

LIFT

The alumni magazine of
Embry-Riddle Aeronautical University

What is the future
of green technology
in aviation?

Hero Scott O'Grady
('89, PC) inspires a
new generation
of students

A tale of two
pilots with
a heart

ALL FIRED UP

Aviation safety pioneer **HARRY
ROBERTSON** ('72, Hon.) retires from
the Embry-Riddle Board of Trustees
but has no intention of sitting still

**NEVER HAVE TO ANSWER,
"WHERE'D YOU GO TO SCHOOL?"**

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SATURDAY, NOV. 7

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Homecoming Static Display
College Reunions
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For complete information about these events and to register to attend, go to www.ERAUalumni.org/homecoming09

LIFT

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Photo by Chris Carita



Photo by Chris Carita

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LETTER FROM THE PRESIDENT

EMBRY-RIDDLE, LIKE THE MAJORITY of the higher education institutions in the U.S., has felt the impact of the economic recession. In response to the downturn, the university has taken a number of steps to ensure that the best educational experience in aviation, aerospace, engineering and related disciplines remains affordable: We have realigned our budget, reorganized our structure and employed strategies to conserve costs at every level.

Thanks to these measures, the university is in good financial shape, but critical challenges remain. To ensure that we emerge stronger and continue to graduate the best educated and most qualified future work force, we must increase our investment in what matters most: our students.

Students facing these tough times have never needed our help more than now. That is why we are working hard to increase financial aid and ensure that interested students are able to complete their education at Embry-Riddle.

I hope you will step forward with a personal commitment to students by considering a gift to one of our scholarship funds. As an alumnus, you understand firsthand the lifetime value of an Embry-Riddle education and the many ways it continues to pay dividends throughout your life.

In this issue of *Lift*, you will find examples of Embry-Riddle's "return on investment." Whether it's Harry Robertson's commitment to lifesaving crashworthy fuel systems, pilots engaging in humanitarian aid to those in need or a military hero protecting our freedom we hold so dear, alumni and friends are leaving the world a much better place than they found it.

I would like to take the opportunity to thank all of you in the Embry-Riddle family who are working hard to make a positive difference during a difficult time. Thanks to your perseverance and dedication, we will not only survive these challenging times, but also grow stronger in our ability to prepare the next generation of aviation leaders.

Warmest regards,

John P. Johnson, Ph.D.
President

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Students don oxygen masks as part of hypoxia-awareness training.

Extreme training at 30,000 feet

Embry-Riddle's High-Altitude Normobaric Lab is nation's first

Embry-Riddle is the first university in the United States to acquire a High-Altitude Laboratory for teaching aspiring pilots how to recognize the symptoms of oxygen loss, or hypoxia, at high altitudes.

"Hypoxia affects people differently, and the rate of onset varies for each person," says Glenn Harmon, an aerospace physiologist and assistant professor of aeronautical science at Embry-Riddle. "Symptoms can include tunnel vision, nausea, euphoria, dizziness, tingling, fatigue and loss of coordination. This High-Altitude Laboratory is an ideal place for pilots to learn to recognize their own symptoms."

As air machines extract oxygen from the enclosure creating a hypoxic environment inside, students perform cognitive, motor and flight tasks under the supervision of a qualified instructor. As soon as they experience the warning signs of hypoxia, students don oxygen masks, like those required in airline cockpits, before their decision-making becomes clouded or they become incapacitated.

The university expects to train up to 500 flight students per year in the laboratory. Plans are also being made to offer hypoxia-awareness training in the lab to flight schools and corporate aviation operators, allowing more pilots to benefit from the personal experience and knowledge as well as take advantage of potential insurance advantages.



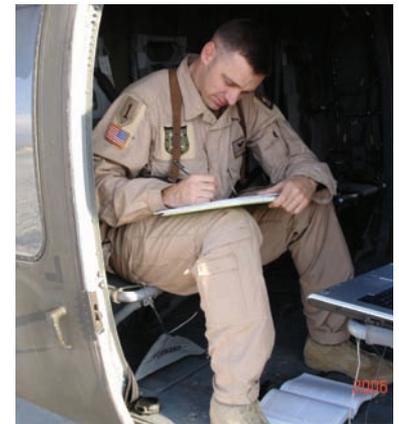
Embry-Riddle students learn to recognize the symptoms of hypoxia.

Embry-Riddle Worldwide establishes presence in Iraq

Embry-Riddle's Worldwide Campus has opened two new locations in Iraq at Camp Victory and at Balad Airbase.

Camp Victory, which is the primary component of the Victory Base Complex, occupies the area surrounding Baghdad International Airport. Balad Airbase, which is the central logistical hub for forces in Iraq and serves approximately 15,000 service members, is the busiest air base operated by the U.S. Department of Defense and currently is the second-busiest airport in the world—second only to London's Heathrow Airport.

"The International Region is pleased to represent the university in our continuing efforts to provide aviation-related educational opportunities to our service members wherever they are found defending our freedom," says Donna Roberts, international regional dean for the Worldwide Campus.



Service members can now advance their studies and their careers while serving their country, thanks to two new Worldwide Campus locations in Iraq.

ALTIMETER

More news and events at Embry-Riddle this quarter:

- The **University Continuing Education Association (UCEA)** awarded its **Distinguished College Course Award for the second consecutive year** to Embry-Riddle Aeronautical University's **Worldwide Online** division.



The Ph.D. in Engineering Physics blends theoretical physics with practical engineering applications and problem-solving.

Making history by degrees

Embry-Riddle to offer Ph.D. in Aviation and Ph.D. in Engineering Physics

When it comes to aviation education and research, Embry-Riddle Aeronautical University is used to making history.

With its recent approval from the Southern Association of Colleges and Schools (SACS), Embry-Riddle is launching its first two Ph.D. degree programs—in Aviation and Engineering Physics.

“This is a great moment in the history of Embry-Riddle,” says President John Johnson. “These programs represent a new era in applied research leadership for our university.”

The Ph.D. in Aviation is the only one in the United States. Designed for working professionals who seek to enhance their contribution to the aviation and aerospace organizations that employ them, the Ph.D. in Aviation program combines advanced analytical and research tools with a broad understanding of the issues affecting the aviation industry.

Courses for the Ph.D. in Aviation are offered online. Doctoral candidates also complete three six-day residencies, which are offered each August at an Embry-Riddle campus. The Ph.D. in Engineering Physics blends theoretical physics with practical engineering applications and problem-solving.

Candidates for the Ph.D. in Engineering Physics will be enrolled and in residence at Embry-Riddle’s Daytona Beach Campus for at least two semesters per year, although internship at an aerospace corporation or government laboratory is allowed, if it is agreed to and supervised by the student’s research advisor.

Embry-Riddle creates global wildlife strike information center

Embry-Riddle is launching the International Center for Aviation and Wildlife Risk Mitigation to help manage the growing hazard of midair collisions between birds and aircraft. Bird and wildlife strikes cause more than a half-million hours of aircraft downtime and cost U.S. civil aviation more than \$500 million annually, according to a report by the U.S. Department of Agriculture.

The new center, based at Embry-Riddle’s Prescott Campus, will bring together top aviation wildlife experts to share and develop new research and management solutions to reduce the dangers and serve as a resource to airports around the world.

The center is an initiative of national wildlife expert Archie Dickey, Ph.D., an associate professor of aviation environmental science in Prescott, Ariz., who serves as director.

“The US Airways landing in the Hudson River was the wake-up call that we needed to accelerate our plan to create this center, which will support data collection efforts, develop better solutions to reduce wildlife strike hazards, and serve as a clearinghouse to share this information with the industry and organizations that need it,” he says.

ALTIMETER

More news and events at Embry-Riddle this quarter:

- **Darris L. White, an associate professor of mechanical engineering, was presented with the prestigious Faculty Advisor Award for 2008 from SAE (Society of Automotive Engineers).**

- **Embry-Riddle’s Daytona Beach and Prescott Flight Teams placed second and fourth, respectively, at the National Intercollegiate Flying Association (NIFA) SAFECON Competition.**

Embry-Riddle/AOPA alliance going strong

Embry-Riddle and the Aircraft Owners and Pilots Association (AOPA) have extended their alliance by signing a five-year agreement that reaffirms a partnership that has been in place for more than a decade.

“We are excited to be extending our alliance with Embry-Riddle and nurturing the next generation of aviation professionals,” says AOPA President Craig Fuller. “These students are the future of general aviation, and AOPA membership can help them achieve their goals.”

Under the agreement, all undergraduate Embry-Riddle aeronautical science students at both residential campuses are provided AOPA membership by the university throughout the duration of their education. Additionally, Embry-Riddle faculty members enrolled in the program are given access to aviation tools and resources they can use in the classroom.

In return, AOPA sets aside 10 percent of membership dues paid by Embry-Riddle alumni to an AOPA Scholarship Fund at the school. That arrangement has produced more than \$234,000 in scholarship money since the partnership began in 1997.



Dr. Johnson and AOPA President Craig Fuller (right) sign a five-year agreement extension that will provide AOPA membership to Embry-Riddle students at both residential campuses.

ROUNDTABLE

With green technology projected to become a major player in the global economy, it's no surprise that the aviation industry is getting involved to do its part. From biofuels for aircraft to solar farms for airport power, there is a wide range of green solutions waiting in the wings. Question is: Will they take off anytime soon? We went to the experts for their perspective and asked,

“What is the future of green technology in aviation?”



Dr. Darris White
*Associate Professor,
Mechanical Engineering
Lead Faculty Advisor,
EcoCAR Challenge
Team and Co-Advisor,
Formula Hybrid team*

→ **I think** “green” means different things to different people and I prefer to use the term “sustainable.” I believe there is a bright future for sustainable technologies in the aviation industry, which will be designed to reduce noise, waste, emissions and water usage. The modern aircraft is a very well-engineered machine, but there are opportunities to reduce emissions through the application of biofuels and synthetic fuels, and reduce noise through improved aerodynamics. Aircraft result in about 65 percent of the emissions around airports, but there are also opportunities to improve the efficiency and functionality of the entire system. The electrification of the ground support vehicles, design of airports to reduce emissions from landside vehicles, and initiatives to recycle aviation materials, conserve electricity and reduce water usage, are all means to promote sustainability while improving the health of the aviation industry.



Dr. Archie Dickey
*Program
Chair, Aviation
Environmental
Science, Prescott
Campus*

→ **I think** the future for employing green technologies in the aviation industry is extremely big. Several airports are installing solar farms to generate their own electricity. Airports are also being redesigned to be “greener”—from the materials used, to the layout of the building, to even providing more recycling areas for travelers. I think it is important because we are able to reduce the carbon load and pollution in the atmosphere and landfills. From a practical point of view, we are helping to save energy for the airports and airport authorities. However, the aviation industry is no different than any other large industry, and it has taken time to begin using some of the newest technologies that are now green-based. Now, though, more and more companies are looking at ways to take the extra step of being in line with new environmental requirements, such as how an airplane is built or what materials are used for airport terminal buildings. These factors all provide a considerable cost benefit for the long term.



Amber (Avary) Tyson ('04, PC)
*Environmental
Director, Yavapai-
Prescott Indian Tribe*

→ **I think** the future for green technologies is pretty big, as there are a lot of new technologies with which we can move forward. For example, using more solar power and becoming more energy efficient can really benefit the industry by lowering costs. In addition, storm water can be more widely used as a power source, and biofuels can help reduce pollution. These are just some ways that can help our environment and benefit the industry, but I'd like to see more green technologies out there in the industry as a whole. If the aviation industry begins to use more of these technologies, I think it will empower other industries to follow suit. When smaller companies see that an industry as vast as the aviation industry is conducting research to find greener practices with positive results, they will be encouraged to employ similar practices, too. Basically, I believe the aviation industry has the ability to make these green technologies “popular” so that everyone else will want to use them.

What do you think is the future of green technology in aviation?

We'd love to hear your thoughts. Send your letters to:

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Pilots with heart

Two Embry-Riddle alumni are helping save lives by flying humanitarian missions

While many Embry-Riddle alumni have their career sights set on the airlines, there are some who “fly to serve,” saving lives and making a difference by piloting humanitarian missions in troubled regions around the world.

Lift spoke with two such pilots, Dale Malmskog ('95, PC) and David Turner ('99, WW), who are flying humanitarian aid missions in Mozambique and the Republic of Congo, respectively. Both fly for AirServ International, the world's leading not-for-profit provider of humanitarian air support to the most isolated areas affected by humanitarian emergencies. As AirServ pilots, Malmskog and Turner routinely fly first responders, assessment teams, tents, water, medicines, food and other vital cargo into conflict and disaster zones.



Wherever he flies in Africa, Dale Malmskog is greeted by throngs of children, fascinated by him and his airplanes.

Why did you get involved with AirServ International?

Malmskog: I was a flight instructor at Embry-Riddle in Prescott from 1996-1999, but I didn't have a strong desire to fly for the airlines. Flying in the bush seemed more exciting, more like what “real” pilots would do. When I first came to AirServ, I planned on being with them maybe two or three years max. Now coming on to 10 years, I really feel so at home here that I cannot imagine leaving anytime soon.

Turner: After working for ExpressJet Airlines for seven years, I decided it was time to realize my dream to fly in Africa doing humanitarian work. I came to Congo in September 2007, worked for six months and then took an opportunity to fly for United Airlines. After getting furloughed in September 2008, I was fortunate enough to work again for AirServ, and have been loving it. I have been with them for 12 months, working out of Goma in the eastern part of Congo, where I fly the Cessna Caravan and De Havilland Twin Otter.

By Robert Ross

AIR SUPPORT

For more information about AirServ International, go to www.airserv.org.



A group of young African boys are seen in the streets of a village on June 30, 2005, in Mozambique. AirServ pilots, who operate in 36 countries in Africa and the Middle East, including Congo, Chad, Iraq and Jordan, often rescue children who are homeless, people who have been wounded by military action and left far from home, and families without food or shelter.

What is a typical day like flying for AirServ International?

Malmskog: No two days are the same. Our destinations and the people we fly change constantly. Most of our flights take nongovernmental organization (NGO) staff from the larger cities in Mozambique to remote towns and villages throughout the country. Sometimes we have one-day trips and take people in the morning to a small town, where they conduct a training seminar on how to prevent HIV/AIDS or how to properly feed a child to fight malnourishment. After the seminar, we fly the group back to the city before sunset, as runways with lighting are few and far between. Other times, we will take a group of people to several remote locations over several days to visit sites where development work is going on.

Turner: Our days can be pretty busy, flying up to seven hours with numerous stops in villages. A typical day can include flying food, medicine, building supplies and equipment, doctors and aid workers into remote villages. We get to know a lot of the passengers we carry frequently, as well as some of the local village officials.

What kind of challenges or dangers do you face flying in conflict zones? Any memorable flights?

Malmskog: Fortunately, the civil war in Mozambique had ended before my arrival, so there wasn't the threat of violence, [but] I'll never forget a flight I flew in 1999 in our C-206. I did a quick preflight, checking the engine oil by reaching my hand in the cowlings, checking the fuel strainer, front, cowlings and so on. After that, I boarded my only passenger, whom I put in the "co-pilot" seat. We took off, and then leveled off at



Mozambican kids check out Dale Malmskog's C-206, the same plane that once took a potentially poisonous snake airborne for an unforgettable flight.

4,500 feet for the 50-minute flight to Caia, a small town on the Zambezi River. About 20 minutes into the cruise, I noticed something flapping around the left side of the front engine cowlings. It looked like an alternator belt had broken and was dangling from the engine intake, or perhaps the prop de-ice boot was coming off. After 20 seconds, I saw what it was—a snake! Less than five seconds later, the snake came completely out of the front cowlings, with 120 knots of wind in his face, and smacked our windshield pretty hard. Many snakes in Mozambique are extremely poisonous, and this one could have been a green mamba, very dangerous. I realized that when I had put my hand in the engine cowlings, that snake was already in there taking a nap. I vowed to do a better preflight next time.

Turner: Eastern Congo is where most of the unrest has been. We evacuated town in early November because the CNDP (National Congress for the Defense of the People) rebels came to within just a few kilometers of town and that caused rioting because the locals were unhappy that the U.N. was ineffective in holding them back. We flew in and out of Goma for a week and then returned after the rebels agreed to a cease-fire. We have also been operating in northeast Congo where the LRA (Lord's Resistance Army) burned villages and killed 600 people on Christmas Day. So we do fly into areas where there has been fighting, but will not take unnecessary chances. If there is active fighting in the area, we will not go in. Most of the trouble I've experienced with the soldiers, which is pretty much everywhere we go, is them asking for money.

Any final thoughts about your experience with AirServ International?

Malmskog: I wanted to use the flying skills Embry-Riddle taught me in some way to bring glory to God. Being with AirServ in Mozambique, I have been able to do this on a personal level, which is very rewarding. It will never be like living in the United States but, by forming relationships with people around you, it can be really fun and exciting.

Turner: I can't express enough what a great experience this has been for me. It has made me appreciate even more what a great country the United States is, with all the freedoms and opportunities we have. It has also helped me reevaluate what I feel is important in life.



Dave Turner visits a Medecins Sans Frontiers hospital.



SOME PILOTS MAKE
THEIR MARK BY FLYING
DARING COMBAT
MISSIONS. **HARRY
ROBERTSON** ('72, HON.)
MADE HIS MARK BY
KEEPING THEM ALIVE.

TESTED

BY LAURIE DAVIES // PHOTOGRAPHY BY JEFF NEWTON



BY FIRE

A

THE FATHER OF THE CRASHWORTHY FUEL SYSTEMS

installed on all U.S. Army helicopters, Harry Robertson ('72, Hon.) pioneered the development of fuel systems that would not ignite after crashes. Though his ingenuity and tenacity saved thousands of lives, his “aw shucks” attitude deflects praise to those who helped and supported him.

He credits Embry-Riddle Aeronautical University as a part of that team. This fall, Robertson steps down from his 18-year tenure on Embry-Riddle's Board of Trustees. At 74, he is content to be a “helicopter cowboy,” often herding cattle on his Williams, Ariz., ranching operation from his helicopter. He jokes that aerospace students need young blood, “not a bunch of old geezers,” at the helm of the school.

But looking back, his rearview mirror tells the story of when he had young blood and a bold idea. He knew too many pilots survived helicopter crashes only to die in fire.

And he knew he could stop it.

BORN TO FLY

Robertson's dreams took flight from a young age. At age 4, he crafted crude model airplane carvings out of wood. By 9 he built a sophisticated model Spitfire with a wingspan as wide as he was tall.

In eighth grade, he met his hero Charles Lindbergh, who, years earlier, had “treated” Robertson's mother to an airplane ride filled with “loop de loops” after he emergency landed in Williams and Robertson's grandfather

the Cold War. They told me to quit playing engineer and inventor and do my job,” Robertson quips.

DEVELOPING THE DREAM

By 1960, Robertson was out of the service and ready to research his ideas. He learned of a company in Phoenix called Aviation Crash Injury Research. “They were crashing aircraft to understand how people were injured and killed,” Robertson says. In 1960, AvCIR (which later became Aviation Safety Engineering and Research) hired Robertson and funded his research.

What followed was 10 years of toiling over the development of puncture-resistant fuel bladders and special valves and lines designed to control fuel spills. Robertson's team conducted and filmed 45 full-scale crash tests and studied results frame by frame. “It took a lot of 12-hour days and very detailed engineering to make the crashworthy fuel system work right, but we got it done,” he says.

In 1968, the U.S. Army took notice, mandating the installation of Robertson's crashworthy fuel system in all U.S. Army helicopters. Robertson hadn't even written a specifications manual, but there was no time. It was

THERE'S NO REASON FOR SOMEONE TO

repaired his plane. Terrified, she never flew again, except to be at her gravely ill mother's bedside.

By age 19, Robertson had earned five national records flying model aircraft. And at age 22 he was a U.S. Air Force pilot. “The B-47 is mainly what I flew. It was a swept-wing, six-engine jet that carried nuclear weapons and flew like hell,” Robertson says.

The more he flew, the more analytical he became. “On the B-47, the wall of the fuel tank is part of what they screwed the landing gear to. I knew that if you had a hard landing and pulled the landing gear out, you were going to pull the fuel tank apart,” he says.

He began conceptualizing better designs and ways to control fuel spillage. “I thought I knew how to solve the problem. I tried to get transferred to Wright-Patterson Air Force Base to start my research, but it was

the Vietnam War, and the U.S. needed air superiority. UH-1 Huey helicopters were crashing and igniting at an alarming pace. “At that time, 43 percent of people who died in Army helicopters that crashed died because they were burned to death. After the crashworthy fuel system design was installed, the number of people who died in military helicopter crashes by fire to this day is less than 1 percent,” he says.

TIES THAT BIND

Over the years, his expertise would take Robertson to thousands of crash investigations and to the stand as an expert witness. His company, Robertson Aviation, developed crashworthy fuel systems for military helicopters and Indy race cars.

But it's through his affiliation with Embry-Riddle that he feels his pioneering work in aerospace safety will continue. “They have allowed my contributions to get into the hands of students who are the future of aerospace,” he says.



PASSING THE TORCH

Harry Robertson won't leave the cockpit empty when he retires from Embry-Riddle's Board of Trustees. His son, **David Robertson**, who has served on the President's Advisory Board for the past six years, was elected to the board in 2008 and plans to carry on his father's legacy of "making goals happen."

Currently on leave from his position as director of flight safety for Spirit Airlines to race professionally in the American Le Mans Series, Robertson has a race car that bears much of the same crashworthy fuel system technology that his father pioneered.

Meanwhile, he brings considerable airline experience to the table at Embry-Riddle. "I have a good idea of what Embry-Riddle needs to do to make graduates employable," he says.

Robertson serves as an Advisory Council member of Embry-Riddle's Center for Aerospace Safety Education and is a director of the Michigan Aerospace Foundation (www.michiganaerospace.org).



SURVIVE A CRASH—AND THEN DIE IN A FIRE.

Ironically, he had intended to be one of those students in 1950, when he made plans to enter Embry-Riddle's undergraduate program. However, Robertson's 6'8", 280-pound father insisted he attend Arizona State University.

In 1972, Embry-Riddle awarded Robertson with an Honorary Doctorate in Aviation Technology. "We acknowledged him as a great advocate of aviation safety," says Brig. Gen. William Spruance, an Embry-Riddle Trustee Emeritus. "Many *Lift* readers are involved in the dangerous business of aviation and automobiles. Harry may have prolonged their lives."

In 1986, Robertson cofounded the Center for Aerospace Safety Education (CASE) at the university to support safety education and research. And by 1991, he was elected to the Embry-Riddle Board of Trustees.

The university now houses the Robertson Aviation Safety Archive, his collection of 45 years' worth of photographs, videos and technical papers from accident investigation cases. He also established the Robertson Aviation Safety Center and Aircraft Crash Investigation Laboratory at Embry-Riddle's Prescott Campus.

"He's been an incredible friend of Embry-Riddle as a university, and more specifically, the Prescott Campus,"

says Executive Vice President Dan Carrell. In fact, Carrell says, students know Robertson personally by his frequent involvement in their lives—as a guest lecturer, a mentor and a generous provider of scholarships.

MAN ON A MISSION

Looking back, Robertson isn't sure what drew him to aerospace safety. He reached into his family's fireplace as a 13-month-old, leaving burn scars on his face and arms. But the emotional scars he carries from witnessing an inordinate number of aircraft crashes as a young man run deeper.

Whether by bad luck or destiny, he watched the fiery aftermath of a P-51 crash at age 9. At age 10, he witnessed homes smolder after a B-24 bomber crashed in Phoenix. He saw an F-84 explode in front of him while he was a sophomore in college en route to a quail hunt. Then during his outdoor graduation from pilot training at age 23, a nearby fatal airplane crash cast a smoky pall over the skies.

"Some have said that seeing those crashes forced me to do my research. I don't know if that's true or not. But I do know this," he says, pausing with a steely look in his eyes. "There's no reason for someone to survive a crash—and then die in a fire."



HERO RETURNS

— BY ANTHONY BROWN —



Photo by Jordan Clancy



FOURTEEN YEARS

AFTER A FIERCE, SIX-DAY STRUGGLE TO SURVIVE IN ENEMY TERRITORY AFTER BEING SHOT DOWN OVER WAR-TORN BOSNIA, FORMER AIR FORCE CAPT. SCOTT O'GRADY ('89, PC) RETURNS TO EMBRY-RIDDLE TO INSPIRE A NEW GENERATION OF STUDENTS.



Photo by Chris Carra

F

ormer Air Force Capt. Scott O’Grady (’89, PC) may not consider himself a hero, but for the students, faculty, staff and local veterans who heard his incredible story at Embry-Riddle’s Daytona Beach Campus, he passes the “hero test” with flying colors.

“To my way of thinking, although he would deny it, Scott O’Grady is a true American hero,” says Embry-Riddle President John Johnson. “He saw his duty to country clearly and performed well, never forgetting who he was there to defend.”

As the guest of honor at Embry-Riddle’s inaugural Veteran’s Appreciation Day (see *Inaugural Veteran’s Appreciation Day Welcomes Heroes Back to Campus* below), O’Grady made a hero’s return to Embry-Riddle, honoring generations of veterans and inspiring a new generation of students and cadets with his story of survival and service—and the lessons he learned from his ordeal.

THE MOST TERRIFYING DAY OF HIS LIFE

June 2, 1995. Air Force Capt. Scott O’Grady was helping enforce the NATO no-fly zone over Bosnia when an SA-6 antiaircraft missile slammed into his F-16, not 10 feet behind him. “All I remember seeing was a red flash on the right side of my aircraft, and then ... bam!” O’Grady recalls.

Immediately engulfed in flames, with the aircraft disintegrating around him, O’Grady thought his number was up. “I thought in a millisecond about what a phenomenal life I’d led in 29 years,” he recalls. “I’d been able to experience more in that time than most people ever would in a lifetime.”

It was the first—but wouldn’t be the last—time over the next six days that he thought he might die.

O’Grady desperately grabbed the ejection handle and pulled. The canopy separated cleanly and suddenly he was 27,000 feet above the earth, traveling at 350 miles per hour. He had survived, but his trouble was just beginning.

Once on the ground, he would have little time to escape. During his 25- to 30-minute descent, an enemy caravan had been following his drift trajectory along the highway. Their plan was clear: to be waiting for him when he landed.

Fortunately, they weren’t. O’Grady managed to land in a clearing. Immediately, he ran but only got about 200 yards from the landing site before his body gave out. He could hear enemy voices already at the landing site, but he still didn’t have the energy to go on. “It was like this overwhelming situation came collapsing down on top of me like a heavy weight on my shoulders,” O’Grady says. “I stopped and looked around for a place to hide.”

The next six hours in hiding, waiting for nightfall, would be the longest in O’Grady’s life—and the most terrifying. Around 7 o’clock that evening, he heard the first gunshot. They were shooting at



Photo by Chris Carta

anything they thought might be him. “I never had more fear for my life than at that moment,” O’Grady says. Over the next half-hour, five more shots rang out, but thankfully, never hit their intended target.

THE WILL TO SURVIVE

During the next six days, O’Grady evaded southward toward higher ground where he would have a better chance to make contact with “friendlies.” With hypothermia and fatigue as his constant companions, he traveled by night and took “combat naps” by day, eating grass, leaves and ants for energy and drinking rainwater and perspiration wrung from his socks to battle the effects of dehydration.

No matter how difficult things became, O’Grady, though shaken, never stopped fighting. “You always have to keep a positive attitude and the will to survive,” he stresses. “Negative thoughts and wishful thinking cannot come into play because they are not productive in helping you through your situation.”

Inaugural Veteran’s Appreciation Day Welcomes Heroes Back to Campus

ON APRIL 15, 2009, Embry-Riddle held its inaugural Veteran’s Appreciation Day on its Daytona Beach Campus, honoring veterans from the university and local community in a special ceremony that featured Scott O’Grady.

“I felt like we had an obligation to recognize those who have made so many sacrifices for our country,” says President John Johnson. “We owe our existence and our freedom to those veterans like former Capt. Scott O’Grady who have put themselves in harm’s way and served our great nation so valiantly.”



Embry-Riddle alumnus Scott O’Grady spoke about his harrowing experiences in Bosnia and thanked fellow vets for their service. “In the history of our beloved nation, there has always been the soldier who has fought and died so that we may be free. May we always remain grateful to all veterans for their service throughout the history of our country,” O’Grady says.



Photo by Chris Carta

Embry-Riddle’s Air Force, Army and Navy ROTC units presented colors at the ceremony.



What did help him was constant prayer, thoughts of family and friends, and the stories of Vietnam POWs who had faced experiences much worse than his. "I thought, 'The worst day that I'm suffering through right now is better than the best day of ever being held as a prisoner, because I am still free.'"

A HERO'S RESCUE

And free he would remain. On Thursday, June 8, at 2:06 a.m., O'Grady made radio contact with Capt. Thomas Oren "T.O." Hanford. "It was a moment I'll never forget as long as I live," O'Grady recalls. "I'd been dead to the outside world for six days and now somebody knew I was alive."

Within four hours, the U.S. Marines of the 24th Marine Expeditionary Unit had reached O'Grady, poised for a daring daylight rescue operation. "I looked up and saw one of the most beautiful sights in my entire life," O'Grady recalls. "A U.S. Marines expeditionary helicopter cresting over the horizon, halfway around the world in hostile territory, to save *my* life."

During that rescue, with helicopters taking enemy fire, O'Grady discovered his definition of a hero. "Heroes are people who do things to help other people. Those who came in risking their lives to save mine are my heroes."

HEROES CAN HAPPEN ANYWHERE

That definition of heroism, learned and tempered in the heat of battle, remains with O'Grady to this day. Addressing Embry-Riddle

students, faculty and staff, he asserts the idea that heroes are those who serve the needs of others. "Heroism can happen anywhere. Whether it's in your personal or professional life, if you serve others in order to make the world a better place, that makes you a hero."

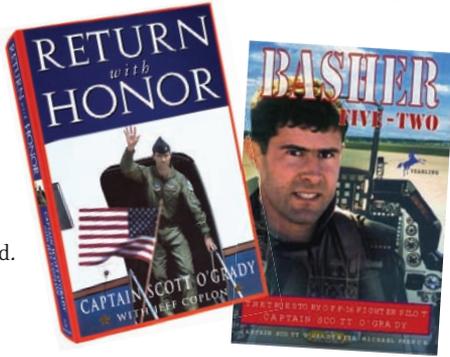
Service to others continues to play a central role in O'Grady's life. Now years removed from his successful military career, O'Grady devotes more time to family and friends. He's also taken the time for personal and spiritual development, getting his master's degree in Biblical Studies. "My true happiness comes from my relationships

with God, my family and friends."

But that doesn't mean he's finished with service on a larger scale. In the near future, he has his eyes set on public office in Texas, where he now lives. "I miss a sense of serving and giving back to the community and the country," he explains.

If his impact on Embry-Riddle students is any indication, O'Grady should be an inspirational leader in his community. After hearing his story, Army ROTC Cadet Deborra Dawe felt heartened by his example. "I am very patriotic, so it made me feel very good about what I'm doing," Dawe says. "He changed my focus back to why I'm here and what I want to do with my life—serve my country, and I am hoping to fly helicopters."

Spoken like a true hero in the making.



O'Grady has written two books detailing his experiences in Bosnia, *Return with Honor* and *Basher Five-Two*.

Before Scott O'Grady made a name for himself as a military hero, he spent a few years at Embry-Riddle's Prescott Campus, where he earned nine flight ratings and a degree in Aeronautical Science.

O'Grady on his time in Prescott:

"When I flew down to Prescott, I actually was thinking I'd be there for a year and transfer to Daytona Beach, but after being and living in the dorms on that smaller campus with its smaller class sizes, I was more focused on what I wanted to do and I put my efforts toward academics and ROTC.

"I have nothing but fond memories and am very happy to have graduated from Embry-Riddle. I still stay in touch with a half-dozen of my good friends from Embry-Riddle."

O'Grady on ROTC:

"The ROTC program was great. Over 10 percent of the school was in Air Force ROTC, so it was enjoyable to be in a campus environment where so many people were involved in the same organization. I really liked our commandant, Col. William Poindexter. He's a great man and I still stay in touch with him."

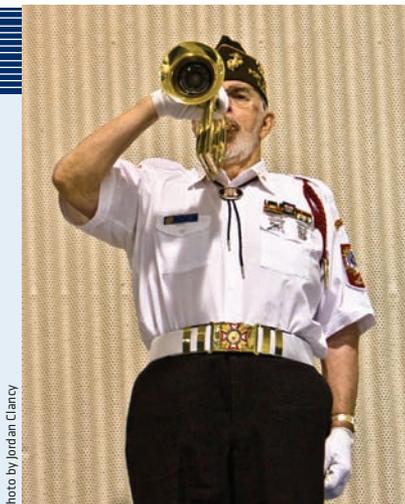


Photo by Jordan Clancy

Honor Guard bugler Jim Perringer from VFW Post 3283 honored deceased veterans and closed the special ceremony with "Taps."



Photo by Chris Carta

Compliments of the Alumni Association, ROTC students gave out commemorative coins to veterans who attended, and also collected unserviceable American flags on behalf of the American Legion (foreground right).



Photo by Chris Carta

After the ceremony, Capt. Scott O'Grady (far right) spent time with local veterans.

NOW SERVING: A NEW GENERATION OF PILOTS

Hank Foley ('92, DB) serves up inspiration and great food to Embry-Riddle students and others

At age 7, Hank Foley ('92, DB) was already climbing into cockpits and shaking hands with airline captains, knowing he would someday be a pilot himself. With toy metal wings in hand, he posed for photos wearing junior captains' hats, not realizing that these childhood memories would set the stage for a career of inspiring a new generation of pilots.

Today, as a B-757 captain for Northwest Airlines (NWA) and restaurant owner, Foley still has the metal wings that were given to him as a young boy. He keeps them because they remind him of the importance of inspiring others to reach their dreams.

"The experiences I had as a kid made such an impact on me that now, when I'm flying and have kids on my plane, I let them come into the cockpit," Foley says. "I put them in my seat and take a picture of them so they can have a memory of their flight. Because the pilots were so good to me when I was a kid, I try to return the favor. You never know how many careers you'll inspire by doing that."

Inspiring others who love aviation has become almost second nature to Foley, who spends much of his time surrounded by Embry-Riddle students and local alumni when he's home



HANK FOLEY ('92, DB)

- Hank Foley was hired at the only two airlines he ever interviewed with—Comair and Northwest Airlines.
- Foley flew B-747s all over the world for six years with Northwest Airlines.
- The Red Tail has been the home for the Homecoming Early Bird Alumni Reception, Daytona Beach Chapter meetings and pregame hospitality events for the Eagles Baseball Team.

in Daytona Beach. Besides sharing his insight on campus at "state of the industry" addresses, Foley is often encouraging future aviators at his restaurant, The Red Tail Bar and Grill. Located "beachside" in the heart of Daytona Beach, his aviation sports bar attracts Embry-Riddle students and alumni who are usually looking for more than great burgers and wings.

"A lot of Riddle students like to come into the restaurant and talk aviation, and I am happy to do that," Foley says. "They want to know about the industry and I'll tell them who's hiring, who's not, ways to beef up their résumé and prepare for interviews."

Having experienced the plight of the industry following 9/11, Foley's advice and perspectives are right on and much

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



Photo by Chris Carta

9-foot replica of his favorite plane was custom-designed and built by College of Engineering students and now hangs prominently in his restaurant.

“My favorite plane is the Boeing 314 China Clipper,” Foley explains. “Over the past few years, I’ve been talking with the Embry-Riddle engineering department about building a model one to display in my restaurant. I funded the project and they built me a 9-foot China Clipper and painted it in ‘red tail’ colors.”

A TRADITION OF INSPIRATION

The recently unveiled plane represents several years of collaboration between Foley and the college, and it’s just one of many ways that he chooses to promote the aviation industry by reaching out to people. “I do what I can to inspire young people today because it’s just one way that I can help make our industry more respected and successful,” he says.

For Foley, supporting Embry-Riddle through student programs is a way he can give back to the industry that has treated him so well. “It’s a pilot thing, I think, sort of an ongoing cycle to inspire future generations,” he says. “When students at Embry-Riddle ask me how they can thank me for what I’ve done, I tell them the same thing: ‘Go inspire more young people in our industry.’”

appreciated in today’s economy. “I like to encourage others to stay goal-oriented and not to give up on their dreams. I tell many alumni, ‘Even if the economy is not good right now, take the time to log time and become more prepared so that when the next hiring boom comes, you’ll be ready.’”

A RECIPE FOR SUCCESS

He walks the walk with his own hard work and goal-oriented attitude, which helped him ride out the rough waters and stay afloat during the post-9/11 downturn. “I was flying the 757s when 9/11 happened, and then I was displaced to the A-320s,” Foley recalls. “Many of us took a significant pay cut and I wasn’t sure how secure my job was anymore.”

With the uncertainty of his airline position in mind, Foley decided to combine two of his loves—good food and aviation—into one of his favorite places. “It was at that point when I reminded myself that I lived in the land of opportunity and the good Lord had given me a brain to use, and, if I have to, I can do something else. That’s when I bought this building on Beach Street and came up with the concept for The Red Tail, an aviation sports bar,” he explains.

The Red Tail Bar and Grill, named after the paint scheme of the NWA aircraft tail, has recently given Foley another way to show his support for Embry-Riddle in a big way—literally. A



A 9-foot replica of the Boeing 314 China Clipper in development.



College of Engineering students at Embry-Riddle helped design and build the China Clipper model that hangs in The Red Tail Bar and Grill.



A \$157,500 gift from the Sliwa family will help the Embry-Riddle baseball program continue to be one of the nation's best.

A grand slam

Sliwa family donates to Embry-Riddle baseball program

Former Embry-Riddle President Dr. Steve Sliwa and his wife, Nancy, have donated \$157,500 to the baseball program at Embry-Riddle's Daytona Beach Campus. The gift will provide support in a number of areas, including scholarships, recruiting expenses, equipment, travel and facility enhancements.

"Dr. Sliwa and his wife, Nancy, are two of the most special friends of our university and our athletics program," says Embry-Riddle Director of Athletics Steve Ridder. "This recent gift is a tribute to their personal and professional successes. It is an honor to be associated with Dr. Sliwa and Nancy. Their continued support and friendship allow us to have one of the premier NAIA baseball programs in the country."

Nearly half of the gift, \$70,000, will be dedicated to the future construction of locker rooms in Sliwa Stadium, which was named for the family in 2006. Another \$70,000 will be added to the Kenneth J. and Shirley Sliwa Memorial Endowment, named for Dr. Sliwa's parents, who were two of the program's most dedicated fans.

An Investment in the Future

To make a donation to support Embry-Riddle's students, faculty and programs, use the envelope enclosed in this issue of *Lift* or visit givingto.erau.edu.

"My parents were avid supporters of Embry-Riddle athletics and the baseball team in particular," Dr. Sliwa states. "They believed the Eagles represented the best in sportsmanship and the concept of a student-athlete. Nancy and I wanted to ensure that my parents' memorial fund continues to grow in its support of the team, and we also wanted to invest in the facility so it can be one of the best at the NAIA level in the country."

Tecnam donates new plane to Daytona Beach flight team

Costruzioni Aeronautiche Tecnam Srl. and Michael and Lynne Birmingham, U.S. distributors for the Tecnam line of aircraft, have donated a brand-new 2009 Tecnam P-92 Echo Classic, a light sport aircraft (S-LSA) valued at \$125,000, to Embry-Riddle's nationally ranked Daytona Beach flight team.

"Our partnership with Embry-Riddle is an opportunity for Tecnam to demonstrate the quality of its plane—its engineering and versatility—and also to recognize Embry-Riddle's program for its high level of quality, training and strict safety management," says Lynne Birmingham. "This donation is our way of supporting and encouraging the next generation of general and commercial aviation pilots."

The donated P-92 can cruise at 114 knots at 75 percent power, burning less than four gallons of fuel per hour. It has a 100-horsepower Rotax engine, with a basic weight of 710 pounds and a maximum takeoff weight of 1,320 pounds.

"We are very pleased to add the P-92 to our competitive aircraft fleet and especially grateful to C.A. Tecnam Srl. and the Birmingham family for their generosity," says David Zwegers, coach of Embry-Riddle's Daytona Beach flight team and aviation safety manager for the flight program.

"With the P-92's high maneuverability at slower flight speeds, this aircraft will improve our nationally competitive flight team's performance," he says.



The Daytona Beach flight team's new 2009 Tecnam P-92 Echo Classic.



Touchdown on Spruance Lawn

After landing his Worldwide degree, alumnus lands Coast Guard helicopter on Spruance Lawn

It was something David Smith ('92, DB; '09, WW) had been thinking about for a while, but it wasn't until he graduated with his Master of Aeronautical Science degree from the Worldwide Campus that he "hatched his plan" to fly and land an HH-65 "Dolphin" Coast Guard helicopter on Spruance Lawn.

Smith, a lieutenant in the U.S. Coast Guard, was cleared to land May 1, the day before graduation, where he gave alumni and friends a close-up look at the HH-65. He also took the time to speak to the group about his experiences as an undergrad at Daytona Beach and as a grad student at Worldwide.

"Embry-Riddle has been a cornerstone and positive force in my life from the time I came here in 1988," Smith says. "I feel privileged to be able to mentor students now as they start their undergraduate [studies]."



David Smith met his wife, Jennifer, at an Embry-Riddle "mini-alumni" party when he was stationed in Germany.

ALTIMETER

More news and events at Embry-Riddle this quarter:

- **Former Embry-Riddle student-athlete Pat McCrory ('09, DB) recently signed a free-agent contract with the Baltimore Orioles.**

- **Aaron Jelinek ('01, PC) was recently named one of six pilots on the Air Force Thunderbirds demonstration team.**

Message from the executive director

As your new executive director of the Alumni Association, I am committed to proving to you one of my favorite quotes: "The high road to service is traveled with integrity, compassion and understanding. People don't care how much we know until they know how much we care."

Our Alumni Relations team is excited about the great strides we're taking to show you this "high road to service." With new networking tools in the eaglesNEST online community, expanded career services, and reorganized Alumni Chapters and Groups countrywide, we are continuously working to serve you better. Please stop by to visit us when you are on campus and you will be warmly greeted and presented with a special alumni gift bag.

You will have many opportunities this fall to experience our service as well. In September, the newly formed Alumni Advisory Council, a volunteer group of alumni, will meet for the first time to discuss ways to benefit and support the university and Alumni Association. President John Johnson will then kick off his annual Presidential Tour with special guest speakers in Atlanta, Phoenix and Miami. We also look forward to seeing you at "home" during OctoberWest and Homecoming (see inside cover for details). We've planned special reunion events, networking receptions and campus activities with you in mind.

We appreciate your support and look forward to seeing you at upcoming events.

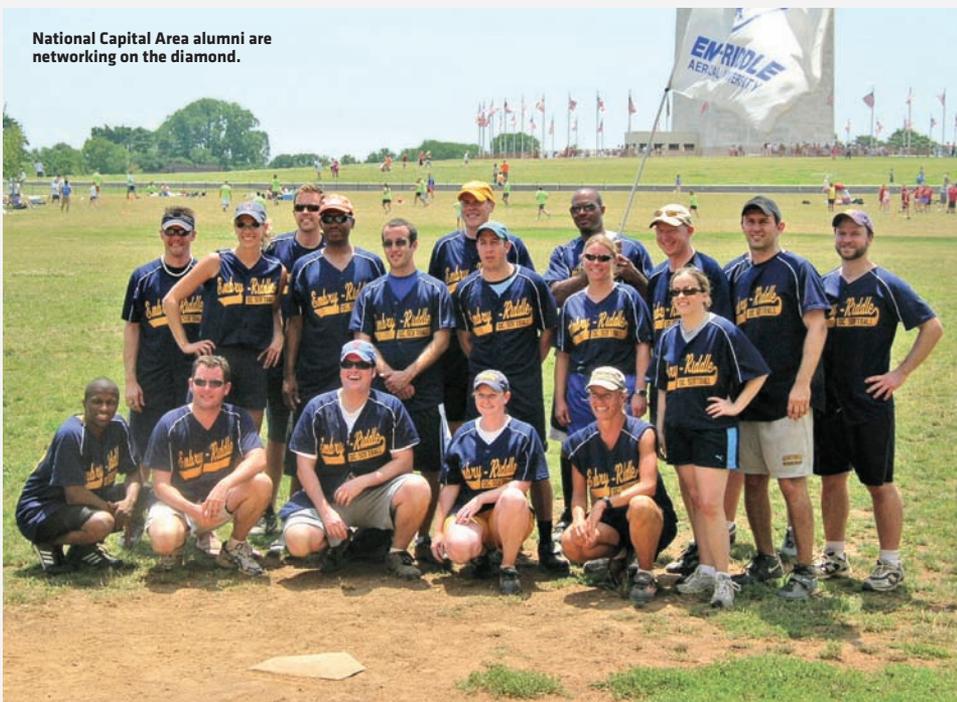
Remember, you are "Forever an Eagle!"

Sincerely,

Michele Berg
Executive Director, Office of Alumni Relations



National Capital Area alumni are networking on the diamond.



Embry-Riddle beats Navy in Washington, D.C.

Embry-Riddle alumni from Washington, D.C., are learning how to “play ball” in the Capital—softball that is. Area alumni are hitting the diamond to take on the likes of Notre Dame, Nebraska and Navy as part of the Capital Alumni Network (CAN), a local organization designed to bring various university and college alumni chapters together.

For team organizer Ron Baker ('01, DB), the idea of forming an Embry-Riddle softball team was an opportunity to share something special with other alumni. After learning there were many Embry-Riddle alumni in the Capital Area, Baker organized the team using friends he knew, the local alumni chapter resources and Facebook.com.

Thanks to a lot of determination, teamwork and a few gifts from the ERAU Alumni Association—namely a big Embry-Riddle flag and team T-shirts—the team has made a name for itself in the CAN league, taking down Navy in the second season and playing Florida to the wire at the start of the third season.

Win or lose, alumni enjoy many opportunities to make new friends, network and “play ball,” demonstrating their Embry-Riddle pride every step of the way. “It’s almost surreal to see the ERAU flag fly in the shadow of the Washington monument while alumni from all over gather on a field and cheer each other on,” says Lisa Anderson Spencer ('99, WW; '03, DB). “If I’m in town and there’s a game, I’m there!” (A special thanks to Lisa Anderson Spencer for contributing content for this article.)

If you live or work in the D.C. area and are interested in joining Embry-Riddle’s National Capital Area alumni chapter, please send an e-mail to eraudc@gmail.com or erau.dc.alumni@gmail.com.

Career Services: At your service

In today’s highly competitive global employment market, the Career Services staff can help provide alumni with quality services and resources to help in their next job search, as well as assist employers in recruiting Embry-Riddle alumni.

The EagleHire Network, at erau.erecruiting.com, offers an online starting point to guide alumni through the job-search process. Designed to provide alumni and employers with job searches and recruitment services, EagleHire also gives alumni tips for résumé writing, interviewing and other services. The site soon will feature an area that specifically addresses the needs of individuals transitioning out of the military or changing careers, as well as those who have been displaced from their jobs.

Program managers are also available to develop successful job-search strategies for alumni. To find a list of program managers for Daytona Beach, Prescott and Worldwide campuses, visit erau.edu/career/staff.html.

For more information and resources visit erau.edu/career/resources/alumni_resources.html.

ALTIMETER

- To share your videos, photos and links with fellow alumni, create your own group on the eaglesNEST. Log in to www.ERAUalumni.org and create your own group under “My Groups” or join a “Suggested Group” on the home page. Or, click directly on Chapters & Groups.

Save the Dates!

Mark your calendars to reunite with alumni this fall!

OctoberWest

Oct. 1-4, 2009, Prescott, Ariz.

Homecoming Weekend

Nov. 5-7, 2009, Daytona Beach, Fla.

Visit the eaglesNEST at ERAUalumni.org/homecoming09 for more information.



The Naval ROTC cadets cut their cake at the commissioning ceremony, held at the Daytona Beach Campus.



Prescott Campus grads celebrate.

Alumni Association welcomes new graduates across campuses

On the Prescott Campus, 236 graduates walked across the stage at the commencement ceremony on Saturday morning, May 3, 2009. Despite the threat of rain and wind, the commencement went off as planned under a bright Arizona sun.

Mr. John Wing, a current Board of Trustees member, founder and chairman of Wing Aviation, and a founding owner of the Boston Brewing Co., spoke of succeeding in business, running a beer company, doing what you love, and lessons to live by to an audience of more than 3,000 people.

The commencement also included the commissioning as second lieutenants of 18 U.S. Air Force, nine Army and two Marine graduates.

The Daytona Beach Campus graduation weekend took off with ... a landing. Lt. David Smith ('92, DB; '09, WW) landed his HH-65 helicopter on Spruance Lawn at the meet-and-greet event for Worldwide and local alumni (see *Touchdown on Spruance Lawn* on page 19).

On Saturday morning, 350 Worldwide graduates were in the ICI Center, while the Army Reserve Officer Training Corps was commissioning 25 cadets to 2nd lieutenants on the other side of campus. The Air Force ROTC, Detachment 157, also commissioned 33 cadets to 2nd lieutenants.

More than 500 Daytona Beach graduates and their families celebrated on Sunday evening at the Daytona Experience signature event, hosted



New Daytona Beach graduate Alex Tyabus celebrates with family members at Daytona Experience during the Alumni Welcome Reception.

by the Alumni Association. The next day, the Masters Hooding Ceremony was held, followed by a family BBQ on the west lawn, hosted by the Senior Class Council. Wrapping up the weekend was the commencement ceremony for 426 Daytona Beach graduates at the Ocean Center, while on campus, the Naval ROTC commissioned 16 cadets.

Sun 'n Fun

Aircraft of all types, shapes and sizes filled the area as more than 80 alumni, family and friends enjoyed an exclusive barbecue luncheon. Joe Radosky ('00, DB) spoke about his involvement with the newly created Rocket Racing League and how his Embry-Riddle education helped him reach his goals.



Chris Carta, of the Alumni Relations staff, presented the Embry-Riddle Eagle statue to Hoyt Maulden ('43, MC) for being the senior alumnus in attendance.



Several alumni (pictured here with Elaine Larsen, driver of the Embry-Riddle jetcar) won—and donated—raffle prizes at Sun 'n Fun, including shirts and visors from the Rocket Racing League, VedaloHD sunglasses and a Brightline Bags flight bag. Pictured left to right are: Elaine Larsen, Chris Pederson of VedaloHD sunglasses, prize winners Laura Fitterman ('07, DB) and Daniel Demmery ('09, DB), and Lightspeed Aviation's David Gustafson ('90, PC), who surprised all by offering a Zulu Headset in the raffle drawing.



Peter ('04, DB) and Janet Nortrup ('06, DB), leaders of the South Florida Alumni Chapter, also were available to meet fellow alumni.

Chapter leaders 'retreat' to Prescott



On Friday, April 3, 2009, 11 Alumni Chapter leaders arrived in Prescott, Ariz., for the three-day Chapter Leaders Conference held on the Prescott Campus. On Friday evening, the Chapter leaders welcomed nearly 180 soon-to-be-alumni at the Senior Night Out in downtown Prescott at the Hotel St. Michael.

The next day, Chapter leaders discussed new eaglesNEST functions and ways to implement the community service day, International Eagle Day. In addition, Michele Berg, executive director of the Alumni Association,

gave a presentation about the newly created Alumni Association and introduced the new Alumni Advisory Council. Dan Montplaisir, vice president of Institutional Advancement, presented them with university goals, the campaign report, as well as interesting facts, figures and trends.

The Chapter leaders shared ideas for events and best practices with one another throughout the weekend. Chicago Chapter leader Tim Perry concluded the conference with a great speech at breakfast on Sunday morning.

Front row (left to right) Michele Berg, executive director of the Alumni Association; Michael Gomm ('96, DB), Wichita Chapter; Leo Dominguez ('08, WW), Worldwide Online Group; Bryan Hermann ('00, DB), Houston Chapter; Ken Speer ('94, WW), Phoenix Chapter; Ronald Freeman ('07, WW), Los Angeles Chapter; Dan Montplaisir, vice president of Institutional Advancement; Chris Carta, associate director of the Alumni Association. Back row (left to right), Beth Joseph ('99, DB), Connecticut/Sikorsky Chapter; Lisa Anderson Spencer ('99, '03, DB, WW), National Capital Area Chapter; Anthony Sisco ('01, '06, DB), Daytona Beach Chapter; Mary Ann Morris ('98, DB), Cincinnati Chapter; Tim Perry ('86, PC), Chicago Chapter; Kevin Wisneski ('97, '98, DB), Atlanta Chapter; Bill Thompson ('87, PC), director of Alumni and External Relations.

NEW WAYS TO CONNECT IN eaglesNEST

Alumni can take advantage of two new ways to connect and communicate with Embry-Riddle alumni in the eaglesNEST: Groups pages and Facebook Connect.

Join alumni who live and work near you, share your interests or graduated with you, or create your own Groups. It's quick and easy to share video, photos, links, comments, event invitations and RSVPs with each other. Real-time chat lets you connect with group members even faster, and the

White Board lets you post your thoughts instantly. Log in to ERAUalumni.org/groups to join your Groups today.

Facebook Connect is another new service in the eaglesNEST that lets you share what's happening with your friends on Facebook. You can use your Facebook login to log in to the eaglesNEST and publish news and class notes on your Facebook homepage. To get started, log in to the eaglesNEST and select Connect with Facebook.

CLASS NOTES

Have News?

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. 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 to be included in *Lift* magazine.

Career News

1970s

CAMPUS LEGEND:

MC Miami Campus
 CF Clewiston, Fla.
 DB Daytona Beach, Fla.
 PC Prescott, Ariz.
 WW Worldwide Campus
 (formerly Extended Campus)

William Seidl ('78, DB) celebrated his 30th anniversary at Air Wisconsin in February 2009. He is a dispatch coordinator.

1980s

1 Col. Michael Hare ('80, '87, WW) is the director of the Air Forces Northern National Security Emergency Preparedness Directorate (AFNSEP) at Tyndall Air Force Base, Fla.



2 Pat Hassett, ('80, DB; '85, WW) was an international relations national Olympic committee chief of mission aide for the Republic of Korea. This was his ninth Olympic Games, with the last three with the Korean team. His duties included initial setup and games time operations and logistics for the 513-strong Korean Olympic team, security and protocol details for Korean President Lee Myung Bak's visit, and numerous visits by more than half of Korea's Parliament members, daily international and team operational briefings, transportation and housing problem-solving, and media relations. He has been selected for the same position at the 2010 Winter Olympic Games in Vancouver.

Mark Berry ('85, DB) released his second novel, *Street Justice*.

John Lowery ('85, WW) completed his fifth book, *Professional Pilot Third Edition*. The book is the byproduct of his flight instructing career in Transport Category airplanes, and is designed to give the new and serious pilot in-depth insight into aircraft performance—from light twins to transport category.

Richard Russell ('86, WW) was inducted into the Nebraska Aviation Hall of Fame during a ceremony on Jan. 29, 2009. He is an assistant professor in aviation sciences at Southeastern Oklahoma State University.

Marcus Burke ('87, DB) is pursuing a career change as a professional pilot by completing the ProPilot Course at Ari-Ben Aviator in Fort Pierce, Fla. He is also becoming a priest within the Episcopal Church.

Mark Gale ('87, DB) was named acting aviation director of the Philadelphia International Airport in January 2009. He has been deputy director of aviation for operations and facilities at PHL since 2001.

Kemp Hiatt ('88, DB) flies De Havilland Beavers from Seattle to British Columbia, primarily to fishing lodges on the west coast of Vancouver Island and the Inside Passage.

Janice Rivera ('89, WW) has relocated back to Bayamón, Puerto Rico, where she is the program manager for Journey Experience It! She develops and operates deluxe group travel programs for various companies, universities, colleges, cultural institutions and firms.

1990s

3 Rebecca Lutte ('90, WW) received the 2009 Distinguished Alumni of the Aviation Institute at University of Nebraska, Omaha (UNO). She and her husband, Steve, have two sons, Nick (12) and Scott (7).



Lt. Col. Deanna Burt ('91, DB) was assigned Aug. 1, 2008, to the 50th Space Wing to assume command of 2nd SOPS.

Lt. Col. Dieter Haney ('91, DB) recently took command of Vandenberg Tracking Station (VTS). VTS is a Satellite Remote Tracking Station where command and control of Department of Defense and other National Asset satellites take place.

Maj. Sean "Sky" VanHoltz ('91, DB) is on active duty in the U.S. Air Force, based at Peterson AFB, Colo., as a joint staff liaison officer, NORAD and USNORTHCOM, and is leading the Command's efforts toward the integration of Unmanned Aircraft Systems into the National Airspace System. He also has been selected to attend USAF MQ-9 Reaper pilot training at Nellis/Creech AFB, Nev.

Lt. Col. Mark A. Meyer ('92, DB) was decorated with the Bronze Star Medal for participating in Operation Iraqi Freedom while serving at an overseas forward operating base.

LCDR Leland "Chip" Shanle Jr., USN (Ret.) ('93, WW) had his first aviation-based novel published. The book, titled *Project Seven Alpha; American Airlines in Burma 1942*, is published by Pen and Sword Books, Ltd.

James Tate ('93, DB) is a maintenance manager for Executive AirShare/Executive Flight Services based in Dallas, Texas.

Greg Hoffman ('94, DB) is the county attorney for Louisa County.

Michael Bateman ('95, WW) is the assistant product manager for the Global Air Traffic Management/Common Transponder program with the Aviation Mission Equipment Product Management Office, based in Redstone Arsenal, Ala.

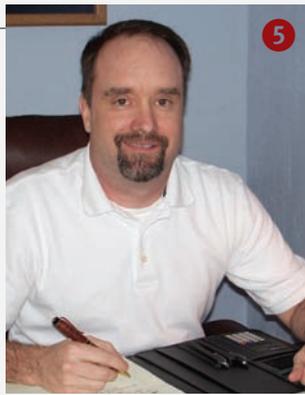


Capt. Donald Van Dyke, FRAeS ('95, WW) authored a new book, *Fortune Favours the Bold*. He was president and CEO of Command Airways, the first helicopter airline in Africa. He is a fellow of the Royal Aeronautical Society, a senior member of the American Institute of Aeronautics and Astronautics and author of more than 80 books, papers and articles on wide-ranging subjects.

Maj. Philip Cooper ('96, PC) is an MH-53 instructor pilot and the executive officer to the commander of Air Force Special Operations Forces. He is a senior pilot with more than 1,900 flying hours, and conducted three tours in Operation Iraqi Freedom where he served as both flight lead and crew commander. He and his wife have four children.

Andrew Broom ('97, DB) is the vice president of Communications for Aircraft Owners and Pilots Association (AOPA).

Air Force Col. Terry Virts, Jr. ('97, WW) was assigned as the pilot for shuttle *Endeavour* during STS-130, targeted for launch in December 2009. This will be his first trip to space.



Maj. Thomas Hussey ('99, PC) was promoted as major in the U.S. Army in March 2009. He has had two tours of duty in Iraq and was recently deployed to Afghanistan. He is the third generation major in his family to serve in the Armed Forces.

2000s

4 Joe Radosky ('00, WW) is the demonstration pilot and director of marketing for SantaFe Rocket Racing Team, the most aggressive team under the Rocket Racing League.

Sean Fitzpatrick ('01, WW) flies the Airbus A330/340 for Emirates Airlines based in Dubai, UAE. He and his wife, Eva, have a 1-year-old daughter, Eliska.

Christine Njeuma ('01, DB) is Cameroon Airlines' first female first officer and flies the Fokker 28 between Douala, Yaounde and Malabo in Equatorial Guinea.

Navy Senior Chief Petty Officer Darrin R. Campbell ('02, WW) was aboard the *USS Dubuque* during a six-month deployment to the U.S. 5th and 7th Fleet areas of operation. During the deployment, the *Dubuque* conducted maritime security operations, theater security cooperation, community relations projects and participated with coalition nations in training exercises. The crew also rescued six mariners from a sinking vessel in the Strait of Balabac and thwarted a pirate attack on a civilian merchant vessel in the Gulf of Aden.

Filippo Marchino ('02, '05, DB) won the USASA Giant Slalom Nationals in Copper Mountain, Colo., and placed second overall in the Slalom Nationals.

5 Timothy Downing ('03, WW) is a senior aircraft systems analyst for General Atomics in the Advanced Technologies Group's Systems Integration affiliate. He guides the company's engineering staff on systems design and support programs.

2nd Lt. Richard K. Grainger ('03, DB) received his commission as an officer in the Marine Corps



after completing Officer Candidate School (OCS) in Quantico, Va.

CW4 Keith Yoakum (deceased) ('03, WW) was inducted into the Army Aviation Hall of Fame during the Army Aviation Association of America annual convention held in Nashville, Tenn.

Gary Cathey ('04, WW) was appointed as chief for the Division of Aeronautics, California Department of Transportation.

Navy Lt. J.G. Claire F. D'Antonio ('04, DB) was designated a naval aviator while serving at Naval Air Station Kingsville, Texas. She was presented with the "Wings of Gold," marking the culmination of months of flight training.

6 Natalie Steinhauser ('04, DB) is a research psychologist for the Naval Air Warfare Center in Orlando, Fla., where she's conducting educational and usability research to help train and prepare Naval personnel for their missions.

David Dyer ('05, DB) is the director of Sales and Marketing for Antilles Seaplanes, LLC, based in Graham, N.C.

Debashish Bhowmick ('08, DB) is the general manager of Airside Operations in Delhi International Airport (P) Limited.

2nd Lt. Daniel Langer ('08, DB) received his commission as an officer in the Marine Corps after completing Officer Candidate School (OCS) in Quantico, Va.

7 Matthew Steele ('09, DB) was commissioned as a 2nd lieutenant in the U.S. Air Force by his father, **William "Bill" Steele** ('78, DB), at a special ceremony on the Daytona Beach Campus May 12, 2009. They are the first father and son to be commissioned out of the same ROTC unit at Embry-Riddle, Detachment 157.



IN MEMORY



Weddings & Engagements

1 **Gregory Kingsley** ('02, PC) and **Talene Scherer** were married Oct. 18, 2008, on the island of Nanuya Lai Lai in the Republic of Fiji. Their sunset wedding ceremony included various authentic island traditions, including having Talene rafted to shore and carried onto the beach by a warrior escort. After honeymooning to several islands, they returned to their home in Cleveland, Ohio.

2 **Kevin Gregory** ('06, DB) and **Anusha Abbasi** ('05, DB) were married on Sept. 6, 2009, at



Lewis Ginter Botanical Gardens in Richmond, Va. Kevin is a first officer for Chantilly Air and Anusha is a first officer for Flightworks, Inc. They live in Haymarket, Va.

Family News

1990s

Scott Goodliff ('97, PC) and **Kandyce Goodliff** ('97, PC) celebrated the first birthday of their child, Sarah, born April 11, 2008.

2000s

1 **Sean Rogers** ('01, '02, DB) and his wife, **Carmen**, welcomed their first child, **Jackson Lee**, on Jan. 9, 2009. Sean is currently a Ph.D. student at the School of Management and Labor Relations at Rutgers University.



1940s

Edward Donowick ('41, CF) March 8, 2008
Howard Graves ('41, 5BFTS/MC)

April 30, 2009

Richard "Dick" DeAngelis ('44, MC)

Jan. 10, 2009

Roy Niegel ('45, MC) April 14, 2009

1950s

James Cowart ('56, MC) April 25, 2008

Reford Brawn ('58, DB) Nov. 17, 2008

1970s

James Burchfield ('72, DB) Jan. 24, 2009

William Kline ('73, WW) June 28, 2008

Bryan Purdum ('75, DB) Feb. 9, 2009

1980s

John Williamson ('80, WW) May 25, 2008

Brenda Tilley ('82, DB) July 27, 2008

Maj. Alan Bowen, USAF (Ret.) ('83, WW)

March 18, 2008

William Beamer ('84, WW) May 10, 2008

Don Sullivan ('85, '89, WW) May 23, 2008

Howard Muffler ('87, '92, DB) Dec. 1, 2008

1990s

James Knapp ('91, PC) Jan. 2009

Maj. Ann Louise (Hankins) Isaacs (USAF) ('95, WW) Dec. 14, 2008

Mark Skelly ('97, '01, DB) March 16, 2009

2000s

Steven Collet ('02, '03, WW) Feb. 23, 2008

Capt. Joseph "Joe" Zuffoletto ('03, PC)

Feb. 12, 2009

Du-Hyung Lee ('04, DB)

Richard Osborn, Jr. ('07, DB) March 28, 2009

Michael O'Brien ('10, DB) May 28, 2009

Others

Jon Mackey (Staff, Prescott) Nov. 17, 2008

Dr. Fielding McGehee, Jr. (Prof. Emeritus, Prescott) May 10, 2009

DR. NORVAL POHL, CHIEF ACADEMIC OFFICER, PRESCOTT CAMPUS



After a courageous battle with cancer, Dr. Norval Pohl passed away on May 12, 2009, at his home in Fountain Hills, Ariz.

"He fought his illness with great valor and showed a love of life in all he did. We all admired Norval's attempt to return to his profession and the university that he was so committed to during his illness," says Embry-Riddle President John Johnson. "He was our friend and we will miss him dearly. His values and commitment to Embry-Riddle will not be forgotten. His effect on and love of his family is immeasurable."

Dr. Pohl joined Embry-Riddle in July 2007, serving as Chancellor during his first year and then as Chief Academic Officer.

"Dr. Pohl brought a tremendous energy and excitement concerning student success and was a great asset for the campus," says Dan Carrell, executive vice president for the Prescott Campus. "His love of Prescott and the Southwest goes back to his teaching days at Yavapai Community College. Norval was highly respected. Everyone on campus enjoyed working with him, and his passing is a loss to our students, faculty, staff and community."

In his honor, the family has established the Dr. Norval Pohl Memorial Scholarship. Donations may be mailed to the Office of Development, Embry-Riddle Aeronautical University, 3700 Willow Creek Road, Prescott, AZ 86301.



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