

**LIFT**

The alumni magazine of Embry-Riddle Aeronautical University

**McKay family helps pioneer aviation education**

**Tom Hall ('93, PC) knows the sweet sound of success**

**Going global with Embry-Riddle Worldwide**

# Onward Upward

Embry-Riddle returns to flight in record time after Christmas Day tornado



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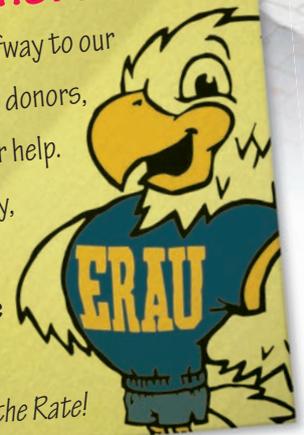
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and help us **Raise the Rate!**



*The Annual Fund*

# Lift

The alumni magazine of  
Embry-Riddle Aeronautical University



Spring 2007

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# LETTER FROM THE PRESIDENT



AS YOUR NEW PRESIDENT, I am honored to be part of a new era in leadership at Embry-Riddle.

This is a special time for the university. In my relatively short tenure as president, we have experienced both great progress and enormous challenge. On the heels of one of our most successful semesters ever—with the largest new student class in the history of our three campuses—a Christmas Day tornado rocked our Daytona Beach Campus, decimating our fleet and causing an estimated \$50 million in damage.

In this issue of *Lift*, you will see how, in typical Embry-Riddle fashion, we persevered in the wake of the storm, turning what could have been a significant tragedy into an opportunity to grow stronger in our mission.

Turning challenge into opportunity is something we have been doing since we began 80 years ago. Many of the stories in this issue, past and present, are fine examples of the way Embry-Riddle has “seized the day” to advance its mission. Whether it is the bold vision of the McKay family in the 1940s to provide vital flight training to allied pilots during World War II, or Worldwide Campus’ current efforts to provide educational opportunities to students around the globe, Embry-Riddle has never lost sight of its goal to be the world leader in aviation and aerospace education.

In spite of the recent challenges we have faced and continue to face, I consider myself fortunate to take the helm at this time in Embry-Riddle’s history. Today, after 80 years of responding to great challenges,

Embry-Riddle stands tall as a respected comprehensive university, leading the world in aviation and aerospace education.

I look forward to carrying on this great tradition as we work to provide the best education and career preparation possible for our students. My wife, Maurie, and I hope to meet many of you, our extended Embry-Riddle family, during our ongoing 20-city tour. It will be an opportunity to get to know you, share ideas and work together to shape our future.

Warmest regards!

Dr. John P. Johnson  
President

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## A room of their own

*New Women's Center opens on Daytona Beach Campus*



Director Paula Reed believes the Women's Center will provide a positive environment for female students, who make up 18 percent of the student population.

Female students at Embry-Riddle's Daytona Beach Campus now have a room of their own, thanks to the grand opening of the new Women's Center.

Paula Reed, director of the new center, says that student surveys and focus groups indicated a need for a welcoming space for women. "We want to enhance the campus environment for female students by providing a friendly place that offers services and programs promoting their personal, academic and professional achievement," she says.

The center will resolve issues for female students through liaisons with other offices across campus, provide networks for female students with members of the campus and the community, and serve as a resource for organized groups. Upcoming events include featured-speaker luncheons and special developmental programs.

### ALTIMETER

• In Fall 2007, Embry-Riddle's Prescott Campus will be offering two new degrees: a B.S. in Mechanical Engineering and a B.S. in Safety Science.

## The 'Airport of the Future' is here

*Cutting-edge project gives Embry-Riddle students an advantage*

Embry-Riddle, along with several high-tech corporations and government agencies, is paving the way for the next evolution in air travel. The concept, named the "Airport of the Future," is the result of a comprehensive three-year project at Daytona Beach International Airport (DBIA).

"The idea that Embry-Riddle would lead the country in testing and integrating new airport and airspace-management technologies at a working commercial airport is a

testament to our expertise and commitment to cutting-edge aerospace research," says Christina Frederick-Racascino, associate provost of research and graduate studies.

The project—to combine existing and emerging airport and aviation technologies in a seamless, integrated system—has never been tried at any airport, but with a growing need to modernize airports and air travel, the timing is right.

"The projects planned for the 'Airport of the Future' speak directly to the needs of aviation identified by the FAA and the JPDO [Joint Planning and Development Office]," Dr. Frederick-Racascino says.

Embry-Riddle students will be the real winners. Working with leading-edge technologies will give them a competitive edge when they enter the workforce. "They [students] will develop knowledge and skills unavailable to a vast majority of their peers," Dr. Frederick-Racascino says.



GETTY IMAGES, MICHAEL URBAN

## Embry-Riddle partners to expand 'space coast'

A new partnership between Embry-Riddle, Florida Institute of Technology and Florida State University is expected to expand aerospace research and technology in Florida and across the country. The partnership—named the Joint Institute for Space Exploration Research (JISER)—means more research, more business and, of course, more opportunities.

"The partnership between these private and public universities is significant because it opens the doors for more collaboration," says John Olivero, chairman of physical sciences at Embry-Riddle. "Because each university brings unique space-related capabilities and strengths in science, engineering and education programs, we are able to take on more than we could alone."

From building up space science and technology in K-12 education to encouraging commercial growth by private businesses to supporting global competition in the space program, the goals of this collaborative effort are far reaching.

"We are about to see an explosion in the commercial space industry and entrepreneurial projects," Olivero explains. "As we continue to have competition from other countries, we will be required to develop new technologies and operate at our highest levels. Embry-Riddle wants to be a part of that."



## Embry-Riddle alumnus Daniel Burbank walks in space



Embry-Riddle alumnus Daniel C. Burbank ('90, WW) took his first space walk as part of the Space Shuttle Atlantis' STS-115 flight in September 2006.

Burbank, a space shuttle veteran who earned his Master of Aeronautical Science degree from the university's Langley Center in Virginia, played a key role in one of the most complex space missions ever flown.

Burbank was responsible for using the shuttle's robotic arm to ease a 17.5-ton mass of trusses and solar arrays out of Atlantis' cargo bay for installation on the International Space Station (ISS). Along with Canadian astronaut Steven MacLean, he also had to remove a series of locks and restraints that would allow one piece of the ISS to rotate independently from the rest of the station, allowing for later deployment of the solar arrays.

"It is such a privilege to watch our alumni rise to such heights of success," says Martin Smith, chancellor, Embry-Riddle Worldwide. "To be able to live one's dream is the greatest achievement. To launch that dream into space and beyond defines who we are as a university with a global focus."



## New academic building breaks ground

### ALTIMETER

• In their first try, a team of students studying communication at Embry-Riddle-Daytona Beach reached the finals in the NASA Means Business Competition, an annual national public relations contest to promote NASA to the next generation.

At a recent groundbreaking ceremony for a new academic building, Embry-Riddle helped launch a new era of expansion at its Daytona Beach Campus. The 54,225-square-foot building, which will house the College of Business, is part of an effort to capitalize on the university's excellence in programs beyond its traditional areas of strength.

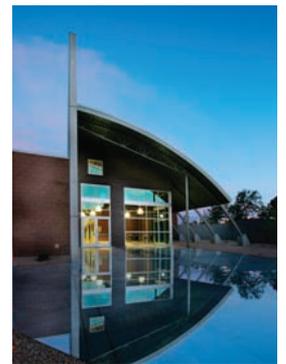
"Our excellence extends to a lot of disciplines outside aeronautical science and aerospace engineering," says Dr. John P. Johnson, president. "We felt we needed to give the College of Business a home that would reflect its quality and potential. We've made a strong commitment to the college, and it's one we plan to continue in the future."

## AXFAB opens for business

Engineering students on the Prescott Campus will certainly get their hands dirty in their new Aerospace Experimentation and Fabrication Building (AXFAB).

Students returned for the Fall 2006 semester to a fully functioning 21,000-square-foot state-of-the-art engineering center, designed by and for engineers. "The plan is to create an environment that gives equal weight to experimentation and fabrication as it does to theory and design," explains Don Rabern, dean of the College of Engineering.

Chancellor Dan Carrell welcomed the campus community at the Sept. 12 grand-opening ceremony.



## ROUNDTABLE

For many forward-thinking entrepreneurs, **space travel is the new business frontier**. Whether it's Sir Richard Branson's Virgin Galactic spaceline or Robert Bigelow's \$50 million prize to build the first orbital vehicle by the end of the decade, a select few business leaders on the cutting edge are clamoring to "**break the tape**" in the commercial space race.

With speculation alive and well in the space industry, we asked our three panelists to tell us...

# What is the future of commercial space travel?



**Dr. Darin Marriott**  
Assistant Professor, Exotic Propulsion, Space Systems, Prescott Campus

→ **Due to** modern designs and manufacturing techniques, in the next 10 years we could easily see a dramatic reduction of the cost of access to space.

While NASA is working to decouple humans from payload and increase payload mass by a factor of five over the space shuttle's capacity, small private space firms are racing to provide practically everything else. Virgin Galactic is poised to offer suborbital hops for a couple hundred thousand dollars per passenger in a few years. Space X and Rocketplane Kistler hope soon to provide orbital launches at a tenth the cost of established providers. A handful of new commercial spaceports will be opening to support them.

Unfortunately, the 20-year success of commercial spaceflight will be tied to the safety and success of the initial firings, because failure could mean stifling additional government regulation.



GETTY IMAGES. CHRIS JACKSON



**Dr. Philip Anz-Meador**  
Associate Professor, Physics, Prescott Campus

→ **The future** of commercial space travel will eventually be bright, but only after a "clarity of purpose" becomes evident. Technology is only useful if it fits into existing economic or legal frameworks; it is not enough to have a high "gee whiz" factor.

For example, some folks have proposed (low Earth) orbital billboards, visible from the ground. Aside from the technical challenge of orbiting an inflatable spacecraft with dimensions on the order of kilometers, coupled with the "bang for your buck" ratio of an advertising vehicle with a relatively short orbital life-

time, poorly thought-out gimmicks such as this do nothing to foster commercial space.

Technically, space access remains the major impediment to regular space traffic and conducting commerce in space. However, economic and legal issues (e.g., salvage, sovereignty, and the inability to own and acquire property) are every bit as daunting to the current space entrepreneur community. The development of a commercial/private space paradigm to replace the exclusivity embodied by the current paradigm is essential. Only then can a true "space society" develop.



**Dr. William Rankin ('94, WW)**  
Associate Professor of Aviation, Florida Memorial University

→ **Looking ahead** into the second half of this first century of space travel, the private space industry will follow the trails blazed by the exploration efforts of the international government-funded space programs, first into orbit and then to the moon, Mars and beyond.

Space entrepreneurs and their investors are just beginning to tap into the economic opportunities afforded by the industry. For example, some suggest the first space colonies will be on the moon for the primary purpose of mining helium-3. Helium-3 has unique

qualities that allow it to be used as a fuel for nuclear fusion, which could provide enormous benefits for industrialized nations as they seek to reduce their dependence on fossil fuels.

It's fascinating to think that in the near future, an international contingent of astronauts on a three-year mission to Mars may be just as interested in hearing about what's happening on a lunar colony or on one of several orbiting "cities" or "hotels," as they might be about sports scores or elections in their home countries.

### What do you see for the future of space travel?

We want to know. Send your letters to:

Editor, *Lift*, ERAU, 600 S. Clyde Morris Blvd., Daytona Beach, FL 32114

Or e-mail us at [Liftmag@erau.edu](mailto:Liftmag@erau.edu).

# A sound idea

For Tom Hall ('93, PC), getting an Embry-Riddle degree turned out to be just the right fit

Tom Hall knows a good thing when he sees it...and hears it. So, in the mid-1990s, when the aerospace engineer first began to design aircraft interiors for heads of state and major corporations, he immediately found himself drawn to the demanding task of creating audio and video systems that not only fit the environment but delivered picture-perfect results.

Fast forward a decade, and he's making waves as a leading expert at installing systems in planes, boats and other demanding places. "High-end video and audio has always been a hobby, and it has evolved into a successful career," says Hall, president of Cello Technologies, a Seattle company that installs home theater and audio systems for some of the world's wealthiest and most discriminating individuals.

The knowledge of engineering, electrical systems and design that Hall learned while getting his degree in aeronautical engineering at Embry-Riddle has helped him take his company to a higher level. Using computer-aided design (CAD), unsurpassed technical expertise and old-fashioned creativity, he designs systems that not only integrate into the environment, but also offer world-class performance.

## DESIGNS ON THE FUTURE

When Hall graduated from Embry-Riddle in 1993, he had no idea that theater and audio systems would enter his career picture. He first landed a position at Miami-based Aircraft Modular Products, where he began working on custom aircraft interiors. Hall integrated sophisticated audio systems into the interior he helped engineer for the Saudi royal family and then the president of Kazakhstan. Later, he worked as a consultant and then moved to Seattle to work for Pacific Systems, a firm that designs and builds cabin management and entertainment systems for corporate and custom aircraft.

"Along the way, people recognized that I had some talent and was passionate about audio and video design in aircraft," Hall says. When an opportunity arose to work for Cello and later buy the firm, he jumped at the opportunity. Today, the company has topped \$2 million in annual revenues and often handles projects in the half million-dollar range or above.

## A SOUND APPROACH

Of course, building a high-end theater system is difficult enough. But cramming sophisticated electronics into a tiny space on a yacht and ensuring that the systems produce superior picture and sound—even as the vessel circles the globe and drifts in and out of reception areas—is nothing short of impossible. "Our clients aren't concerned with limitations. They expect ideal performance and that's what we deliver," Hall says.

On a yacht, that translates into complex technical issues. There are power loads to analyze, heat buildup to consider, weight issues to scrutinize and acoustics to pore over. Often, he finds himself and his staff re-engineering solutions and tossing conventional thinking aside to ensure that systems don't interfere with radar, ship-to-land radio systems and other sensitive electronic devices.

Recently, Cello installed a theater and audio system on the 126-foot *Sinbad*. To ensure that the vessel can receive a signal as it circles the globe, Cello installed four different satellite receivers. It also designed a system that offers remote diagnostics and assistance. "Going toe to toe with some of the best yacht designers in the business was a lot easier once they knew my background," Hall explains.

## COMING THROUGH LOUD AND CLEAR

To be sure, uncompromising clients are an even bigger challenge than the technology. And that is where Hall's experience at Embry-Riddle has paid huge dividends.

"Embry-Riddle's focus, not just on the numbers, but on how to communicate complicated ideas to others, has helped [immensely] when it comes to working out the details of a project with a client. The skills I learned at Embry-Riddle about giving a detailed and concise presentation have paid off at least as much as instruction in the hard sciences.

"I enjoy the interaction with customers," he says, "and I enjoy the challenges of building the perfect theater and audio systems. Although some people view the work as less glamorous than designing airplanes, it's really quite similar. You have specific parameters and technical considerations to work with, and you must deliver superior results."

By Samuel Greengard • Photos by Rick Dahms



**Tom Hall ('93, PC)**

- Previously engineered aircraft interiors for the Saudi royal family, the president of Kazakhstan, the Sultan of Brunei and others.
- As president of Cello Technologies, he designs and installs state-of-the-art entertainment, communications and other electronic systems for yacht owners, corporations, homeowners and houses of worship.
- He lives in Seattle, Wash. His hobbies include hiking and scuba diving in exotic locales, mountain biking and riding motorcycles.

**“There was nobody here.  
No students, faculty or staff.  
Just three of us.”**

**“The last thing I saw coming  
was what looked like the  
feeder band of a hurricane—  
like a white wall of water.”**

**“My ears started to pop  
and I found it difficult to catch my breath,  
and I knew that wasn’t good.  
Then, it got deathly quiet  
and then the proverbial freight train.”**

**On Christmas Day 2006,** a tornado ripped through the center of Embry-Riddle's Daytona Beach Campus, decimating its fleet and completely destroying two critical structures (and damaging several others) on campus.

Shaken but undaunted, the leadership of Embry-Riddle came together like never before and set in motion a recovery that was as amazing as the tornado had been destructive. Faced with a fleet largely in ruins and an estimated \$50 million in damage, the president and his team set an ambitious goal to start classes no later than Jan. 16—incredibly, only six days after the originally scheduled starting date. With a bold vision and a collective “onward and upward” attitude, the leadership of Embry-Riddle launched what would prove to be

# A Whirlwind Recovery

By Anthony Brown

## THE WHIRLWIND

For the three people working on campus that morning, it was supposed to be quieter than usual. It was, after all, Christmas Day.

“There was nobody here. No students, faculty or staff. Just three of us,” recalls Campus Dispatcher Tina Clark.

And then around 1:30 p.m., everything changed. The sky, which had been overcast most of the day, suddenly turned ominous. Weather reports filtering in warned of possible hail and wind gusts up to 60 miles an hour.

Bob Freshwaters, one of the two campus safety officers on duty, was in the College of Aviation performing typical lockdown procedures as the storm approached. “The last thing I saw coming was what looked like the feeder band of a

hurricane—like a white wall of water.”

The next 30 to 45 seconds were unlike anything Freshwaters had experienced in his 35 years as a police officer. “I heard the building start to whistle when the low pressure hit and the wind evacuated the building. It made a screaming-banshee type of sound. My ears started to pop and I found it difficult to catch my breath, and I knew that wasn't good. Then, it got deathly quiet and then the proverbial freight train.”

# In just one week after the tornado, Embry-Riddle made amazing progress in securing the campus for the safe return of students.

JAN. 2007



Before Jan. 16, Embry-Riddle had to restore most of its fleet. Thanks to Cessna Aircraft Company, the Experimental Aircraft Association (EAA), local flight schools, and other Embry-Riddle friends and alumni, the university was able to replace or recover all of its 65 planes before the start of classes.

DEC. 2006



DEC. 2006

## THE AFTERMATH

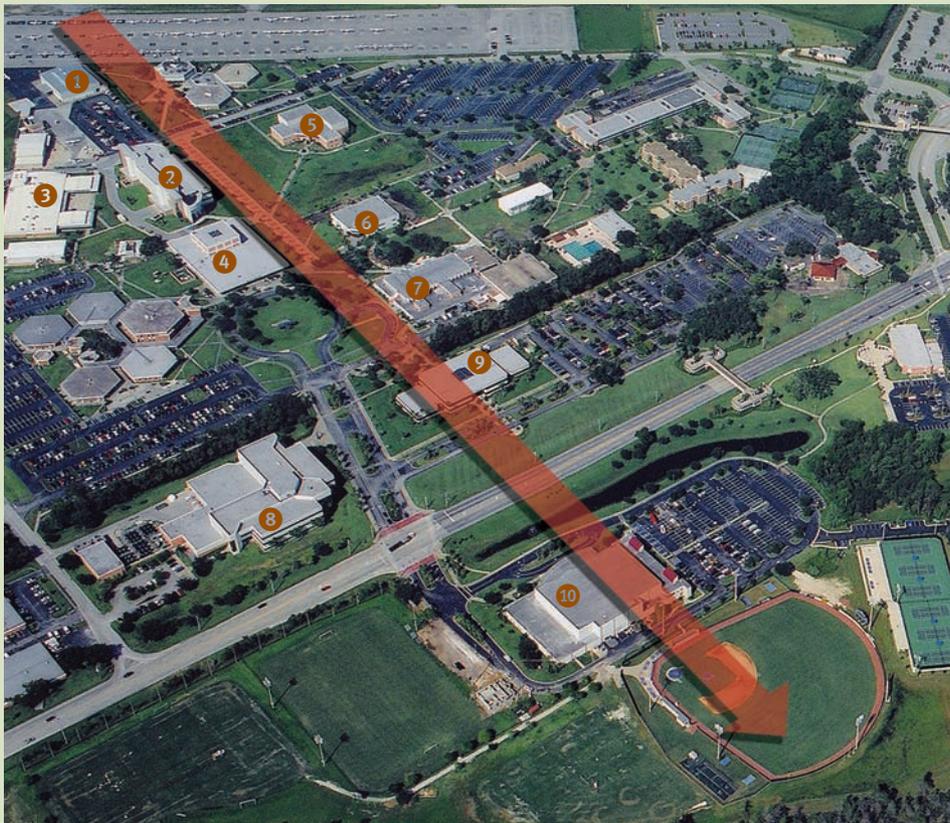
In a matter of seconds, the “proverbial freight train” had passed, but Embry-Riddle would never be the same. The tornado’s destructive path, as wide as a 747 is long, ripped through the center of campus, starting at the western edge of campus, traveling eastward (see map below).

“It looked like World War III out there,” says Dr. Tim Brady, dean of the College of Aviation.

Of the 65 planes on the flight line, 40 were completely destroyed, scattered over the western edge of campus and piled up against buildings like discarded, broken toys. The maintenance hangar, the first structure to bear the brunt of the storm, collapsed into a heap of twisted metal. Jack Haun, director of Aircraft Maintenance, called it a “total shock.”

Spruance Hall, the university’s main administration building

# Wake of Destruction



1 With winds in excess of 120 mph, the tornado destroyed 40 planes, damaged 10 others and crumpled the maintenance hangar.

2 College of Aviation suffered minor damage.

3 The tornado flung a plane into Samuel Goldman Center P building, which started a small fire that was quickly extinguished by Daytona Beach International Airport’s Crash and Rescue Team.

4 Jack Hunt Library suffered minor damage.

5 Punctures in the Advanced Flight Simulation Center required technicians to relocate three simulators to the College of Aviation Atrium.

6 Pieces of Willie Miller Instructional Center roof were ripped off, creating “light concrete” projectiles that pierced the ICI Center façade hundreds of feet away.

7 Westside windows of the John Paul Riddle Student Center were blown out; student offices in the southwest corner sustained heavy damage.

8 Lehman Engineering & Technology Center suffered minor damage.

9 Spruance Hall took a direct hit, suffering major structural damage that will likely require that it be razed; more than 120 staff had to be relocated.

10 Tornado tore a large hole in ICI Center roof and ruined the gymnasium floor, requiring the basketball team to finish out season home games at Daytona Beach Community College. Baseball field lost a dugout roof and scoreboard.



The extensive damage to structures such as the maintenance hangar, though unwelcome, will provide opportunities to upgrade facilities.



and home to more than 120 employees, was hit so hard by the storm that its internal steel frame bowed inward. In an eerie coincidental turn, the storm ripped away pieces of the building to reveal a “Merry Christmas” message from 1986, spray-painted on a length of its steel beam.

Crossing over Clyde Morris Boulevard, the tornado tore off a large section of the ICI Center roof and sprayed its western

façade with flying debris, riddling it with manhole-sized puncture wounds and ruining the gym floor.

Freshwaters, who as a Miami-area police officer had lived through Hurricane Andrew and other major storms, had never seen that much damage in so short a time. “I’m talking total devastation in a 250-foot-wide swath in less than a minute,” he says.



More than 120 employees, including the president and chancellor, had to be relocated from Spruance Hall (left), which suffered a direct hit.

## THE RECOVERY

After the initial shock of the storm had passed, the university sprang into action. By the next morning, President John Johnson had placed Chancellor Tom Connolly at the helm of the Campus Recovery Team and charged the team with the task at hand.

“He immediately made it clear that he wanted to start school on time,” Dr. Connolly recalls.

While the start of classes was ultimately delayed six days, Dr. Johnson’s resolve to have Embry-Riddle up and flying established the tone for the entire operation. “The president did a fantastic job of setting the stage,” Dr. Connolly says.

With the “stage” set, the “actors” stepped front and center. Working all hours through the holidays, members of the Campus Recovery Team, selected faculty and staff, and a bevy of independent contractors began restoring the campus to some semblance of its pre-storm state. “Two years ago, we had three hurricanes in five weeks,” recalls Dan Young, facilities manager. “So we had a pretty good idea of what needed to be done.”

Within the first week after the storm, tons of debris had been removed, and most of the damaged buildings were patched and dried in.

At the same time, the state of the fleet was quickly improving. With the help of Cessna Aircraft Company, university alumni and friends, and various flight schools around the country, Embry-Riddle was able to restore the fleet completely by Jan. 11, in plenty of time for students. “We worked nonstop for about a week getting airplanes lined up,” says Frank Ayers, director of Flight Training.

Dr. Connolly attributes much of the effort’s success to the camaraderie of those who support Embry-Riddle’s mission. “I was impressed with the cooperative spirit of everybody. People gave up their whole Christmas holiday to help. People wanted to be out there.”

That same cooperative spirit played a huge role in the relocation efforts of 120-plus staff from Spruance Hall. In a lighter moment, Dr. Johnson joked about the challenge: “If the day before

Drs. Connolly and Johnson took a “photo opportunity” to set an “onward and upward” tone for the recovery effort.

Christmas I had convened the Space Committee and asked them to identify one additional office, they would probably have said, ‘No, it’s impossible’—but everybody put the greater good of the university above their personal interests. I was heartened to see the generosity of people during this time of crisis.”

When asked about the overall speed and efficiency of the recovery, Dr. Johnson points first to the combined years of experience of his senior staff and Board members—and then to something less quantifiable, but perhaps just as important: the passion that people have for Embry-Riddle and its mission.

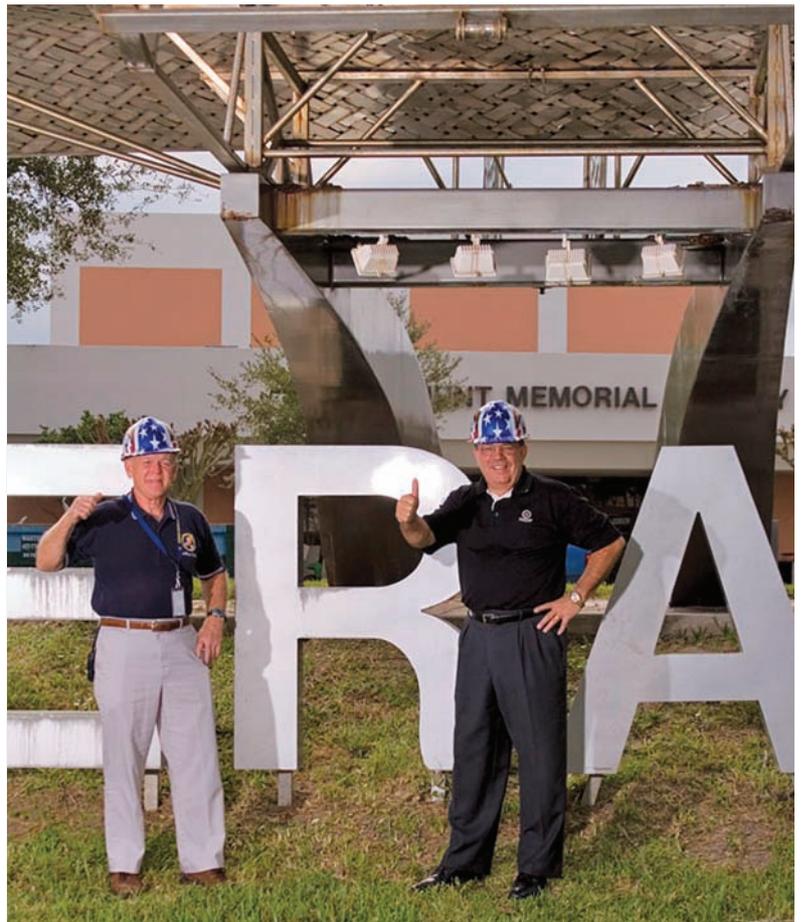
“The faculty, staff and students have a feeling for Embry-Riddle that goes deep, and they project it. When I walked around and saw all the devastation, I felt it. It was almost like their child was hurt. Embry-Riddle was a living thing to them and because it was hurt, they had to fix it. They had to make it OK.”



#### Embry-Riddle’s First Whirlwind Recovery

The 2006 Christmas tornado was not the first time Embry-Riddle had to pick itself up after a catastrophic storm. In 1945, a hurricane blasted the Embry-Riddle Company’s Chapman Field in Miami, driving seven-foot waves more than 3,000 feet inland and destroying 95 percent of the field’s facilities. The vast majority of the company’s fleet, which had been relocated to the Richmond Naval Air Base before the hurricane’s landfall, was wiped out in a fire caused by the storm.

But not all was lost. The “old Embry-Riddle spirit” was alive and well, along with, surprisingly, two planes. Within three days, the Embry-Riddle Company was up and flying. According to the “Hurricane Special” edition of the *Embry-Riddle Fly Paper*: “Before the gas truck had been hauled out of the creek, another was standing on the flight line ready to gas up our two airplanes—a Stearman and a Cub that had miraculously survived the storm.”



#### THE FUTURE

The storm may have left Embry-Riddle bruised and battered, but like those destructive events that often lead to regeneration, it has paved the way for the university to bounce back stronger than before.

“While I would never say this whole thing was a positive, we have been given an opportunity to improve the campus,” Dr. Johnson says.

In many cases, plans are already in place for improvements. The maintenance hangar area will become the site for a new aviation plaza and hangar, expanding the existing aviation complex. The old fleet of Cessna 172s, which had been scheduled to phase in glass cockpits over the next two years, will be replaced by an entire all-glass fleet by the beginning of the fall semester. Spruance Hall, which will likely be razed, will give way to a “one-stop shop” for student services.

While the changes will undoubtedly be many, one thing will certainly remain the same: the “onward and upward” spirit of recovery that characterized the weeks after the storm will carry on.

“I’ve never been at a university where I had a team that worked as efficiently and effectively—and with as much passion and commitment—as this team at Embry-Riddle. It may take a couple of years,” Dr. Johnson says, “but we’ll come out looking good in the long run.”

#### Help Rebuild Embry-Riddle

After the Christmas Day tornado, Embry-Riddle established a rebuilding fund to help offset the costs of recovery. (Although all property was insured, out-of-pocket costs to pay the insurance deductible are projected to reach \$1 million.)

“The response to this crisis has been phenomenal,” says Pat Ramsey, assistant vice president for University Development.

For more information on how you can help rebuild Embry-Riddle, go to [givingto.erau.edu](http://givingto.erau.edu) and click “Rebuilding Fund.”

# The McKay Factor

Embry-Riddle survived tough times and emerged an international leader in aviation higher education with help from the McKay family

It's easy to assume Embry-Riddle Aeronautical University was always the academic superpower it is today. Truth is, the venerable institution fell on hard times after World War II. Without pivotal infusions of capital and business savvy from the McKay

family, the Embry-Riddle we know and love today might never have been. The McKays' unwavering dedication engineered a new breed of university and permanently altered the course of aviation history.

*Emily McKay, wife of Robert McKay, holds a photo of her husband (pictured right) with his two brothers, John Jr. and Hobert. All three brothers, along with their enterprising parents, John and Isabel McKay, played a vital role in helping Embry-Riddle endure tough times and emerge as a leader in aviation higher education.*



### TAKING THE FIRST STEP

They say timing is everything; once again, “they” are right. Even before the United States entered World War II, Miami lawyer John McKay and John Paul Riddle anticipated big potential in the flight training business.

After operating the Embry-Riddle Company in Cincinnati with T. Higbee Embry, Riddle partnered with McKay in 1939 to reopen Embry-Riddle in Miami.

The two presumably became friends through their mutual interest in aviation. McKay was a WWI balloon pilot who always had an interest in flying; Riddle kept three Piper Cub seaplanes along a causeway in Miami, where McKay lived.

Foreseeing the United States’ direct involvement in the war, the duo worked to prepare Embry-Riddle for a civilian and military flight training boom. McKay, who later became known as the “business brains” of the team, focused on securing the necessary funds.

“The big problem at that time was raising money to build airfields,” McKay’s son, Robert, explained as part of Embry-Riddle’s Heritage Project before his death in June 2006. “The Army wanted the airfields, but they didn’t have the money because Congress hadn’t appropriated funds before December 7 [of 1941, when the Japanese attack on Pearl Harbor prompted the United States to enter World War II].

“If you raised money, the RFC—Reconstruction Finance Corporation—would lend money,” Robert explained. “That’s how they got the initial money to build [the airfields] and ground school operations for mechanical training.”

### THE NEXT GENERATION

McKay’s three sons fulfilled a variety of roles during and after the war. The oldest, John Jr., served as an instrument flight instructor at Embry-Riddle and in later years presided as chairman of the board. He also delivered B-26 short-wing bombers to Egypt and flew DC-4s in South America on the Ferry Command as a civilian with Pan American Airways.

Second-eldest son, Hobert Boomer, was a second lieutenant in the Reserves who flew B-29s and also instructed.



*Isabel McKay, the first woman to lead a major American flight school, used her “innate business ability” to keep Embry-Riddle aloft in a rough business climate after her husband, John, died.*



*John McKay, who partnered with John Paul Riddle in 1939, led the effort to secure funds for Embry-Riddle, setting the stage for the school’s critical role in training pilots for the war.*

*John McKay pins wings on his son, Robert.*



Robert, the youngest, enlisted in the Army Air Corps shortly after he turned 18. He had already earned his private pilot’s license at Embry-Riddle’s operation at Chapman Field off Biscayne Bay in Miami—flying as much as he could while home on vacation from prep school in Connecticut. “I lacked about 10 hours for my commercial license,” recalled Robert. “Perhaps I would have gone into the Army as a second lieutenant rather than a private if I had those 10 hours.”

Long after the war, Robert shared recollections of General Charles de Gaulle’s son, who served as a commandant of French Naval students at Embry-Riddle: “He was tall and thin and looked just like de Gaulle. He had the mustache and nose of de Gaulle. The only difference was he was more pompous than his father.”

Robert also worked as an Embry-Riddle dispatcher for 43 cents per hour. “It sounds low,” he admitted, “but you could buy a lot with 43 cents back in 1942.”

Robert’s son, Rob McKay, researched his father’s military service for a college term paper. “It’s the most fun I’ve ever had writing a paper,” he notes. “It was great hearing about his B-17 missions in the European theater. He told stories I had never heard before about spraining his ankle in basic training and meeting Colonel Smith, who later flew a B-25 bomber into the Empire State Building.”

Today, Rob McKay owns and operates Sylvania Airport, a two-runway private airport near Milwaukee.

### IN GOOD TIMES AND BAD

As expected, business at Embry-Riddle boomed during World War II. “The school exploded,” Robert said. “It grew very fast in a very short time.” In total, Embry-Riddle trained approximately 25,000 pilots and mechanics for the Allied Forces. (See sidebar on page 15.)

After the war, however, demand for flight and technical training dropped dramatically. In 1944, Riddle developed a branch of the school in Brazil, while John McKay headed operations stateside. When McKay died in 1951, his wife, Isabel McKay, succeeded him—during extremely tough business conditions. Their son, John Jr., served a short term as interim president in between.

“It was very questionable whether the school would continue,” Robert recalled. “The company was losing money hand over fist.”

Recruiting students and collecting tuition payments were recurrent challenges—especially before the GI Bill was in effect.

“My mother worked very hard to keep it going,” Robert recalled. “She had an innate business ability...She was very personable—as was my father.”

Interestingly, the woman who made history as the first female to head a major American flight school never held a pilot’s license. “She took a couple lessons,” laughed Robert, who vividly recalled the one ride she gave him in a Piper Cub:

“We landed—I don’t know how—and I went back by the tail and vomited. I was so scared of her flying! She never tried to fly since then.”

After the war, Robert studied aeronautical engineering at Princeton, then went to law school at the University of Virginia. Working as a patent examiner for the U.S. Patent Office in Washington, D.C., provided the experience and expertise necessary to later become a partner at Pennie & Edmonds in New York, one of the country’s most prestigious intellectual property practices.

John Jr. and Hobert McKay stayed in the Miami area—“Jack” as a lawyer, “Hobie” with the bus company.

After Isabel McKay suffered a minor stroke around 1961, the McKay brothers urged their mother to follow doctors’ instructions to reduce her stress level. Fortunately, she admired the business vision of Jack Hunt enough to retire. The family sold the school, and Hunt officially became president in 1963.



The influence of the McKay family, however, can still be felt throughout ERAU. In the late 1980s, students memorialized Isabel McKay, when they voted to name a Daytona Beach residence hall after her.

After Robert McKay concluded his service on the board of directors, he remained a generous financial supporter.

“He was always terribly interested in Embry-Riddle,” notes Robert’s wife, Emily McKay. “He was proud of what his parents did for the school and was happy with what it had become. Out of loyalty to them, he continued supporting the school after the family sold it.”

During a visit to Embry-Riddle in 2004, just 18 months before he died, Robert McKay marveled at its size and scope.



“I had no idea it would survive and grow to become the institution that it is today,” he noted. “I’m just sorry that my mother and father can’t see it.”

### ***The British Are Coming***

**When The Beatles landed here in 1964, it was actually the *second* British invasion. The first was when thousands of Royal Air Force cadets came to train for World War II at American facilities such as Riddle Field in Clewiston, Fla.**



“The United States hadn’t entered the war yet, so we were a safe place with good weather to train fighter and bomber pilots,” explains Daytona Beach professor Stephen Craft, Ph.D.

As one of seven civilian contractors, Embry-Riddle provided primary training on Stearman PT-17 biplanes and eventually advanced training on AT-6 Harvards.

After the war, John Paul Riddle and John McKay were both made members of the Most Excellent Order of the British Empire in recognition of the school’s service.

Ensuring that RAF pilots were trained “the British way” was of paramount importance. “They sent out a lot of directives regarding specific elements of training,” Dr. Craft explains. “They placed a greater emphasis on instrument training and low-level flying [around 500 feet]. They also did a lot more night flying than the U.S. Army Air Forces.

“British bombers primarily attacked at night; their pilots came out of training at Embry-Riddle well-prepared for that kind of combat. It was dangerous, though. A number of cadets were killed on day and nighttime cross-country training flights,” he says.

Dr. Craft’s research in London and interviews with surviving instructors and students revealed another main difference: RAF’s strict anti-hazing policies. “They were absolutely incensed by it,” he notes.

Robert McKay, whose father partnered with John Paul Riddle to expand Embry-Riddle for wartime training, personally kept in touch with many of the school’s British flight students decades later, including John Potter, president of the No.5 British Flight Training School (No. 5 BFTS).

# Embry-Riddle Takes

## With a new name and an ambitious vision, Embry-Riddle's Worldwide Campus prepares for global growth

**E**mbry-Riddle's Extended Campus has a new name and look to match its growing presence across the globe. Now known as "Embry-Riddle Worldwide," the campus is taking its identity as an aviation education leader to the world—and backing it up with new degree programs, better technology, a new world headquarters and, most important, growing enrollments.

"Most people thought [the Extended Campus] was simply an extension of the Daytona Beach Campus and only offered courses like it did in the past. The name didn't reflect who we are today," says Embry-Riddle Worldwide Chancellor Marty Smith. "It made sense to rename us the Worldwide Campus to reflect our mission and where we are going."

And where are they going? Take one look at their growth pattern and the answer is obvious: everywhere there is a vigorous market for aviation and aerospace education and training programs. Once a branch of the Daytona Beach Campus that served only about 20 students, Embry-Riddle Worldwide Campus has become one of the largest off-campus, regionally accredited colleges in the United States, serving more than 27,000 students a year at more than 130 centers around the globe.

### EMBRY-RIDDLE WORLDWIDE GOES TO MARKET

With aviation and aerospace corporations expanding their businesses worldwide, Embry-Riddle realized the need to position itself strongly in this growing global marketplace.

"If the university truly wants to be the leader in aviation and aerospace worldwide, we cannot just stay in the United States," Smith explains. "To be recognized as the dominant leader, we have to go where the market is, and that is worldwide."

Competing effectively outside the United States begins, oddly enough, with building a bigger, better Worldwide Campus here at home. The university is constructing a new head-

quarters for the Worldwide Campus at the corner of Clyde Morris and International Speedway Boulevards, a prominent Daytona Beach location. "This will be a flagship building for Embry-Riddle," Smith says.

In addition to the multi-million-dollar

investment for the building, Embry-Riddle plans to invest about \$2 million over the next three years to support new programs, new technology and expanded marketing to increase their world presence. Opportunities in China, Spain, Canada, Ireland, Brazil, the Middle East and other Asian countries promise a foothold for significant global expansion.

"Several international companies have come to us and, knowing our expertise, have requested to partner with us," explains Dr. John Watret, the new vice chancellor for Academic Affairs. "Because there are new

dimensions of how business is done globally, Embry-Riddle is addressing the needs and broadening our niche."

For working professionals who want or need to refresh their education without completing a full degree program, Embry-Riddle Worldwide is also investing in corporate professional education and training. Worldwide workshops

and training sessions provide professionals the training and certifications they need to stay ahead of constantly evolving industry trends. "This program is a key link with corporations and the military to provide training for new higher-tech jobs in aviation, management and other arenas across the globe," Smith says.

### EMBRY-RIDDLE'S GROWTH ENGINE

In addition to gaining a leading share in the global market, the Worldwide Campus expects to be a "growth engine of the university," as it boosts efforts for several campus- and university-wide initiatives.

Under Dr. Watret's leadership, Embry-Riddle Worldwide plans to add one to two new graduate and undergraduate programs to the curriculum each year over the next five years (see sidebar on page 17 for a list of upcoming new programs). Programs will be available via the classroom, online, or in a hybrid of both classroom and online courses.

"We are constantly conducting market analyses to be sure we are adding courses that are needed," Dr. Watret says. "We



# on the World

By Ashlee (Fiser) Ilg ('03, DB)

want to offer programs that will equip students with knowledge and skills that are in demand and that will be sustained long term.”

Successfully offering new programs also means improving how those programs are delivered. Embry-Riddle is enhancing its online learning environment by incorporating new technologies for delivery of courses and training programs.

“One of our biggest changes is in the Worldwide Online program,” Dr. Watret says. “We now have a great team under the leadership of Dr. Martha Hollis, and we are utilizing new, fully developed modules through Blackboard [the university’s Web portal] to really enhance the quality of online delivery.”

Worldwide students will not be the only ones with access to these new courses. In response to a trend showing that 40 percent more students are taking online courses than the previous year, Embry-Riddle will make online courses available to students at the Prescott, Ariz., and Daytona Beach, Fla., residential campuses.

“Students today are looking for more of a convenient and online academic experience, and we want to provide that quality opportunity with improved service to them,” Smith explains.

According to Dr. Watret, the Worldwide Campus can help reduce the residential students’ debt by letting them enroll in online courses. “By taking some of their required courses online, [residential students] can have more flexibility in their schedules while staying on track to graduate on time. And because online courses cost less, they will reduce their overall student debt.”

Aside from current students and working professionals, Embry-Riddle hopes to attract other familiar faces to the Worldwide Campus—namely, the more than 79,000 alumni who make up the Embry-Riddle family. From corporate professional education and training to the new courses that will be available at teaching sites around the world and online, alumni have a unique opportunity for lifelong learning and career growth.



“We would love for our alumni to stay with Embry-Riddle to continue their education,” Smith says.

## A CLEAR AND CONFIDENT VISION

Ask anyone involved in the new direction of Embry-Riddle Worldwide and the vision is clear: Embry-Riddle Worldwide is determined to lead through growth, innovation and a deep understanding of the needs of the marketplace. It’s a formula that has served the campus well since its inception at Fort Rucker, Ala., more than 25 years ago.

“Looking back to where we’ve come from, we have accomplished a lot,” Dr. Watret says.

And, according to Dr. Watret, if the future is anything like the past, Embry-Riddle can expect great things as it spans the globe.

“Because we have a strong vision and the leadership of Marty Smith, I believe Embry-Riddle Worldwide will be the ‘wedge’ for the university to expand into the international market. We will always be set apart from the rest,” Dr. Watret says.

## *New Worldwide Degree Programs Coming Soon:*

### **Undergraduate**

**Bachelor of Science in Transportation Management**

**Bachelor of Science in Meteorology**

**Bachelor of Science in Business Administration**

**Bachelor of Science in Global Security and Intelligence**

**(PC and WW only)**

**Bachelor of Science in Information Aeronautics**

**Electives and Minors in Leadership and**

**Entrepreneurship**

**Electives and Minors in Aerospace Physiology**

### **Graduate**

**Master of Business Administration in Aviation**

**Master of Science in Project Management**

**Master of Science in Logistics and Supply Chain**

**Management**

**Master of Science in Global Security and Intelligence**



RAISE  
THE  
RATE



## 'Raise the Rate, Just Participate!'

Embry-Riddle has launched a campaign to raise its alumni participation rate by 1 percent a year over the next three years.

"We are urging our alumni to 'Raise the Rate, Just Participate,'" says Stacey Reynolds-Carruth, the new director of Embry-Riddle's Annual Fund. "We're not focused on the amount of the gift. We just want to encourage alumni to make a gift, no matter what the size."

Why focus on participation? One answer, according to Reynolds-Carruth, is national reputation: "The success and reputation of universities often depend more on alumni giving rates than they do on the amount of money they give. The more alumni we have making gifts each year, the better we are viewed by sources like *U.S. News & World Report*."

And higher rankings often translate into greater benefits for alumni. "Alumni who make an annual gift are investing in themselves and their own future," says Pat Ramsey, assistant vice president for University Development. "A high alumni participation rate raises the value of the Embry-Riddle degree in the marketplace."

To find out more about how you can help Embry-Riddle "Raise the Rate," as well as raise the value of your degree, go to [givingto.erau.edu](http://givingto.erau.edu).



### CAMPAIGN TOTALS (BY PURPOSE)\*

• Facilities and Equipment  
**\$21.0M**

• Faculty Support  
**\$0.1M**

• General and Unrestricted  
**\$3.6M**

• Programs and Outreach  
**\$0.4M**

• Scholarships and Fellowships  
**\$7.7M**

• Deferred (Face Value)  
**\$15.0M**

**TOTAL**  
**\$47.8M**

\*As of Jan. 31, 2007

## Embry-Riddle celebrates two of its finest

Embry-Riddle honored two of its "leading men," John "Jay" C. Adams and James "Jim" G. O'Connor, at a black-tie event on Nov. 10, 2006.

Titled "Charting Our Course," the event celebrated the legacy of leadership and service of Adams and O'Connor, who, combined, have worked to advance Embry-Riddle's mission for more than 60 years.

"These two guys have given so much of their time to help Embry-Riddle become what it is today," says Jim Henderson, chairman of the Board of Trustees.

for 20 years, served 11 years as chairman and helped lead the university through some of the most challenging times for the country and the industry.

"Jim and Jay have truly made a difference," says Dr. John P. Johnson, president of Embry-Riddle. "They've led us with enthusiasm, insight and courage."

The event raised more than \$500,000 to establish a new scholarship for Embry-Riddle students—the *John "Jay" C. Adams and James "Jim" G. O'Connor Scholarship Fund for Student Leadership and Service*.



Jay Adams (left) and Jim O'Connor were the guests of honor at "Charting Our Course," a black-tie event that raised more than \$500,000 for a scholarship bearing their names.

Jay Adams, who has served in various capacities on the board of trustees since 1968, helped move Embry-Riddle from Miami to Daytona Beach in 1965. Jim O'Connor, a leading board member

"It's a fitting tribute to Jim and Jay that this event raised significant support for scholarships," Dr. Johnson says, "For both of these men, it has always been about one thing: our students."

## Lecture series is out of the box

James Raisbeck, CEO of Raisbeck Engineering in Seattle, Wash., recently established *The Raisbeck Engineering Distinguished Lecture Series in Engineering Leadership and Innovation* at Embry-Riddle.

Raisbeck Engineering designs, develops and produces unique solutions through advanced technology and innovative engineering to enhance the performance and operational efficiency of corporate and commercial aircraft.

Named for one of the great “out of the box” thinkers and technical innovators in aerospace engineering, the Raisbeck Lecture Series is designed to expose students and faculty to some of the most innovative thought leaders in aerospace engineering today.

As the Raisbeck Series’ inaugural speaker, Boeing Company Vice President Michael Bair (pictured below) discussed the engineering design program he leads to develop the 787 Dreamliner, Boeing’s new super-efficient, mid-sized commercial airplane.



### TOTAL

Campaign attainment to date:



\*As of Jan. 31, 2007

## New director of Annual Fund feels right at home

When Stacy Reynolds-Carruth was welcomed into the Embry-Riddle Office of Development as the new director of the Annual Fund, she felt right at home. As a native of Daytona Beach, she was familiar with Embry-Riddle and its reputation as a world-class university.

“Embry-Riddle is known as a prestigious institution and I was impressed to have the opportunity to be a director here. And,” she adds, “it’s like coming back home.”

For the past 10 years, Reynolds-Carruth has been the assistant director for development at Heart of Florida United Way, based in Orlando. It was during her career there that she was, as she describes, “bit by the philanthropy bug.”



Since joining the ERAU Development staff, Reynolds-Carruth has

used her marketing knowledge and fundraising experience in a variety of projects to support the university’s capital campaign, *To Soar*. Her goal is to help alumni of all class years and campuses to remember why they are passionate about Embry-Riddle.

“Because each graduate had a different experience at Embry-Riddle, each has a different reason to give,” Reynolds-Carruth says. “No matter what their personal experience was, their role is now to ensure future generations have an even greater experience. When alumni look past themselves and help pave the way for the next generations, they will be remembered for their contributions, and we all will benefit.”



## Your signature can save them \$4,000

When you recommend bright, talented, motivated high school seniors who would do well at Embry-Riddle, you can save them \$1,000 a year for four years.

The students you refer to Embry-Riddle can automatically receive a **\$1,000 Alumni Endorsement Grant**, renewable annually for up to four years, toward their tuition for full-time undergraduate study at the university’s Prescott, Ariz., campus or Daytona Beach, Fla., campus.

All you have to do is sign our Alumni Endorsement Grant form and submit it to us no later than **January 15, 2008** (for students seeking Fall 2008 admission).

The form is available in the Embry-Riddle Application for Freshman Admission. Or you can get the form by:

**PHONE:** 888-409-3728

**E-MAIL:** [univadm@erau.edu](mailto:univadm@erau.edu)

**WEB:** [www.erau.edu/endorse](http://www.erau.edu/endorse)

**Thanks for helping.**

## CFAC creates a legacy

The Central Florida Alumni Chapter (CFAC) is leading the way in an effort to support the university's *Raise the Rate, Just Participate!* campaign. (See page 18 for more information.) Chapter members have launched the *8 for 80* fundraising project, where alumni living in central Florida are encouraged to contribute \$8 in celebration of the university's 80th birthday.

While an \$8 donation may seem insignificant, the impact will be great when all alumni in the area participate. The campaign could boost the current 2 percent alumni participation rate to a new high.

"Looking at the numbers for alumni participation today, we have a perfect opportunity to increase our participation and show our support for Dr. Johnson's goals for alumni," says chapter secretary Dr. Ken Stackpoole ('81, '90, DB). "We challenge other chapters, clubs and affinity groups across the country to do the same."

Several members have already made their commitment, including one anonymous alumnus who gave \$1,000 to challenge others to donate to the campaign.

"Our goal is to raise \$10,000 through the *8 for 80* project for a special engraved plaque on the Daytona Beach Campus' Legacy Walk," Dr. Stackpoole says. Additional funds will go toward the chapter's scholarship program.

To show your support for the *8 for 80* campaign, visit [givingto.erau.edu](http://givingto.erau.edu) and click on the link to "Give Now." In the online giving form, be sure to designate your gift for the CFAC *8 for 80* campaign.

### ALTIMETER

More news and events at Embry-Riddle this quarter:

- Internet Association Corporation recognized the eaglesNEST Student Recruitment Service as a "Best Practice" for its innovative support of Embry-Riddle's admissions efforts.

- Did you know that Howard Hughes planned his world tour in the 1940s at John Paul Riddle's kitchen table?

- Did you or someone you know attend or work for Embry-Riddle at the Miami Seaplane Base between 1939 and 1945? If so, please call Bob Rockett, Heritage Project Coordinator, at (386) 226-6026 or e-mail him at Robert.Rockett@erau.edu.

## Message from the Executive Director of Alumni Relations

Alumni excitement over the past months has kept us on the move. Our alumni, we are happy to report, are growing more active every day, starting alumni affinity groups all over the globe, celebrating Homecoming and registering for the eaglesNEST in record numbers (more than 10,000 alumni to date). And over the past few months, alumni from 20 cities have been joining us for the Presidential Welcome Tour to meet Dr. Johnson and hear about his vision for the future.

To keep up with your fast-paced needs, we've launched several new services in the eaglesNEST: an expanded mentoring network, an online business card display, real-time alumni chat rooms and surveys to get your valuable feedback. And, as always, the eaglesNEST calendar provides the latest university and alumni-hosted events near you.

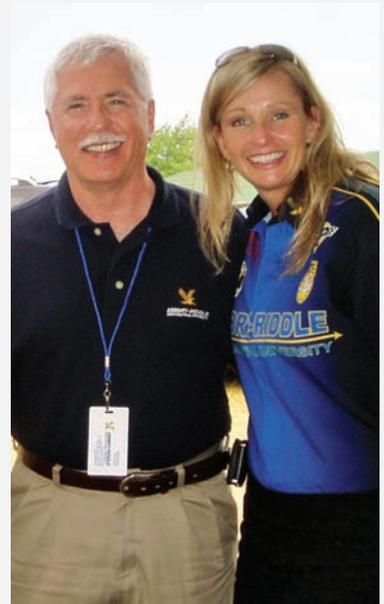
While there's a lot going on, there are still ample opportunities to get involved. We encourage you to begin a network or Affinity Group with other alumni in your hometown, industry or professional organization. Affinity groups reinforce the traditional chapter philosophy but are easier to establish and maintain. Some virtual alumni groups use the Internet to keep in touch and network. Visit the eaglesNEST at [www.ERAUalumni.org](http://www.ERAUalumni.org) to check out the current Chapters, Clubs and Affinity Groups.

Thank you for keeping us on the move! Embry-Riddle's future success depends on you.

Sincerely,



Wayne Munson  
Executive Director of the Office  
of Alumni Relations



Executive Director Wayne Munson poses with Elaine Larsen, driver of the Embry-Riddle dragster.





**British Flyers Reunite**

John Potter (left), surviving founding member and current president of No. 5 BFTS Association, and Harry Leeks (right), chairman of No. 5 BFTS, joined Michele Berg at the 28th National Reunion of the No. 5 British Flyers Training School in Bedford, England, on Sept. 16, 2006. They discussed establishing a No. 5 BFTS Memorial Scholarship Fund.



**UK Alumni Form New Affinity Group**

On Sept. 19, 2006, alumni from the new United Kingdom Alumni Affinity Group attended a special event at Lakenheath AFB with staff and students from the Lakenheath and Mildenhall Worldwide Campuses and the Worldwide Board of Visitors.



**New Alumni Affinity Group in France**

Pedro Febles ('82, DB) has led the effort to establish the first-ever Alumni Affinity Group in Paris, France. Meeting for their inaugural event on Nov. 10, 2006, in Paris (pictured above), the group is preparing to host an event at the Paris Airshow in June 2007.

To become involved with the Paris Affinity Group, or for information about establishing a new Alumni Affinity Group, contact Michele Berg at Michele.Berg@erau.edu or e-mail ERAUaffinity@erau.edu.



**Wings Club**

Dorothee Miller, member of the President's Advisory Board, made it possible for six students to attend the annual Wings Club Luncheon, held in New York City Nov. 14-16, 2006.

## ABA grads mean business

The Prescott Campus Aeronautical Business Administration (ABA) department partnered with the Office of Alumni Relations to host its first Business/Management alumni gathering during OctoberWest. More than 30 ABA students, alumni and faculty met at Professor Rick Gibson's home to take advantage of a unique opportunity for networking and building friendships.

"We now have 35 students enrolled in the ABA program at the Prescott Campus," Prof. Gibson says. "This gathering provided an opportunity for alumni to connect with current students, and is just a start in keeping in touch with our ABA graduates."

## Alumni to revolutionize airport management

William B. Rankin ('94, WW) is one of the first in the country to hold a doctorate in business administration with an aviation specialization, since completing the Embry-Riddle/North Central University Ph.D. program this January.

He was named an "aviation expert" as a result of his dissertation, which explores the risk of plane-to-vehicle collisions on sections of an airport under air traffic controllers. He hypothesizes that computer interactive driver training is more effective than conventional training in preventing such vehicular runway incursions and in enhancing overall safety.

"I am excited about sharing my research with fellow aviation professionals and with university personnel," Dr. Rankin says. "This is vital information that will revolutionize airport management training as we know it."

Be sure to read Dr. Rankin's feedback in the Roundtable discussion on page 5.



## Your Alumni Relations Team

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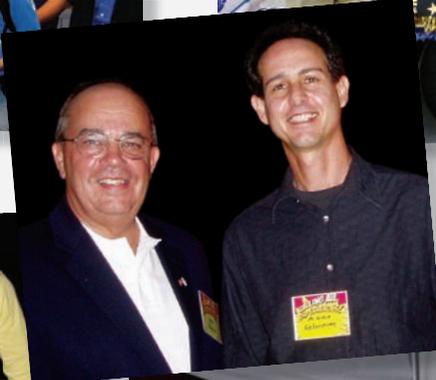
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## Alumni come home to Daytona Beach

Alumni reunited with friends and colleagues during Homecoming Weekend on the Daytona Beach Campus Oct. 25-28, 2006. The festivities kicked off with the *Traditions* Networking Social. Friday night, alumni and guests celebrated at the “Calling All Superheroes” Party. Saturday evening, alumni joined President Johnson at the Alumni Reception in Spruance Hall.



## Alumni celebrate OctoberWest 2006 ‘island style’

The Prescott Campus welcomed alumni home with a “treasure-trove” of opportunities for networking, entertainment and reuniting with friends.

Festivities began at the Networking Reception in the historic Hassayampa Inn, where alumni and senior students met Career Expo industry representatives, the Worldwide Campus Board of

Visitors and Dr. Johnson, the new president. At the 17th Annual Alumni Golf Tournament at Talking Rock Golf Club, alumni hit the links in record numbers. After the Parade and October Festival on Friday afternoon, alumni kicked up their heels at the Alumni Party in the newly remodeled Spruance House, with music by the local band Instant Replay.



## News to Share?

To be sure your announcements are included in the next issue of *Lift*, become a member of the eaglesNEST, the FREE online community created exclusively for Embry-Riddle alumni at [www.ERAUalumni.org](http://www.ERAUalumni.org).

Members can post their career news, wedding announcements, family updates and more at the eaglesNEST "Class Notes" pages at any time. Please also submit them to Ashlee (Fiser) Ilg ('03, DB) at [ashlee.ilg@erau.edu](mailto:ashlee.ilg@erau.edu) to be included in *Lift* magazine.

## Career News

### 1960s

**Alton R. Jarman** ('67, DB) has retired from federal civil service after working for the U.S. Army for 40 years. At his retirement, he was the deputy director for the Department of Aviation Systems Training (DAST), in the U.S. Army Aviation Logistics School (USAALS) at Fort Eustis, Va. His department was responsible for all MOS training for CH-47 Chinook and UH-60 Blackhawk helicopters. He also has maintained his CFI rating for the past 30 years and continues to instruct at the Langley Aero Club, Langley Air Force Base, Va. He and his wife, Judy, live in Seaford, Va.

### 1980s

**Bud Blower** ('80, DB) is a chief pilot for VF Corporation, the world's largest apparel company, based in Greensboro, N.C. He works in the corporate aviation department, which operates two Falcon 900Bs, two Falcon 50s and two Falcon 20 aircraft under CFR Part 91.

**Bill Shannon** ('81, DB; '99, WW) is a captain on the Gulfstream 550 aircraft for Simon Aviation in Indianapolis, Ind. He enjoys riding his mountain bike in his spare time.

**Pedro Febles** ('82, DB) is an independent consultant working with several French companies in the area of ERP accounting systems in France. He is also leading the new ERAU Alumni Affinity Group in France.

Pedro and his wife have 13-year-old twin sons and a 15-year-old son. They live near Versailles, France.



**Barry Fischer** ('83, PC) is the airport operations manager at March Field, a joint-use airport in Riverside, Calif. He and his wife, Maria, have twins, Paul and Julia, and live in Rancho Cucamonga, Calif.

**Doug Bach** ('88, PC) is the vice president of Sales and Marketing at MedAire, based in Tempe, Ariz.

**Tony C. Clark** ('88, WW) retired from the armed forces on July 31, 2006, after 25 years of combined service in the U.S. Army and U.S. Coast Guard. He is flying CH-54B Skycrane helicopters on wild land firefighting contracts for Helicopter Transport Services, Inc. He and his wife, Pam, and sons, William and Dalton, live in Warrenton, Ore. Tony's oldest son, Jameson, is completing the Aviation Maintenance Technology program at University of Alaska in Anchorage.

**Adrienne Farrar** ('89, DB) is an international first officer flying the Boeing 767 for UPS Airlines.

### 1990s

**Scott Germain** ('90, PC) is an Airbus first officer for America West Airlines/U.S. Airways. He also spends his time as the associate editor of *Warbird Digest* magazine, racing in the Reno Air Races in his modified Lancair 360 "Unleashed" for the past two years, and being a crew member for the September Pops Unlimited Air Racing Team.

**Jere P. Thome** ('90, DB) is an aircraft representative with ABX Air, Tech Services Department. He is working on a B767SF (Special Freighter) conversion project in Tel Aviv at Israeli Aircraft Industries.

**Paal Franzen** ('91, PC) is a principal engineer working in systems design of the flight management systems for Gulfstream IV and V business jets at Honeywell, Aerospace Electronics, Flight Management Systems. Paal flies small aircraft out of Deer Valley airport. He and his wife live in north Phoenix and recently returned from vacation in Kauai, Hawaii.

**Rich Wereta** ('91, DB) is a consultant in the Ground Systems Information Technology Department at Northwest Airlines. He is working on airport technology enhancement projects, including efforts by the airline to internally re-architect the software that runs self-service check-in products on their airport kiosks and Web site.

**Spencer K. Smith II** ('92, '93, DB) is a captain on the Airbus A320 for JetBlue Airways, based at JFK. He and his wife, Lisa, live in the Northeast and have two daughters, Ani (3) and Mia (1). Spencer is a Sigma Chi Delta alumnu.



### CAMPUS LEGEND:

CL	Clewiston Field, Fla.
MC	Miami Campus
RF	Riddle Field
DB	Daytona Beach, Fla.
PC	Prescott, Ariz.
WW	Worldwide Campus (formerly Extended Campus)

**Dennis Mack** ('93, WW) was promoted to police lieutenant.

**Jim Tate** ('93, DB) is the general manager for the Flight Options Maintenance Facility at DAL. He and his wife, Michelle, have two children and live in Frisco, Texas.

**Russell E. Darling** ('94, DB) was promoted to computer graphics supervisor at Tippet Studio. He is responsible for the visual effects in the motion picture *The Spiderwick Chronicles*, which will be released in Fall 2007 by Paramount Pictures.

**2 Robert Devadason** ('94, DB) and **Raymond Bost** ('94, DB) reunited on Nov. 13, 2006, as captain and first officer, respectively, on the flight deck of an Airbus A320 operated by JetBlue Airways. They have been friends since their freshman year at Embry-Riddle, where they were roommates in Dorm 2 (now named

McKay Hall). During the flight from New York to California, they recalled their days as struggling undergraduate students. "Fortunately for our passengers, we didn't have to execute any lazy eights, holding pattern entries or non-precision approaches in the A320 to make for a successful flight," Capt. Devadason said.

**Steven Scates** ('94, PC) is the president of Jet Aeronautical, LLC, which opened in August 2005 in San Diego, Calif. The company specializes in Cessna Citation and Beechcraft King Air initial and recurrent flight training. Steven is developing an internship program for Embry-Riddle students to receive Citation and/or King Air training. He and his wife, Inna, have a 13-year-old son, Daniel. They live in Poway, Calif.

**Bradley R. Brandt** ('97, DB) was promoted to deputy aviation director for the state

of Louisiana. He and his wife, Julie, live in Gonzales, La., with their 4-year-old twin boys, Taylor and Riley.

**Erick Elkins** ('97, DB) is a senior multidisciplinary engineer with Raytheon, based in Tucson, Ariz. He is married to **Dawn (Anderson) Elkins** ('98, DB).

**John Horton, Jr.** ('98, DB) is a manager of Flight Safety/Audit and a first officer on the Airbus 319/321 for Spirit Airlines.

## 2000s

**David Hinderland** ('00, WW) was promoted to director of Cargo Marketing and New Business Development at Southwest Airlines.

**David Wong** ('02, DB) is a junior associate at David Kock and Wix law firm and is attending law school in Aruba.

## Family News

### 1980s

**Steve Kidder** ('89, DB) and his wife, Lisa, adopted Kayla Austin (13) in May 2006. They also had their second daughter, Simone Jennifer, on July 7, 2006, who joins their oldest daughter, Talia.

### 1990s

**Nelson Edward Acosta** ('92, DB) and his wife, Zobeida Andujar, had a daughter, Emily.

**1 Alfred Stappung** ('92, DB) and his wife, Marci (Liberki), had their first child, Matthew, on April 6, 2006. Al is a pilot with U.S. Airways, based in Charlotte, N.C. Marci is a former director of Embry-Riddle's Office of Alumni Relations. The family lives in Daytona Beach, Fla.

**Jennifer (Connal) Stanton** ('94, DB) and her husband, Jim, had their third son, Michael Patrick, on Aug. 30, 2006. He joins their other



sons, Jonathan (4) and Colin (2). The family lives in Clay, N.Y. Jennifer is a full-time mother and Jim is a Legacy Pilot for Flight Options, LLC.

**2 Stephen Smyth** ('95, DB) and his wife, Alicia, had their first child, Jacob Hearst, on June 16, 2006. Stephen is a specialty sales representative for Cytogen Corporation. They live in Daytona Beach, Fla.

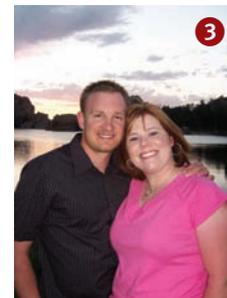
**Reka (Schloegl) Wrynn** ('95, DB) and her husband, John, had their second son, Liam Joseph, on March 5, 2006. They also have a 3½-year-old son, John Michael. Reka works for the chief financial officer at the University of Connecticut.

**Gail (Frybarger) Cole** ('96, PC) and her husband, Paul, had their first child, Catherine Bianca, on Sept. 12, 2006. Gail and her husband run Taylor's Aviation, an FBO, in Marion, Ohio, in addition to operating the companies Sabreliner and Westwind II.

**Christopher Miller** ('97, '05, WW) and his wife, Lorrie, had their second son, Giovanni Jackson Lee, on

Sept. 6, 2006. They also have a 6-year-old son, Ian. Christopher was promoted to Lieutenant Colonel on June 8, 2006. His promotion followed his new assignment as the operations and training division chief for the

1106th Aviation Classification and Repair Activity Depot in Fresno, Calif.



### 2000s

flights and medical evacuations for Security Aviation in C441s and C550s. The family lives in Anchorage, Alaska.

**4 Joshua Wycuff** ('02, DB) and his wife, Stacy, had a daughter, Katelyn Elaine, on Oct. 8, 2006.

**3 Brian Jackson** ('00, PC) and his wife, Ginger, had a son, Jarrett Paul, on Oct. 12, 2006. Brian does charter



## IN MEMORY

### 1960s

**Laurence A. Myers** ('64, MC) Nov. 14, 2006.  
**Richard A. Schmidt** ('68, DB) Sept. 14, 2006.

### 1970s

**Maj. Randy Ponzini, USMC** ('74, DB) April 15, 2006.  
**William Wood** ('74, DB) July 21, 2006.  
**Terence Chmiel** ('77, DB) March 1, 2006.  
**David Crile** ('77, DB) Oct. 12, 2006.

### 1980s

**David Clausen** ('86, DB) Feb. 9, 2006.  
**Andrew Thoits** ('86, DB) Jan. 9, 2006.  
**Jason Brath** ('88, PC) March 25, 2006.  
**Mary Jo (Haymes) Didden** ('88, DB) June 6, 2006.

### 1990s

**Jeffrey Sills** ('92, WW) June 17, 2006.  
**Devon Bailey** ('98, PC) June 28, 2006.  
**William Scott "Billy" Friedman** ('98, PC) Oct. 18, 2006.

### 2000s

**Joshua Tabisola** ('03, PC) Aug. 2006.  
**Michael Timothy Lawler** ('04, '06, WW) June 2006.  
**William Charles Weir** ('04, PC; '06, WW) June 22, 2006.  
**Kenneth "Dean" Gurnon** ('05, WW) July 2006.  
**Daniel Monroe** ('05, DB) Nov. 1, 2006.  
**Gabriel Mejia Sandi** ('09, DB) Oct. 21, 2006.

**Shirley Sliwa** (Mother of former Embry-Riddle President Dr. Steve Sliwa and good friend of Embry-Riddle) Dec. 13, 2006, age 72.



As one of the most beloved Embry-Riddle baseball fans, Shirley showed her support in signature fashion, ringing the cowbell that she brought to every game.



In January 2006, Embry-Riddle recognized the Sliwa family and their many years of support by dedicating the baseball stadium in their honor.

**Chris McMenemy** ('03, DB) was selected by the New Jersey Air National Guard to fly the F-16C. He married Marie Ilg, sister of **Andy Ilg** ('03, DB), on July 2, 2005, and they had their first child, Christopher Michael, on Nov. 4, 2006. They will be living in the Atlantic City area upon completion of his U.S. Air Force pilot training.

**Jeff Park** ('03, WW) is a warrant officer 1 in the U.S. Army flight school to fly Blackhawk helicopters.

**Stephen Schoenleber** ('03, PC) is a first officer on the CRJ200 and 900 series aircraft for U.S. Airways Express, based in Phoenix, Ariz.

**Randall Black** ('04, DB) is a lieutenant junior grade (LTJG) in the U.S. Coast Guard. He flies C-130 aircraft at the Coast Guard Air Station in Sacramento, Calif. He has flown many search-and-rescue and law enforcement missions stretching from as far south as Peru and as far north as Alaska, to as far east as Cape Cod, Mass.

**Kenneth Davies** ('04, WW) recently obtained his Master of Business Administration through Columbia College of Missouri. He is a safety specialist for the U.S. Navy.

**Grant Arakawa** ('05, WW) is a first officer on the 737-200 for Aloha Airlines. He has been a captain for Hawaii Island Air for the past four years flying Dash 8 100/200/400 aircraft.

**Michael Joseph Baldwin** ('05, WW) was promoted to systems safety engineer at Raytheon Company, Electronic Combat Systems, based in Towson, Md.

**Jordan Tyler Nolan** ('06, WW) was promoted to project manager for the 355th Civil Engineer Squadron at Davis-Monthan Air Force Base, Ariz.



## Weddings & Engagements

### 1970s

**Robert Stambovsky** ('72, DB; '85, WW) and his wife, Donna Knighton, celebrated their second anniversary on Nov. 5, 2006. He owns and operates an ex-RAF Jet Provost T5, and is available for jet transition training, airshows, and research and development contracts.

### 1980s

**Brian Ward** ('85, PC) married Qian Zou on Oct. 7, 2006. They live in Marina del Rey, Calif. Brian is an A320 pilot with America West Airlines/U.S. Airways, based in Phoenix, Ariz.

**John Dixon** ('86, WW) married Patricia Farrell Clabaugh at Shank's Mare on the Susquehanna River in Pennsylvania on May 20, 2006. They live on Gwynn's Island in Mathews County, Va. He is a retired Major from the U.S. Air Force and teaches math at Lancaster High School in Lancaster County, Va.

### 2000s

**Jennifer Hinebaugh** ('02, WW) married **Michael Mulrooney** ('07, WW) on April 8, 2006. They had their first child, Dylan Patrick, in January 2007, and live in Ormond Beach, Fla.

**Josh Hunter** ('04, DB) will marry Mary Beth Ellis on July 14, 2007. He is an air traffic controller at Washington Center in Leesburg, Va.





# Tell us what you think of Lift!

Lift is your alumni magazine, designed to keep you informed and connected to your Embry-Riddle family.

**That's why we want to hear from you.**

**Go to [irweb.erau.edu/LIFT.html](http://irweb.erau.edu/LIFT.html) and complete our survey by May 31.**

It only takes a few minutes and once you've completed it, you'll be entered in a drawing to win a Best Buy Gift Card.



We're giving away three cards – one valued at \$500 and two at \$250.

Fill out our survey now and help us make *Lift* the best it can be!

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