aerospace and maritime education.

From left, Fabiano Gomes ('20), Diogo Youssef ('20), Luciano Oliveira ('20) and Joao Centeno ('20) centered their capstone research on lowering Brazil's contingency fuel requirements from 10% to 5%.

Fueling Change

Aviation Management students help revise aviation fuel regulations in Brazil

BY CYNTHIA PUCKETT

Students of the Embry-Riddle Aviation Management program in Brazil, offered through the Worldwide Campus, are putting their capstone projects to work — to bring about positive change for the aviation industry in Brazil.

The 2019 student cohort used their research findings to convince regulators in Brazil to change fuel requirements for airliners, resulting in cost savings for Brazilian airlines in the millions of dollars. The 2020 cohort is on the verge of accomplishing something similar.

The 2019 Aviation Management cohort consisted of 30 students. Diogo Youssef ('20), Fabiano Gomes ('20), Joao Centeno ('20) and Luciano Oliveira ('20) were the four students who together developed their capstone research centered on lowering Brazil's contingency fuel requirements from 10% to the international standard of 5% for airliners.

Contingency fuel regulations require that a certain amount of fuel be carried for unforeseen occurrences, such as the pilot's need to deviate from original routes that would necessitate an increase in fuel consumption.

The International Civil Aviation Organization (ICAO) standard calls for flights to have 5% of contingency fuel, and this is the practice in most other areas of the world. Regulators in Brazil had considered this standard but did not decide to make a change until presented with the Embry-Riddle students' research.

Based on the students' work, the Associação Brasileira das Empresas Aéreas (ABEAR) proposed the changes to the Agência Nacional de Aviação Civil (ANAC), which reviewed and supported the changes in February 2020. A new law went into effect on April 1, 2020.

The students' research was published in the *International Journal of Aviation, Aeronautics and Aerospace* (IJAAA), the peer-reviewed journal of Embry-Riddle Aeronautical University's Worldwide College of Aeronautics.

"This was the first time we were able to bring a published paper into the discussion, with the Embry-Riddle stamp on it. Embry-Riddle carries a lot of weight, and it's accepted that we have done our due diligence in the research," says Oliveira, flight standards senior coordinator for LATAM Airlines Brazil.

"As we considered our capstone project, we understood that the industry had given us this great opportunity," says Youssef, flight dispatch manager for Azul Airlines. "We realized we were in a position to give something back to the industry."

The students gathered data from airlines around the world and, more specifically, Brazil. They ran simulations to determine how much fuel was used and how much would be left if the contingency fuel requirement were changed from 10% to 5%.

Massoud Bazargan, professor of operations research and operations management at the O'Maley College of Business, led the students through the process of running the simulations.

"Dr. Bazargan is one of those professors you don't forget — the professor of professors," Youssef says. "He explained the simulations, and we created a mathematical model and simulated over 1 million flights. We simulated five times more flights than in the real world, and we didn't find any aircraft landing in emergency conditions."

An International Perspective on the Aviation Industry

The Aviation Management program in Brazil began in 2016 as a professional and international certification. It is currently educating its fifth cohort of students with a sixth cohort expected to begin in September.

"This kind of result proves the success of the program for Embry-Riddle," says Israel Treptow, executive director of the Central and South America Worldwide Campus. "The main idea behind the program is to select aviation professionals who are working for one of the big three airlines in Brazil and to give them an international perspective on the aviation industry — on the management side of it."

The 15-month program, which expands Embry-Riddle's international outreach, is offered in partnership with Confederação Nacional do Transporte (CNT), Serviço Social do Transporte e Serviço Nacional de Aprendizagem do Transporte (SEST SENAT), Instituto de Transporte e Logística (ITL) and ABEAR. The students' tuition is fully funded by CNT and SEST SENAT, according to Treptow.

"Candidates undergo a selection process by the three major airlines in Brazil, and anyone who works for one of those airlines is eligible to apply," Treptow says. An interview and competitive selection process follow.

Last year, 135 people applied for the program and 30 were selected, Treptow says.

"That was huge — and with COVID going on. We expect that this year the number of applications will be even higher," he says. "That's another metric we can use to prove the success of the program in Brazil."

> **"This was the first time we were able to bring a published paper into the discussion, with the Embry-Riddle stamp on it."** — LUCIANO OLIVEIRA ('20)

Leila Halawi, associate professor and program chair for the Master of Science in Aviation and Aerospace Sustainability, worked with Aviation Management students in 2018, 2019 and 2020, leading them through their capstone projects.

"This certificate program is comparable to a master's degree. It's not a traditional program. The capstone project is reviewed by a committee comprised of executives from the airline industry, executives from the national transportation system and executives from the civil aviation industry in Brazil," Halawi says. "The students in the program are elite, and it is so humbling for me to work with them. I feel a bit of privilege to be able to work with such high-caliber professionals."

Four other students of the 2020 cohort are going in a similar direction. Aldo Bien ('21), Daniel Ribas ('21), Paulo Pacheco ('21) and Rodrigo Cardoso ('21) are working to bring change to Brazil's aviation regulations with their capstone research findings in a paper titled, "In-Flight Fuel Management and Committing to the Destination."

"The 2020 project was presented before ANAC in March, and the students also argued for a major change in legislation," Halawi says. "It is still in the negotiation phase."

EAGLE ODYSSEY

Alumnus honored for creating 1980s Greek alumni group

BY MELANIE STAWICKI AZAM

Jordan Antoniadis ('86) wasn't content to just sit around and wonder what ever happened to the many fellow Greek students who were his good friends when he was a student at Embry-Riddle in the 1980s.

So, he decided to find them. In 2009, through the Facebook page "Greek ERAU 80s Alumni," he located and reunited with more than 60 fellow alumni and friends living in Greece, the U.S. and around the world.

Once he made the connection, Antoniadis presented them with a bright orange, self-made "ERAU Lost & Found" shirt. Through the Facebook page, the old friends were able to share photos, reminisce and plan reunions.

"Jordan was the one who brought the group back together," says Christodoulos "Chris" Tzanakos ('87, '86), director of quality assurance for Teledyne Energy Systems. "And he personally made a point to see everyone who came back to Greece."

Sadly, Antoniadis died on Feb. 3, 2021, at the age of 59. But Tzanakos and other Greek Embry-Riddle alumni and friends are trying to continue his efforts.

Tzanakos and Dimitris Roussos ('86), an air traffic safety electronics engineer for the Hellenic Civil Aviation Authority at Corfu Airport in Greece, now manage the Facebook page, which recently changed its name to "Greek ERAU 'Jordan Antoniadis' Alumni" to honor the late Antoniadis.

Roussos says he started the ERAU Greek Alumni group on Facebook, but he was able to locate only a handful of people. Luckily, one was Jordan, who helped him track down most of the group.

"This was mainly due to his good contacts that he maintained over the years with most of us," Roussos says.

Tzanakos and Roussos recently held a Zoom session to remember Antoniadis and raised more than $2,000 for Antoniadis' wife and two children through a GoFundMe page.

"It was always a blessing to have him around and organizing things," says Tzanakos, who now lives and works in Maryland but visits Greece regularly.

Sophia Epitropoulos credits Antoniadis with fostering "a brother- and sisterhood of Greek Embry-Riddle students and close friends who maintained that connection for life." She did not attend Embry-Riddle, but she lived in Daytona Beach and became good friends with the group of Embry-Riddle Greek students. She recalls that Antoniadis started his efforts soon after he called her one day, trying to find someone.

"I lived in Daytona Beach and helped him," she recalled. "Then, the Facebook page was created, and it was really funny how it evolved. It took a year and a half to get most of the folks. He started trying to find people, and he was really on a mission. He loved having that connection."

Left: In the 1980s, Jordan Antoniadis (back row, second from left) and friends formed intramural soccer and volleyball teams. Below, from left: Stelios Damigos, George Xenellis, Jordan Antoniadis, Dimitris Giovanakis (standing), Kostantinos Zepos, Panagiotis Spyratos and Chris Tzanakos get together at a seaside cafeteria in Greece.

'It Was a Big Family'

In the 1980s, Embry-Riddle had a center in Greece that offered classes and allowed students to transfer to its Daytona Beach Campus, Tzanakos says. As a result, there were a large number of Greek students at Embry-Riddle then. They formed intramural soccer and volleyball teams and a club for Greek students called the Icarus Club.

He says the Greek students even had a designated "Greek table" in the university's cafeteria.

"There was actually a Greek flag on the table some days," Tzanakos says. "There were a lot of friendships and sports. It was a big family."

Epitropoulos says the local Greek American community looked out for the students, treating them to meals and giving them work at their businesses.

"Most of the Greek students all lived around Beach Street together," she says. "All of the Greek-owned businesses and Saint Demetrios Greek Orthodox Church really embraced the Greek students. That is how the community was — you take care of your own in Greek culture."

Tzanakos says the students were grateful for the support. "You relied on a check mailed from Greece and, sometimes, people had no money for a week or more," he recalls. "So we all looked out for each other. It is the bond that you share because you are in another country by yourself."

The Great Connector

Antoniadis, who also went by the nickname "Danny," was legendary for getting everyone together when they visited Greece, Tzanakos says. He would arrange local events and feasts at local tavernas.

"Someone would exchange a message, and he would coordinate and get everyone together," Tzanakos says. "It would always be a big dinner, then you'd end up at 2 o'clock in the morning drinking coffee somewhere with other people calling in on speaker phone or FaceTime."

John Tsapos ('86, '88), who is managing director at BNY Mellon Asset Management in New York, says Antoniadis was the one who connected the Greek alumni group. More than just a host, he was also a confidant and always made time for friends.

"Personally, every time I flew into Athens, he always came to the airport to meet me," Tsapos says. "Before anything, we would go have a coffee and talk about everything."

Michel Aletraris ('87, '89), product line manager at Delta Air Lines in Georgia, agreed, adding, "If you look up the word hospitality, *filoksenia*, it had a picture of Jordan. He was a true *filos*/friend."

Some of the 1980s Greek alumni reunited in 2011 and visited Embry-Riddle's growing campus, Tzanakos says. Epitropoulos made a video tribute to Antoniadis with old photos of the group from their student years and reunions.

"Without Danny and his efforts, we couldn't have had these wonderful nights we shared here in Greece," says Katerina Deligiorgi ('87), an operational manager for KLM Royal Dutch Airlines, who lives in Athens. "He is the one to find all of us again."

Tzanakos says he will try to honor his late friend's memory by keeping the Embry-Riddle 80s Greek alumni group going, so the lifelong friendships, reunions and good times will continue.

"He definitely started something that will live forever," Tzanakos says.

CONNECT

To join the Greek alumni Facebook group, search "Greek ERAU 'Jordan Antoniadis' Alumni" on Facebook.

ALUMNI NEWS

MESSAGE FROM THE EXECUTIVE DIRECTOR

As I write this letter, we have endured a full year of challenge, loss and sometimes heartbreak — but we've also responded with flexibility, creativity and resilience. As Eagles, we masked up, kept a wingspan apart and against the odds, completed another full academic year. This issue highlights many of the ways we adapted to and persevered through our new normal.

With many of our annual events cancelled, we were grateful to have had the opportunity to meet and get to know many of you virtually. As alumni, you networked, shared and met new friends and faces around the globe in all 50 states and in many countries. With over 200 online events, webinars and e-gatherings, including our first-ever virtual homecoming, we were truly "One Eagle Community," supporting each other. Thank you for your ongoing support.

But even with all this great activity, I still missed the sights, smells and sounds of air shows; the cheers and applause at graduations and sporting events; the tears at commissioning; the nervous excitement at career fairs; and just seeing real, in-person smiles.

As I reflect on the lack of sensory feedback from our activities, I still feel grateful for all that we have been able to do to stay connected.

Eagles, I hope you can join me in approaching the upcoming year with a bright new outlook; while some uncertainty remains, we can now see a light ahead. Let's stay connected and enjoy the sights and sounds — and most importantly, the smiles — as we connect in the next year.

In closing, I must thank Sara Withrow, editor of *Lift* magazine, for the last 10 years and 22 issues. While this issue will be her last (we will miss her!), I'm thankful for Sara's many contributions over the decade. As I look at some of the headlines from past *Lift* covers, I feel that she embodies many of our core values represented in those titles. Whether it was "Breaking Barriers," or "Igniting Innovation" or "Engineering Success," Sara always kept her "Eyes on the Sky," demonstrating a "Passion, Pride and Expectation" for the future.

Godspeed, Sara! Thank you for lifting up our alumni, each and every issue.

Forever an Eagle,

Bill Thompson ('87)
Executive Director

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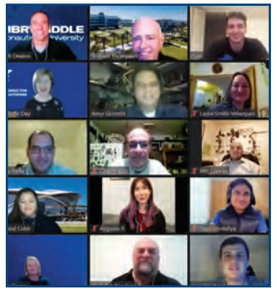


2020 VIRTUAL HOMECOMING WEEK

(OCT. 4-10)

Attendees **980**

Events **25**

States Represented **46**

Countries Represented **48**

"The get-togethers provided a chance to be socially engaged with others from the same foundation of education. A chance to discuss memories from our youth."

— **BARRY COHEN ('79, '80)**

A.dapt.a.bil.i.ty *noun*

The quality of being able to adjust to new conditions.

— OXFORD LANGUAGES

In light of the ongoing COVID-19 pandemic, Embry-Riddle – like the aviation industry – adapted its programs to ensure the greatest level of health and safety for its students, faculty and staff. The alumni engagement office paused in-person activities and offered virtual/Zoom gatherings, instead – including its first weeklong, truly global Homecoming celebration. Likewise, the university hosted virtual and hybrid commencement ceremonies. These numbers tell the story.

VIRTUAL COMMENCEMENTS

(DAYTONA, PRESCOTT AND WORLDWIDE/ONLINE)

SPRING, SUMMER, FALL 2020

Virtual Ceremonies	Ph.D.s Conferred	Undergraduate Degrees	Master's Degrees
6	26	3,575	1,249

SPRING 2021

Virtual Ceremonies	Ph.D.s Conferred	Undergraduate Degrees	Master's Degrees
5	9	2,530	655


MIKE LEDFORD

"After my state shut down, then in-office work schedules made the shift to work-from-home status, I felt more isolated than ever. Our alumni engagement team does an outstanding job offering opportunities to become and stay connected with fellow Eagles through podcasts, webinars and online formatted events, including virtual Homecoming – nicely done! Go Eagles!"

— **TINA ROGONIA ('08)**

"I recently met Amber [Evans], the director of the Camp LeJeune campus, at one of the online networking events last week. The following day, we got to meet in person, where I got to share my aviation and college experiences with her. What a great opportunity!"

— **ERIC CLARK ('19)**

VIRTUAL ALUMNI E-GATHERINGS

(MARCH 2020 TO MARCH 2021)

Attendees **2,329**

Events **115**

Most Popular by Attendance

NO. 1
Virtual Lift Off for fall 2020 graduating students (109)

NO. 2
E-Gathering for Eagles in the Eastern Time Zone (43)

NO. 3
Current State of Aviation in South America (38)

Jayde King ('14, '16, '20), left, is the first Gaetz Aerospace Institute graduate to complete a Ph.D. at Embry-Riddle.

STEM Trajectory

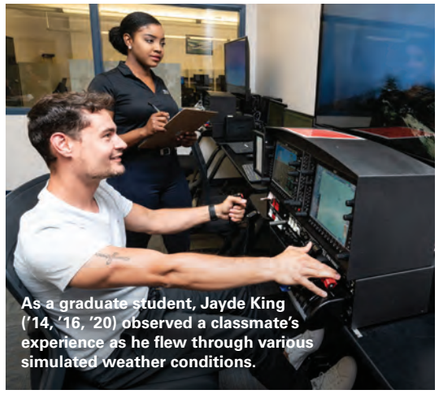
From high school to Ph.D., triple alumna pursues her passion at Embry-Riddle

BY ANNELISE O'DONNELL

Jayde King ('14, '16, '20) started her journey as an Eagle as a high school student enrolled in Embry-Riddle's Gaetz Aerospace Institute. The institute links Embry-Riddle to secondary schools, giving students a jump-start on their college education through a concurrent enrollment program.

For King that jump-start was like a rocket, launching her on an upward trajectory that culminated in three degrees and earned her the distinction of being the first Gaetz Institute graduate to complete a Ph.D. at Embry-Riddle. Today, she is a human factors research psychologist at the Air Force Research Laboratory (AFRL).

"I love seeing humans and technology working together," she says. "That's my favorite part of human factors."



As a graduate student, Jayde King ('14, '16, '20) observed a classmate's experience as he flew through various simulated weather conditions.

DARYL LABELLO

Raised in close proximity to space shuttle launches, King says she dreamt of being an astronaut from a young age. Science, technology, engineering and mathematics (STEM) came naturally to her. Her mother is a crime scene investigator, and her father is a math teacher. Her love for aviation grew when she joined the Boynton Aerospace Science Academy (BASA), an arm of Embry-Riddle's Gaetz Aerospace Institute at Boynton Beach Community High School in South Florida.

"We were able to complete 10 free flight hours through the program," King says. "We got to fly, take aviation maintenance classes — all of that really fed into my decision to go to Riddle and promoted my love for aviation."

Embry-Riddle Family

At Embry-Riddle, King was an active participant in and out of the classroom. She served in the Student Government Association and was a member of the National Society of Black Engineers (NSBE), among other clubs. She earned a Bachelor of Science in Air Traffic Management in 2014.

She says she found a "family" at Embry-Riddle that encouraged her in her pursuits. "I was able to grow not only as a student but as a professional and a good citizen."

Upon completing an internship with Fort Hill Group, a human performance consulting company, and earning a master's degree in human factors in 2016, King decided to undertake the ultimate academic challenge: earning a Ph.D.

She focused her doctoral research on a major problem facing the general aviation industry: private pilots crashing due to weather-related incidents. A 2016 report published in *Physical Geography* found that private pilots account for the majority of fatal general aviation accidents related to weather. With a grant from the Federal Aviation Administration and guidance from professor and program coordinator Elizabeth Blickensderfer, King developed an app to help pilots more easily and effectively access, interpret and respond to weather information in real time.

Making a Difference for Industry

Before even finishing her program, King accepted her position with the AFRL. A recruiter for the lab offered her a job — on the spot — at a NSBE conference she attended.

King joined the AFRL as a research psychologist in July 2020 and works specifically in the Warfighter Interactions and Readiness Division of the 711th Human Performance Wing at Wright-Patterson Air Force Base in Dayton, Ohio. Her role focuses on making the relationship between humans and artificial intelligence more seamless and less robotic.

Transitioning from a student to a working professional can be challenging, not to mention doing so during a global pandemic. King leans on the lessons she learned at Embry-Riddle that she still uses today.

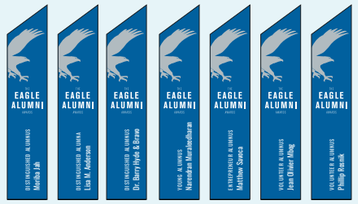
"Just a couple of months ago I was a student, but now my decisions actually have impact," she says.

With few women of color pursuing STEM-related careers, King believes that representation and giving back through mentorship are key solutions to diversifying the industry. She also credits the Gaetz Institute program with playing an important role in attracting people of color and women to these fields.

"It gives them the knowledge they need to prepare for this career, exposure to mentors at a young age and the opportunity to see students like them working through that coursework," she says.

Looking back on her accomplishment, King says it's not her new title of "doctor" that she values the most, but the collective experience she had at Embry-Riddle and how she can use it to conquer any challenge that comes her way.

"What changed wasn't the title — what changed was everything I did and learned," she says. "Research is supposed to increase knowledge and better people's lives. Now I have the credentials to do it, which is really empowering."



SEVEN ALUMNI HONORED WITH 2021 EAGLE ALUMNI AWARD

BY MELANIE STAWICKI AZAM AND ALAN MARCOS PINTO CESAR

Barry Hyde, D.B.A. ('07) miraculously survived a 1998 plane crash, but he permanently lost his vision and ability to fly a plane again.

The former pilot and flight instructor embarked on a new career path, studying aviation safety at Embry-Riddle. He went on to earn his doctorate and is now an aviation safety analyst for the Federal Aviation Administration.

Barry is one of seven alumni being honored with a 2021 Eagle Alumni Award for their achievements. The other recipients, who will be recognized in a virtual program, include Phil Rosnik ('86), Matt Savoca ('94), Moriba Jah, Ph.D. ('99), Lisa Anderson Spencer ('99, '03), Jean Olivier Mbog ('13) and Narendran Muraleedharan ('16, '17).

Hyde, Spencer and Jah will receive the Distinguished Alumni Award. Savoca was chosen for the Entrepreneur Alumni Award, while Muraleedharan was selected for the Young Alumni Award, and Mbog and Rosnik received Volunteer Alumni Awards.

"I never dreamt of receiving this award when I came to Embry-Riddle," Hyde says. "There were many factors that came forward in my life that allowed me to do it."

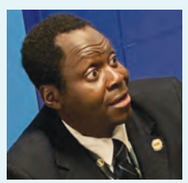
Barry Hyde, Ph.D. ('07)
Distinguished Alumni Award
"My Embry-Riddle degree really opened the door for me to be able to work for the FAA. It allowed me to pursue my passion for aviation and help make sure what happened to me doesn't happen to another pilot."

Lisa Anderson Spencer ('99, '03)
Distinguished Alumni Award
"This award was so unexpected and humbling; I'm honored and filled with gratitude. This award demonstrates ERAU's confidence in me – as a valued alumna. I feel a degree of responsibility to be the best me I can be, as I represent the faith that ERAU has in me, as well."

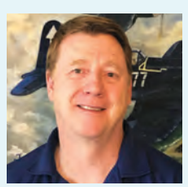
Moriba Jah, Ph.D. ('99)
Distinguished Alumni Award
"I am extremely honored and pleasantly surprised that the university felt that I was someone who would earn this sort of distinction. It is welcomed and a very moving gesture."

Matt Savoca ('94)
Entrepreneur Alumni Award
"I graduated with the confidence to know I could take on life's challenges. There are many great minds and many great entrepreneurs that have graduated from ERAU, and to be selected for this award is truly an honor."

Narendran Muraleedharan ('16, '17)
Young Alumni Award
"I am honored that I am chosen for an alumni award from my university where a very large number of amazing and successful professionals come from. I loved my experience at Embry-Riddle, from the classes to the independent studies with professors to the research projects."



Jean Olivier Mbog ('13)
Volunteer Alumni Award
"I'm in love with all aviation, aerospace dreamers, aircraft and everything that goes into them. Give me a chance to upskill, and I'm as happy as I can be. My life and my career are an endless learning journey, and I'm loving every minute of it. Let's together pay it forward to the next generation!"



Phil Rosnik ('86)
Volunteer Alumni Award
"Receiving an award as recognition for my efforts is certainly an honor and always appreciated. However, the real reward for me is observing the actual positive impact that Embry-Riddle and the student population experience from my efforts."

What Is the Embry-Riddle Legacy Society and How Can I Join?

Warren Childers ('75), pictured, and his wife, Kristine, joined Embry-Riddle's Legacy Society by supporting student scholarships with a planned gift.

Embry-Riddle donor and Legacy Society member Warren Childers ('75) remembers what it was like to struggle in college.

"When I was a student at Embry-Riddle, I didn't have a lot of money at the time, and I got grants and loans," he says. "I know what it's like to need a little financial help to get through."

That's one of the reasons he and his wife, Kristine, joined the Legacy Society by making a planned gift to fund scholarships for students.

The Legacy Society was founded in 1998 to express appreciation and recognition for those visionary individuals, like the Childers, who inform the university, confidentially and in writing, that they have made a provision for a future gift through a bequest in a will or by naming Embry-Riddle a beneficiary in a trust, life insurance policy or retirement plan.

Planned gifts such as charitable gift annuities or charitable remainder trusts also qualify as future gifts, and they can provide lifetime income to donors or other beneficiaries. Planned gifts may be either unrestricted or designated for a particular Embry-Riddle department or program. They also may be named for one or more individuals.

Legacy Society Member Benefits

- Invitations to exclusive university and educational events
- Invitation to annual Legacy Society dinner
- A lifetime subscription to *Lift*, the university's magazine for alumni and friends
- Legacy Society lapel pin

By becoming a member of the Legacy Society, you help secure the university's place as a world leader in aeronautical education and applied research.

We invite you to create your own legacy by helping those who follow to realize their dreams. If you have already named Embry-Riddle in your will or other aspect of your estate plan, thank you, and please call or email us so we can document your gift. We want to be sure that we fulfill your wishes.

To inquire further about joining the Legacy Society, contact Travis Grantham, Executive Director of Gift Planning and Special Gifts, at **386-226-7568** or **travis.grantham@erau.edu**.

A Special Opportunity for Those 70½ Years Old and Older

You can give up to a maximum of $100,000 per year from your IRA directly to Embry-Riddle without having to pay income taxes on the money. This popular gift option is commonly called the IRA charitable rollover, but you may also see it referred to as a qualified charitable distribution, or QCD for short. If you are interested in learning more about this popular gift option, please contact Travis Grantham at **386-226-7568** or **travis.grantham@erau.edu**.

CLASS NOTES

Send us your news! Email your life events to **alumni@erau.edu**. For guidelines, visit **alumni.erau.edu/notes_guidelines**.

Career News

1960s

Raul Mendez ('69) received the FAA Wright Brothers Master Pilot Award. The award recognizes 50 years of exemplary aviation flight experience, distinguished professionalism and steadfast commitment to aviation safety. He is still current and qualified in the B737 and B767 and flies a 767VIP part time in Malaysia.

1970s

John Alger ('73) retired in 2018 after a long career and moved to Ormond Beach, Florida, in 2019.

James Black ('75) is the founder of Blackbird Bikes and inventor of the EZ Quadribent.

Ellis Chernoff ('76) retired in 2013. Prior to retirement, he was an air safety representative for the Air Line Pilots Association.

John M. Bookas ('77), who is a member of the Philanthropy Council for the Daytona Beach Campus College of Aviation, recently retired.

Capt. Michael B. Sigman ('78) has retired after a 39-plus year career with Metro Airlines/Eastern Metro Express Airlines/American Eagle Airlines/ American Airlines.

Wayne Turner ('78) recently retired as a captain for Delta Air Lines.

Wayne Cornutt ('79) retired as an aircraft mechanic at Delta Air Lines after 40 years as an A/C mechanic.

William Palmer ('79) recently retired from Delta Air Lines as a senior A350 captain/check airman, completing 36 years with Northwest Airlines and Delta Air Lines.

Samuel "Scott" Tomlinson III ('79) received the FAA Wright Brothers Master Pilot Award. The award recognizes 50 years of exemplary aviation flight experience, distinguished professionalism and steadfast commitment to aviation safety.

Carl Sorg ('79) is the director of aviation at the Johnson & Johnson Family of Companies in West Trenton, New Jersey.

1980s

Tim Glover ('80) retired from United Airlines in August 2020.

Chris Ison ('82, '89) retired on Dec. 31, 2020, as vice president of project management at OGARAJETS in Atlanta.

Mary Patti Shotwell ('82) is an insurance broker at Patsho Insurance/ The Assurance Group.

John Parrish ('83) retired in 2019 after a 36-year aviation career in which he held executive positions with Lockheed Martin for 22 years, Northrop Grumman for six years and GE Aviation for eight years.

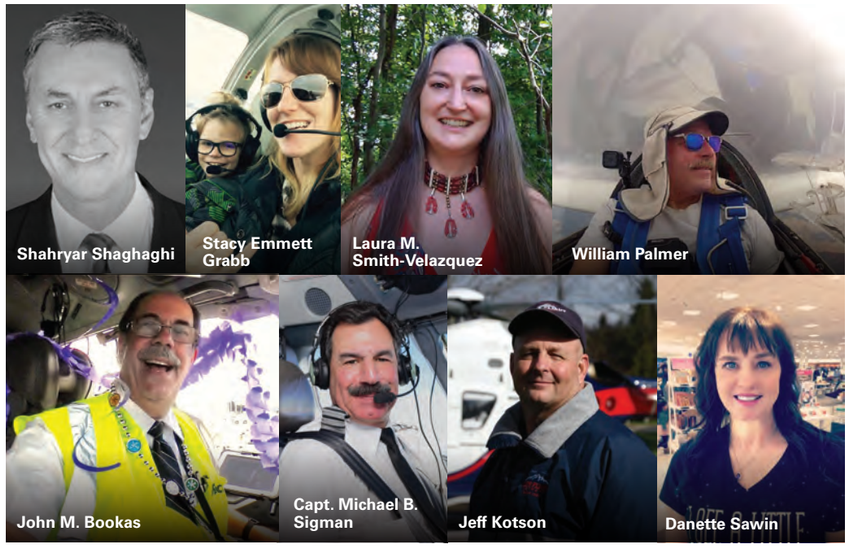
Kenneth M. Dufour ('85, '89), who is an Embry-Riddle Board of Trustee member and founder and president/ CEO of Aviation Management Consulting Inc., was honored with the FAA Wright Brothers Master Pilot Award. The award recognizes 50 years of exemplary aviation flight experience, distinguished professionalism and steadfast commitment to aviation safety.

Nigel Patterson ('85) was named vice president of sales and contracts at Certified Aviation Services LLC. Patterson has more than 32 years of experience in his field.

Stephen Blanchette Jr. ('86) was honored Feb. 1, 2021, as a recipient of the 40th annual Robert H. Herndon Black Image Award. The award honors the legacy of Herndon, a pioneering Black engineer at The Aerospace Corporation, by recognizing employees for their outstanding work in support of the corporation's mission, laudable humanitarian efforts and distinguished personal achievements. Blanchette is the director of software systems and acquisition at The Aerospace Corporation and a member of the College of Security and Intelligence Philanthropy Council at Embry-Riddle's Prescott Campus.

Maj. Gen. Timothy E. Gowen ('86) is the 30th Adjutant General of Maryland, responsible for the daily operations of the Maryland Military Department, which includes the Maryland Army National Guard, Maryland Air National Guard, Maryland Emergency Management Agency and Maryland Defense Force.

James Hurley ('87) has joined Talon Air's executive team as executive vice president.



Oliver E. Lewis Jr. ('87) was appointed executive vice president, head of commercial banking at Columbia Bank.

Guillermo Rojas ('87) is a tanker broker at Tank Oil Shipping USA.

Col. David Emery ('88) retired from the U.S. Air Force Reserve in 2018 after more than 37 years of service, including in the California Air National Guard and U.S. Air Force. Emery continues to fly for United Airlines as a captain on the B757.

Frank Sapio ('88) was appointed head of claims for Alliance Global Corporate & Specialty in North America.

Martin S. Konigsdorffer ('89) graduated from the U.S. Army War College in July 2020. He earned a master's degree in strategic studies and received a diploma of graduation from the Army War College as a distinguished graduate.

Michael Macias ('89) recently transitioned from B747 first officer to B767 at Atlas Air. His daughter is a student at Embry-Riddle's Prescott Campus. He writes, "My baby girl is about to join me in becoming an ERAU alumni, Class of 2021."

Richard S. Walsh ('89, '91) was appointed to CEO of CorVent Medical, a privately held portfolio company of Coridea LLC, which is developing ventilators for critical care.

1990s

Mark Ingemi ('91) is a Boeing 777 captain for FedEx, based in Memphis, Tennessee.

Susie Latvala ('91) recently celebrated 25 years at FedEx. In December, she transitioned to 777 captain and now lives in Port Angeles, Washington, with her husband, Jeff. Previously, she spent four years in Hong Kong and flew the 767. She also flew the MD11 for 20 years.

George R. Macri ('91,'94) recently retired from The Boeing Company after more than 10 years. He was a quality engineer working on NASA space programs, starting with Ares and followed by Space Launch Systems Artemis, while at the Michoud Assembly Facility in New Orleans.

Caroline Vandedrinck ('91) was appointed senior vice president of sales for SR Technics. Headquartered in Switzerland, SR Technics is an international MRO service provider for the civil aviation sector.

Daren Griffin ('94) was named the new president and CEO of the Reno-Tahoe Airport Authority, operator of Reno-Tahoe International Airport in Reno, Nevada.

Retired Lt. Gen. VeraLinn Jamieson ('94) joins the Beacon Global Strategies (BGS) Advisory Board. BGS is a leading strategic advisory firm focusing on global public policy, government procurement and geopolitical risk analysis. She was also chosen to serve on the advisory board of Primer, a San Francisco-based machine intelligence company. A retired three-star general, Jamieson served as former deputy chief of staff for Air Force Intelligence, Surveillance and Reconnaissance.

Dimitra Tsamis ('94, '00) is a senior analyst with NASA's Office of Inspector General and recently celebrated 25 years of federal service. This year she was recognized with a Superior Service Award for her work on the Commercial Crew Transportation project and an Honor Award for her review of NASA's mobile launchers.

Arlando Teller ('95) was appointed assistant secretary for Tribal Affairs at the U.S. Department of Transportation. First elected in 2018, Teller was a representative in the Arizona State Legislature. He recently resigned his seat to accept the federal appointment.

Allen Cassino ('96) is a pilot for Alaska Airlines. In December, he shared this message: "Christmas flying. You've got to stay warm. Happy holidays to all of you that are on the road."

Robert M. Ruiz ('96) was named director at the Office of General Aviation Safety Assurance in the Flight Standards Service, FAA.

Capt. Carlos Zendejas ('96) has been elected by Horizon Air's Board of Directors to be the company's new vice president of flight operations, overseeing Horizon's 700 pilots and its flight operations support team.

Jeff Hayman ('97) was named chief information officer at Rappahannock Community College in Virginia. Hayman is a Certified Information Systems Security Professional and former U.S. Army Master Aviator.

Shahryar Shaghaghi ('97) was recently named chief technology officer at Quantum Xchange, a developer of advanced encryption technology and products. A member of the university's College of Engineering Industry Advisory Board, Shaghaghi has 30-plus years of experience in information technology and risk management consulting.

Stacy Emmett Grabb ('98) was appointed the role of Designated Pilot Examiner, based out of Portland, Oregon, by the FAA.

2000s

Philip Alldridge ('00) was named a Lockheed Martin Fellow.

Yon Price ('00) was named to the Indiana Basketball Hall of Fame's 2021 Silver Anniversary Team. Price played basketball as a student at Embry-Riddle and helped the Daytona Beach Campus Eagles win the 2000 NAIA II National Title. He is one of 18 men honored on the 2021 Silver Anniversary Team.

Laura M. Smith-Velazquez ('00, '06), a senior systems engineer-cognitive scientist in research and technology development at Collins Aerospace, was part of the NASA/FAA Airplane

State Awareness Research Team that was awarded the 2020 NASA Langley Achievement Award. She was also recently awarded the American Indian Science and Engineering Society Technical Excellence Award. She works in Collins' Advanced Avionics Technology department, developing supersonic flight technology. Additionally, Smith-Velazquez received a Patent Recognition Award from the Society of Women Engineers.

Vishal S. Amin ('01) has become the first Indian American diplomat serving as the senior FAA regional representative for South Asia. Based out of the U.S. Embassy in New Delhi, he will be the top FAA authority in South Asia on U.S. civil aviation, policies, practices and procedures.

Raymond Hanson ('02, '07) received the 2020 National Air Traffic Controllers Association's Archie League Medal of Safety Award on May 26, 2021, for the Eastern Region. Hanson and fellow controller Mark Dzindzio helped a pilot in distress on the cloudy night of May 20, 2020 — all while juggling other traffic, including Air Force 2, according to an FAA news release.

Claude Going Jr. ('03, '06), who is a senior nondestructive examination engineer for General Electric, was chosen as a 2020 Fellow of the American Society for Nondestructive Testing.

Jeff Kotson ('04) retired from the U.S. Coast Guard in 2011 and is the director of safety and risk management for Life Flight Network in Aurora, Oregon.

Allison Odyssey ('04) is chief operating officer for Zero Gravity Corporation, a privately held space entertainment and tourism company.

Danette Sawin ('04, '07) was promoted to mission director over the 787 Operations Control Center at The Boeing Company. This marks her 32nd anniversary with Boeing.

King Thompson ('05) was named senior sales and customer support manager for MRO activity at the Middle River Aerostructure Systems business of ST Engineering.

Meghan Burleigh ('08, '13, '18) was recently chosen for the Basu United States Early Career Award for Research in Sun-Earth Systems Science. Currently a post-doctoral researcher at the University of Michigan, Burleigh was recognized in the space physics and aeronomy section and was one of just 85 scientists globally representing their disciplines within the American Geophysical Union, the world's largest Earth and space science society.

Luis Carlos Carmona ('09, '15), who is captain of the A320 fleet at LATAM Peru, shared this career news: "Dec. 21 marked my second year as a captain for the Airbus fleet in LATAM Peru. I flew for almost seven years as an FO in the long-haul fleet, flying the 767-300, and upgraded as captain in 2016 in the Airbus fleet."

2010s

Jonathan Bourdeau ('10) currently works as a senior scientist at Wood Environment & Infrastructure Solutions Inc.

Stacy Sheard ('10, '14), a corporate helicopter captain, began her one-year term as chair of Helicopter Association International (HAI) on July 1, 2020.

Darshan Divakaran ('11) recently joined the U.S. Air Force Research Laboratory as a senior operations research analyst with AFWERX.

Nathan Kroeker ('11) is the proprietor of River Hawk Farm in Roseburg, Oregon.

Salvatore De Rosa Troconis ('11) recently marked four years as a first officer at Air Macau.

Ernest Olivares ('11, '16) is a project engineer senior staff at Lockheed Martin.

Randy O'Dell ('12) recently retired as an accessories flight chief from the U.S. Air Force.

Emma Roberts ('13) was chosen to be vice chair of the National Air Transportation Association's new Air Ambulance Subcommittee. Roberts is the senior director of safety, training and compliance for REVA Inc., an international air ambulance and medical flight transport services company. She joined REVA after nine years with Spirit Airlines working in-flight operations and safety.

Jason Tepool ('13) was named chair of the National Air Transportation Association's Aircraft Maintenance and Systems Technology Committee. He is a business development executive for The Boeing Company.

Terik Weekes ('13) works for Elroy Air, a cargo drone startup in San Francisco. He leads design and construction of Chaparral, a hybrid-electric autonomous aircraft.

John Adams ('14) has started a new role in business development, strategy and capture for Lockheed Martin Space in California.

Ankit Jain ('14) is the founder and CEO of Pathloom, which was selected as a finalist for the Walmart-owned Moosejaw Outdoor Acceleration program, aimed at supporting small businesses in the outdoor industry. Pathloom is an all-in-one app for planning camping, hiking and other outdoor recreation trips. **Jordan Rivers** ('14) leads the company's product and engineering effort.

Robert Meade ('15) retired as a master sergeant (E-7) in a ceremony at Geilenkirchen NATO Air Base, in Geilenkirchen, Germany, following more than 22 years of active service in the U.S. Air Force.

Courtney Mills ('15) is an experimental flight test engineer with Stratolaunch.

Jessica Naor ('15), who is chief operating officer of GrandView Aviation, was elected to The Air Charter Safety Foundation's Board of Governors.

Chris Anzideo ('16) was a regional pilot before joining the Delaware Air National Guard as a pilot. He recently graduated from the Air Force's undergraduate pilot training Next program, which was an experiment into the next generation of pilot training. He's now back at his unit flying the C-130.

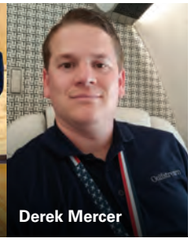
Stacey Jackson ('16, '20) recently received The Northern Lights Aero Foundation's annual Elsie Award, honoring Canadian women who have made outstanding contributions to aviation and aerospace.

Misfir Ahmed ('17) is a first officer working for the National Airline of Maldives, flying the Bombardier Dash 8 aircraft.

Reinaldo Cherem ('17), a first officer for Atlas Air, shared that, on a recent flight from San Francisco to Tokyo, the Atlas Air crew realized they had all graduated from Embry-Riddle. The flight included Cherem; **Greg Ciochon** ('14), first officer; **Ariana Entezari** ('09), first officer; and **Tony Baca** ('20), captain.


Reinaldo Cherem, Greg Ciochon, Ariana Entezari and Tony Baca

Ensign Dylan Horan, Ensign Michael Henriquez, Ensign Vinicius Sousa, Ensign Dustin Perry, Ensign Rahim Agha and Ensign Lukas Delong


Derek Mercer

Chase D. Rinehart ('17) is currently a captain at Horizon Air, flying the Bombardier Dash 8-Q400.

Ernest Harrison ('18) is an installation transportation officer at Vandenberg Air Force Base in California.

Daniel Dias Landroni ('18) was promoted to revenue management manager for LATAM Airlines in Santiago, Chile.

Matthew Rodriguez ('18, '20) is the airport operations manager at Bellingham International Airport in Bellingham, Washington.

Danielle Rosales ('18) was selected for the inaugural class of the International Astronautical Federation Launchpad Mentorship Programme. She is the communications manager at Space Tango.

Rico Brogna ('19), a former Major League Baseball player, was named the A's Single-A manager.

Jesus Kelly ('19) is an aerospace maintenance duty officer in the U.S. Navy.

Becca Lasky ('19) is an industrial engineer at Bombardier.

Nashad Mackey ('19) will serve as a graduate assistant coach for Embry-Riddle's men's basketball team at the Daytona Beach Campus. Mackey spent two seasons as a student playing for the men's basketball team from 2017-2019 and leading Embry-Riddle in its first two official seasons in NCAA II and Sunshine State Conference.

Luka Majstorovic ('19, '20) will begin his professional basketball career this fall after signing with Club Baloncesto Marbella in Spain.

Joey Santella ('19) is a UAS pilot II at Duke Energy Corporation in Charlotte, North Carolina.

Ensign Vinicius Sousa ('19) recently graduated U.S. Navy Officer Candidate School in Newport, Rhode Island — with five other Embry-Riddle graduates in his class: **Ensign Dylan Horan** ('20); **Ensign Michael Henriquez** ('18, '20); **Ensign Dustin Perry** ('20); **Ensign Rahim Agha** ('20); and **Ensign Lukas Delong** ('20). Sousa writes: "Five of us are aviators and will be going to Pensacola to start Flight School and one of us will be going to Virginia to start Surface Warfare Officer School."

2020s

Amre Chapele ('20) completed his degree in December. He writes: "Thanks to the staff of Embry-Riddle for the constant words of encouragement and professionalism. We made history, Class of 2020. Cheers and congratulations."

Megan McDede ('20) is a manufacturing engineer at the Ford Motor Company in Dearborn, Michigan.

Derek Mercer ('20) is an avionics/electrical technician at Gulfstream Aerospace Corporation at Savannah, Georgia.

Family News

2000s

Scott Forte ('09, '11), who is a pilot, real estate agent and entrepreneur, and his wife, Lauren, welcomed a son, Silas Giovanni Forte, on July 23, 2020.

Marriages/ Engagements

2010s

Danielle Erlichman ('12, '15) and **Andrew Voss** ('12) were married on Oct. 2, 2020, in New Hampshire. They are both A320 First Officers for JetBlue Airways.

Other

Marc Cervantes ('13, '15) writes: "I am currently flying with **Chris Chung** ('87). We're both at Delta Air Lines flying the A320 out of NYC and just finished up a trip."

Petr Stepan ('14) and **Hannah Burright Stepan** ('16) recently commanded a SkyWest Airlines flight into Prescott Regional Airport in Prescott, Arizona. The couple were both students at the Prescott Campus.

Victor Griffin ('16) recently flew with fellow alumnus **Nicolas Belhomme** ('89) on a French Bee SAS flight. French Bee is a low-cost, long-haul airline based at Paris Orly Airport.

1st Lt. Daniel Joblin ('17), **1st Lt. Daniel Pierce** ('17) and **Capt. Colin Reid** ('07) recently deployed to Kandahar, Afghanistan, in support of Operation Freedom Sentinel.

Noah Segovia ('20), **Chase Owen** ('20) and **Kurt Estorez** ('09) worked the Cameron Peak Fire in Colorado together.

Temporary Quarters

Readers identify this apartment building turned Embry-Riddle dormitory, circa 1967-68, that was published in the fall/winter 2020 edition of Lift.

'We Made Our Mark There'

The only off-campus dormitory that I know of was the one I lived in and the one pictured in *Lift*. It was located at 886 S. Nova Rd., Daytona Beach. It's currently called Palm Cove apartments and still stands today. I believe these apartments were there for quite some time, and they were not new when I stayed there.

I was one of the lucky students who lived in the dormitory just south of Bellevue Road. The dormitory housed approximately 200 Embry-Riddle students during my time there, 1969-1970.

Mr. Hofstater, the administrative assistant of the school, tried his best to keep a watchful eye on us. Several female students lived in that area as well. Each apartment had two bedrooms, a kitchen, a combination living/dining room and an attached patio/balcony.

I have many wonderful memories of my stay there, and the most obvious was the diversity of students from around the world. Living with them was an education in itself. Many residents were teammates of mine on the school's soccer team, and some of the girls were cheerleaders for the team. When historical events occurred, we congregated outside in the front or the back of residences. One outstanding moment, especially for Embry-Riddle students, was the Apollo 11 moon landing (boy did we make a racket). We all studied hard and partied with the same enthusiasm. After all, this was the Woodstock festival era.

The building may no longer house Embry-Riddle students, but we certainly made our mark there. Great memories and the wonderful relationships I made will remain with me forever.

Joseph Fabulich ('71)
B.S. Aeronautical Engineering

Swimming Pool for Frogs and Snakes

I attended Embry-Riddle from the fall of 1967 to graduation in 1970. Our "co-ed dorm" was the old motel [apartments] with a center pool, which did a great job caring for frogs and snakes in the early days, but got cleaned up in 1968 for our use. Besides, we had the beach.

The seniors got the upper floor and the rest of us got the lower floor. Most of the rooms could accommodate two to four students, with a kitchen and bath. The kitchen turned out to be a good thing because we were a long way from any restaurants, and for that matter, the campus too. I must admit, sharing a "home" with pilots, mechanics, engineers, managers and historians made for great friendships. I got married in 1968 and was the first to leave our place.

The "institute" was growing quickly with a new "quadrangle" campus being built near old runway 6R. We continued to take classes in the two-story wood headquarters building near the airport terminal and would take a shuttle or catch a ride with a classmate to the "dorm."

Thanks for the memory. It is fascinating to think that Embry-Riddle went from a 1,500-student institute to tens of thousands of students at multiple campuses today.

Tom Isenburg ('70)
B.S. Aviation Management

A Different Kind of Hallmark

I went to ERAU from 1970-74 and lived, existed in Dorm I. That is another story in itself. The picture on the back cover of *Lift* is a sight ... a memory that I will not forget. Used as a dorm, mostly all the residents were veterans, or at least had a vehicle to go to school. There were many wild parties that were the hallmark of those walls. Almost every weekend, sometimes mid-week, if you could get there, you could find something of interest. Or just a crazy time. I think this dorm was closed in 1972, and the residents were left to their own devices.

Ken Richard ('74)
B.S. Airway Science

PHOTO COURTESY OF THE EMBRY-RIDDLE ARCHIVE

In Memoriam

Walter Jones McFadden Jr.

• Jan. 20, 2021

Trustee Emeritus Walter Jones McFadden Jr., 96, served on the university's board of trustees from 1971 to 1976. A service pilot in the U.S. Army Air Corps, McFadden started two companies: Southern Air Surveys Inc. and Mapco Inc., both based in Florida and both of which conducted the aviation portion of aerial survey contracts for projects throughout the U.S. and the Bahamas. In 1972, he sold both companies, then started another company, Airborne Data Inc., which specialized in forest management photogrammetric programs and was sold in 2004. A World War II veteran who flew North American P51Ds, he received the Wright Brothers Master Pilot Award in 2014 from the Federal Aviation Administration, honoring his 50-plus years of flight expertise.

McFadden's passion was in the area of photogrammetry, and he made a gift to the university to set up the Merton M. Minter Jr. Memorial Lecture Series on the topic, in honor of Minter, who was his good friend.

"I had the honor of meeting Walter McFadden, who remained a supporter and good friend of the university," says Embry-Riddle President P. Barry Butler. "A lifelong passion for flight took him from the U.S. Army Air Corps to successful aviation entrepreneurship. His conviction that aviation could deliver critical data led him to launch his third successful business, focused on photogrammetry, even after he retired. We are proud to have benefited from his vision as a trustee, which was always forward-looking and expansive."

1940s

Henry P. Shook ('44)
Dec. 19, 2020

1950s

Loyce E. Finch ('55)
Dec. 7, 2020

1960s

Ted Garrett ('63)
Nov. 4, 2020

George F. Brooks ('68)
Nov. 16, 2020

Currie King Stafford ('69)
Jan. 3, 2021

1970s

Richard Kemp "Spike" Spicer ('72, '80)
July 20, 2020

Charles A. Augur ('73)
Feb. 5, 2021

Robert Charles Gasko ('73)
March 10, 2021

Lt. Col. John Delbert McCurdy ('73)
March 14, 2021

Retired Maj. Raymond Dwight King ('74)
Dec. 31, 2020

Juan A. Cruz ('75)
Aug. 11, 2020

Maj. Frank T. Stookey ('75)
Nov. 9, 2020

Daniel J. Cullum ('78)
July 12, 2020

1980s

Donald Lee Doggett ('81)
Feb. 17, 2021

Robert Joseph Sturdevant ('81)
Nov. 27, 2020

John R. Bennett ('83)
Nov. 14, 2020

Mark Fellner ('83)
Jan. 12, 2021

Jordan Antoniadis ('86)
Feb. 3, 2021

Randy Hudon ('86)
Oct. 29, 2020

Brig. Gen. Charles "Chuck" E. Yeager (HonDoc '87)
Dec. 7, 2020

Michael M. Costain ('88)
Jan. 26, 2021

Richard R. Fontaine ('88)
Jan. 8, 2021

1990s

Dennis U. Wenzlick ('90)
July 16, 2020

Maj. Darrel W. Manning ('91)
Sept. 8, 2020

Sean Patrick McLaughlin ('91)
Sept. 27, 2020

John Hays Phillips ('92)
Dec. 2, 2020

CW5 Lee Michael Tutin ('93, '97)
Jan. 7, 2021

Capt. Byron L. Cobb ('95)
Sept. 17, 2020

Marc I. Cohen ('95)
Oct. 29, 2020

Ralph F. Sahagun ('99)
July 20, 2020

2000s

SMSgt. Ronald J. Rousch ('00)
Aug. 17, 2020

Lt. Col. William Hollis Poe II ('05)
Oct. 19, 2020

2010s

Jordan Michael Wright ('11)
Aug. 31, 2020

William "Bill" Engel Bell ('12)
Oct. 26, 2020

Ellen Marie Burrell ('12, '13)
Aug. 1, 2020

OTHER

Alexander Bello-Ortiz
Embry-Riddle student
Sept. 7, 2020

Tracy Forrest
Longtime donor and friend
Oct. 12, 2020

Millie Hughes-Fulford
Former Embry-Riddle Board of Trustee member
Feb. 2, 2021

Lt. Col. Wayne Thomas Munson
Former executive director of Embry-Riddle Alumni Relations
Feb. 6, 2021

Bert L. Reames
Former Daytona Beach Campus Board of Visitors
Feb. 17, 2021

HELP US MEMORIALIZE EMBRY-RIDDLE EAGLES

Notify the Office of Alumni Engagement at alumni@erau.edu if you are aware of any classmates who have died. For obituaries and up-to-date death notices, visit **alumni.erau.edu/passings**.

EMBRY-RIDDLE
Aeronautical University
OFFICE OF ALUMNI ENGAGEMENT

Embry-Riddle Aeronautical University
1 Aerospace Blvd.
Daytona Beach, FL 32114

TAILWINDS

Game Time

Do you remember how many quarters you sank into these pool tables and arcade games underneath the "Queen of the Skies"? Can you identify the pool sharks? Share memories of your leisure time at Embry-Riddle and help us fill the gaps in our institutional knowledge: Tell us what you remember of the old John Paul Riddle Student Center, what is out of frame and what year you think this photo was taken. Bonus points if you recognize anyone (especially the pool sharks) or know who took the photo. We'll share the details in the next edition of *Lift*.

Email: liftmag@erau.edu

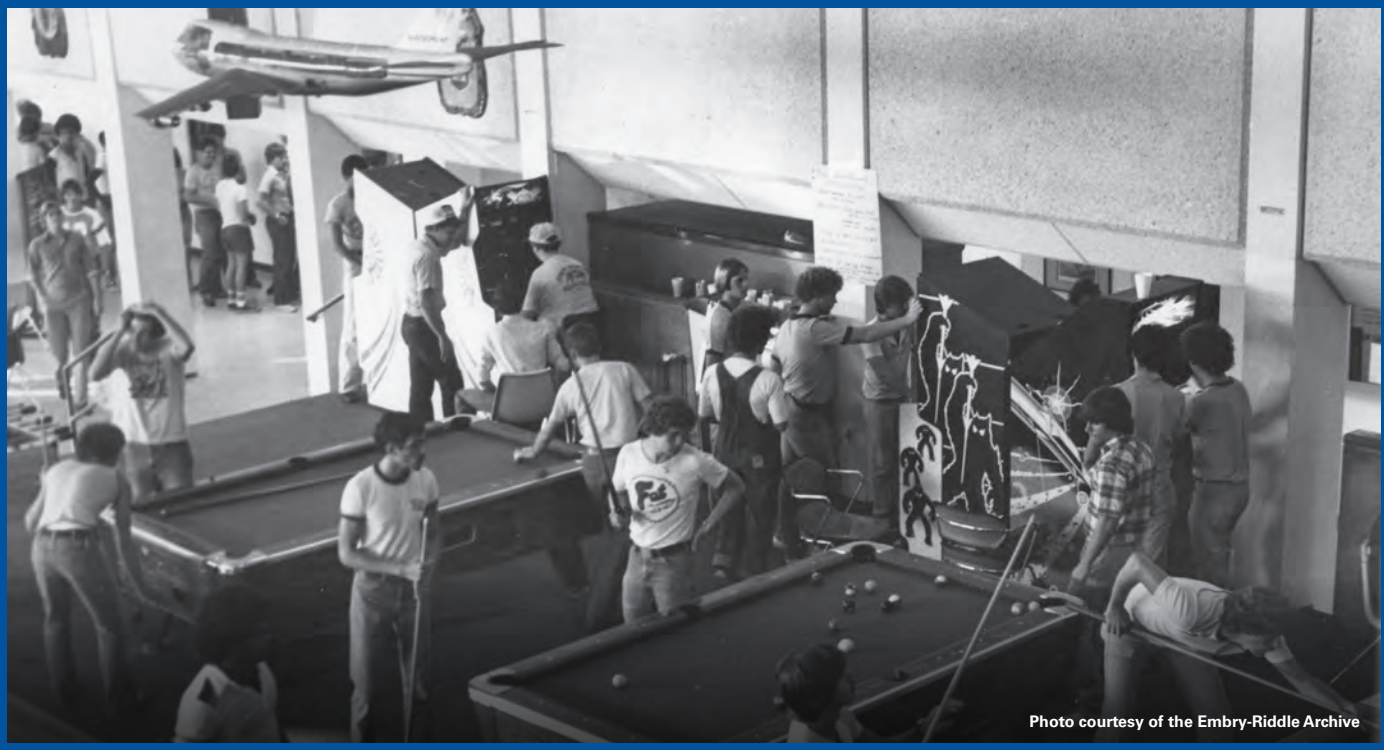


Photo courtesy of the Embry-Riddle Archive