

SPRING 2011

LIFT

The alumni magazine of
Embry-Riddle Aeronautical University

**Erin Gormley
turns black box
data inside out**

**GSIS and
Homeland
Security
programs
help secure
the nation's
future**

**Houman
Motaharian
takes loyalty
to the
next level**

Highest Calling

**Col. Mark Tillman
talks about being
at the controls of
Air Force One**

**Dave Brown
gives back to
Embry-Riddle**

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Unmanned aerial systems (UAS) play an increasingly important role in our nation's safety and security.



LETTER FROM THE PRESIDENT

As we begin the year that marks the 10th anniversary of 9/11, I take great pride in the important role that Embry-Riddle is playing to help ensure the safety and security of our nation—and the world.

Today, in partnership with federal agencies, corporations and other institutions of higher learning and research, Embry-Riddle is preparing students for productive careers and leadership roles in areas vital to national and global security.

In this issue of *Lift*, you'll discover how our rapidly growing programs in Global Security and Intelligence Studies and Homeland Security are creating the intelligence, security and law enforcement professionals of tomorrow. Our programs challenge students to turn theory into practice as they exercise critical thinking skills in globally focused "war games." Further, by using strategic internships to interact with federal, state and local agencies, we expose students to real-life problems that demand solutions.

Real solutions for safety and security also come in the form of expanded research. In this issue, you'll read about how our research partnerships with federal agencies, corporations and other institutions are helping lead the way in understanding how Unmanned Aerial Systems

(UAS) and Vehicles (UAV) change the way we fly and protect people from natural and human-made disasters.

With such great progress happening at our university, it is no wonder that the subject of our cover story, former Presidential Pilot Mark Tillman ('95, WW), chose Embry-Riddle for his advanced degree. Tillman, who was charged with the safety and security of the President during some of the most significant events in recent U.S. history, is a shining example of the important role aviation plays in our national and global well-being.

Similarly, Embry-Riddle is committed to ensuring that aviation and aerospace play a central role in creating a safer, more secure world for all. With our powerful combination of innovative programming, leading-edge research, first-rate faculty and a student body second to none, Embry-Riddle is certainly up to the task, advancing global security issues on many fronts and ensuring that our alumni will be there when needed most.

Warmest regards,

JOHN P. JOHNSON, PH.D.
PRESIDENT AND CEO

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ALTIMETER

More news and events at Embry-Riddle:

John P. Johnson, president of Embry-Riddle Aeronautical University, was honored with the **John K. Lauber Award for Aviation Safety** by the University Aviation Association. The Lauber Award is granted each year to the individual or organization that demonstrates a clear advancement in aviation safety.

The Accreditation Board for Engineering and Technology (ABET) has appointed Embry-Riddle Aeronautical University **security expert James Ramsay** to its board of directors.

For the 11th year in a row, the annual "America's Best Colleges" guide published by U.S. News Media Group has ranked Embry-Riddle's **aerospace engineering program No. 1 in the nation.**



In preparation for Space Shuttle *Discovery*'s final flight, Nicole Stott ('87, DB) helps Alvin Drew ('95, WW) (left) don a suit for a spacewalk training session in the pool at the Neutral Buoyancy Lab.

THE FINAL COUNTDOWN

Discovery's final launch includes two Embry-Riddle alumni

Space Shuttle *Discovery*'s final launch will mark a landmark event for Embry-Riddle—the first time that two of its alumni will serve together in space. Air Force Col. B. Alvin Drew Jr. ('95, WW) and Nicole P. Stott ('87, DB) will serve as mission specialists on the STS-133 flight to the International Space Station (ISS), the second spaceflight for both.

On this next-to-last mission of the space shuttle program, the six-member *Discovery* crew will deliver to the ISS a prototype human-like

robot for long-term testing, a pressurized logistics module, critical spare components, and other equipment and supplies. During the 11-day mission, Drew and a crewmate will perform two spacewalks to update and repair the ISS while Stott coordinates their activities from inside. In addition, Drew and Stott will operate *Discovery*'s robotic arm to perform tasks on the exterior of the space station.

"This unique moment in Embry-Riddle history is a matter of immense pride to everyone associated with our university," says Embry-Riddle President John P. Johnson. "Nicole and Alvin are a shining example of the quality of our alumni and of how far, literally, an Embry-Riddle education can take you. I can't think of better role models for students seeking careers in aerospace engineering and sciences."

New training device studies hypoxia and flight performance

Embry-Riddle Aeronautical University has increased the capabilities of the High-Altitude Lab at its Daytona Beach Campus with the addition of a new Mentor Advanced Aircraft Training Device from Frasca.

The Mentor, which is approved by the Federal Aviation Administration, replicates the cockpit of a Cessna 172 aircraft equipped with Garmin G-1000



integrated avionics and a Truvision visual system, the platform used in Embry-Riddle's flight training program.

Embry-Riddle researchers will use the new device to measure performance and decision-making by pilots training in a hypoxic environment. Investigators have already completed one preliminary study of pilot performance at altitudes where hypoxia can affect behavior. With about 1,200 students at the campus preparing to be professional pilots, researchers have a sizable pool of subjects to study.

Student engineers learn from Dassault Falcon



Dassault Falcon has agreed to make data from its Falcon 10 business jet available as an educational resource to Embry-Riddle student engineers in a collaboration aimed at bringing engineering students and industry closer together.

"Dassault Falcon is proud to collaborate with Embry-Riddle on this unique multi-year project," says Lionel De La Sayette, senior vice president, Dassault Aviation. "This endeavor is sure to be fulfilling to the future innovators of the aerospace industry."

Working in teams with Embry-Riddle faculty and Dassault engineers, the students will use the data to develop new ideas and improvements for legacy aircraft like the Falcon 10, which has been in service for three decades. They also will conduct studies

to reduce the Falcon 10's "flight print," an environmental impact measurement much like a carbon footprint, looking at issues such as noise reduction, maintenance costs, and instrumentation and cockpit redesign.



Embry-Riddle student William Hauptfear participates in the new Clean Energy Systems track.

GREENER BY DEGREES

Clean Energy Systems track charges up students

“

The Clean Energy Systems track at Embry-Riddle is our response to the growing green energy market and the national call for the production of abundant and economical clean energy.

”

Embry-Riddle engineering students are now able to convert their passion for renewable energy into a degree, thanks to a new track in Clean Energy Systems. The program, offered to mechanical engineering majors at the Daytona Beach Campus, teaches about turbines that convert wind and water power into electricity, systems that make energy from the heat of the sun, earth and ocean, and systems for storing energy.

“The Clean Energy Systems track at Embry-Riddle is our response to the growing green energy market and the national call for the production of abundant and economical clean energy,” says Maj Mirmirani, dean of the College of Engineering.

Students take courses and complete projects related to hybrid vehicles, solar lighting, green engineering and eco-friendly aviation. They learn from faculty researchers who are designing a low-emission hybrid automobile, engineering giant wind-power turbines, developing systems to harness electric power from the Gulf Stream’s currents, testing unleaded biofuel for general aviation, and building a zero-emission aircraft.

“Students in this track gain the knowledge and skills to help address society’s energy needs and demands,” says Darris White, a professor of mechanical engineering who helped develop the new program. “They will become innovators and entrepreneurs in the energy sector and national leaders on energy issues.”

Ph.D. in Engineering Physics lifts off

Students in Embry-Riddle’s new and unique Ph.D. program in Engineering Physics are taking courses in space physics, planetary orbits, solar wind, remote sensing, spacecraft dynamics, and more.

The new Ph.D. builds on the undergraduate and master’s degrees in Engineering Physics and on the university’s solid program of space research funded by NASA, NSF, U.S. Air Force and other agencies. At Embry-Riddle, faculty researchers probe Earth’s upper atmosphere for clues about global warming, as well as space weather events like solar storms that can compromise satellite systems and disrupt power grids and pipelines. Others conduct studies of spacecraft dynamics and control, space robotics, cosmology and star formation, quantum optics, and the physiology of space travel.

“This degree is a blend of physics and engineering, and its focus on the space program is a rare combination,” says John Olivero, professor and chair of the physical sciences department at the Daytona Beach Campus, where it is offered.

According to Olivero, President Obama’s new focus for the U.S. space program means more money will be spent on space science research, resulting in more job opportunities for those with the Ph.D. in Engineering Physics.

“Commercialization of space has been going on for 20 years,” Olivero says. “Satellites are being sent up by companies, and microgravity is big business. The buzz about space tourism is not just about rich people traveling to the edge of space. Scientists can hitch rides on suborbital spaceflights for less money than they now have to pay on government launches.”



Ph.D. students in Embry-Riddle’s Engineering Physics program will have opportunities to conduct cutting-edge, upper-atmospheric research using student-designed rocket payloads like Sampler (left).



A U.S. Air Force RQ-4A Global Hawk high-altitude, long-endurance UAS on approach to land at Edwards Air Force Base, Calif.

UAS research flying high at Embry-Riddle

BY DALE SMITH AND BOB ROSS

Unmanned Aerial Systems (UAS) are popping up like drones in the atmosphere at Embry-Riddle's Daytona Beach and Prescott campuses. With UAS and Unmanned Aerial Vehicles (UAV) increasingly being considered and used for new purposes both military and civilian, Embry-Riddle is advancing its research program to include a variety of projects targeted at better understanding how these systems and vehicles will change the way we take to the air.

MANAGING NATIONAL AIRSPACE
In partnership with the FAA, Embry-Riddle is leading a team of partners, including Lockheed Martin, Harris Corp., General Electric and General Atomic, to find ways to allow UAS to operate safely in the national airspace.

"The current phase of the demonstration program, Task E, is one of a series that will explore incremental advancements toward what we need to do to efficiently integrate unmanned aircraft into the national airspace system," says Todd Waller, NextGen project manager at Embry-Riddle's Daytona Beach Campus.

The demonstration program will test a variety of factors, including the role of ADS-B (automatic dependent surveillance-broadcast) in remotely controlling the UAV and the implications when the remote pilot loses voice contact with the UAS's spotters or air traffic controllers.

Another group of researchers, led by Kelly Neville, associate professor of human factors and systems at Embry-Riddle in Daytona Beach, is looking at the way remote pilots interact with the UAV control in order to find and fix potential breakdowns and weaknesses.

"Our research is all about improving the interaction between people and technology. Where are the weaknesses and breakdowns?" says Neville. "We need to find them before we can fix them."

EYE-TO-EYE WITH HURRICANES

On another "front," a team of Embry-Riddle engineers is developing an innovative unmanned aircraft system

that will fly through a storm to collect data on pressure, temperature, humidity and wind, and send it back to the mother plane and the ground.

The aircraft, nicknamed "Gale," features foldable wings that pop out when the vehicle is dropped from a P-3 airplane.

Gale will get its first real test during the 2011 hurricane season when it is dropped from 10,000 feet into the eye of a hurricane. It will then fly in a spiraling descent to 100 feet, transmitting storm data to the P-3 that dropped it.

In a more ambitious follow-up test, the researchers plan to release the UAV inside the hurricane's eye and then let it break away and fly into the storm itself, to see what happens.

The project is funded by the National Oceanic and Atmospheric Administration's

Unmanned Aircraft Systems Program.

Gale has other potential uses besides hurricane sensing. As a firefighter's tool, the UAV could safely loiter over a forest fire, measuring the heat with an infrared camera. Following a major disaster like Hurricane Katrina, Gale could be an eye in the sky to spot survivors who need to be rescued. The device also could be used for border patrol and military surveillance.



The UAS named Gale will collect data on temperature, humidity, pressure and wind as it flies through storms.



JACK HUNT COLLAGE INSTALLED IN LIBRARY

In celebration of Jack Hunt's historic and vital role in the formation of the university, the University Archives has created in the Daytona Beach Campus library a commemorative wall collage bearing his name. The collage is designed to educate library patrons on Hunt's role as "The father of the modern aviation university," as well as to honor the Hunt family.



The Alumni Association staff recently presented Reid Tyre ('54, MC) with a plaque in appreciation of his commitment and enthusiasm for Embry-Riddle.

Reid Tyre is Forever an Eagle

For decades Reid Tyre ('54, MC) has been a happy fixture in the lives of his fellow Embry-Riddle alumni, attending Homecoming parades (he was Grand Marshal in the 2008 Daytona Beach Homecoming Parade), reunions and other events whenever he can. Those who have spent time with him discover quickly that he "bleeds blue and gold" and talks about Embry-Riddle at every opportunity. When he's on campus, he always takes the time to visit and reminisce with the Alumni Association staff, regaling them with tales of the "good ol' days."

For Reid, the "good ol' days" were Embry-Riddle's years at the Miami Campus. He fondly remembers his undergraduate time and recalls some of his training. "When I was here, you were required to learn aerobatics to get your certificate. I was the master of the Split S," Reid says, chuckling. He admits that aerobatic flying was not exactly his calling. Instead, he owned and operated Reid Tyre Commercial Ferry Flying out of Jessup, Ga.

The Alumni Association would like to extend a sincere thank you for his years of service as a great university ambassador. He truly exemplifies the Alumni Association motto, "Forever an Eagle."

VERONICA FLOOD REMEMBERED

Reid Tyre has had many friends over his many years at Embry-Riddle, but perhaps few were as important to him as Veronica Flood ('82, DB), who died in 1984 doing what she loved best—flying. Reid remembers Veronica to this day as a morally upright and beautiful person and he speaks of her often, holding her memory close to his heart. Like Reid, Veronica Flood is "Forever an Eagle."



Veronica Flood



MYSTERY HISTORY CONTEST

What is the nickname of the operation to move Embry-Riddle from Miami to Daytona Beach?

Are you an Embry-Riddle history buff?

Then here's your chance to show us your stuff! Enter our Mystery History Contest for a chance to win a copy of *Embry-Riddle at War*, signed by the author, Stephen G. Craft

TO WIN: Search the University Archives online for the correct answer by going to www.eraualumni.org and clicking "Archives." Send in the correct answer to the e-mail link on the page. Your correct entry will be entered into a random drawing to be held after April 1.

Embry-Riddle's University Archives department is dedicated to preserving the memories and artifacts belonging to the university's rich history. To view thousands of historical photos from Embry-Riddle's past, go to www.eraualumni.org and click "Archives."

Brothers reunited

Brothers of the Wind reconnect and celebrate historic firsts for African-Americans at Embry-Riddle

More than 50 alumni from Brothers of the Wind, Embry-Riddle's first African-American student organization, reunited Oct. 8, 2010, at a special luncheon on the Daytona Beach Campus. Representing 30 class years spanning 1974 to the present, the Brothers of the Wind alumni came together to celebrate their unique heritage at Embry-Riddle and raise money for a scholarship designed to help minority students.

The organization, dedicated to supporting the aviation dreams and ambitions of minority students, was an important community support network for the better part of two decades. "It was the organization that gave us a feeling of being, a relationship of oneness," says 1981 Brothers of the Wind President Clinton Weekes.

For Col. Lloyd Terry ('83, DB), Brothers of the Wind was an energizing force for achievement. "It provided a bond for black students, both African-American and those from other countries," he says. "Brothers of the Wind was the rally for those of us with the common goal of achieving our dream to have careers in aviation or related industries."

Brothers of the Wind also proved to be a historically important organization, home to some important firsts in African-American history at Embry-Riddle and beyond. Col. Terry owns many of those African-American firsts: He was one of the first five African-Americans to get a U.S. Air Force Commission from Embry-Riddle's AFROTC Det. 157; the first to earn an AFROTC scholarship; the first to reach the rank of Cadet Lt. Col. at Det. 157; and the first to graduate with a Computer Science degree from Embry-Riddle. Dr. George Cooper ('76, DB), who was the first Treasurer and a co-founder of Brothers of the Wind, was also the first African-American to graduate with an Aeronautical Engineering degree from Embry-Riddle.

After the recent luncheon reunion, the Brothers of the Wind have become



Top: Brothers of the Wind alumni gather in 2010. Above: Brothers of the Wind in 1975.



Above: Col. Lloyd Terry ('83, DB, left) and Dr. George Cooper ('76, DB, right) own many of the historically important African-American firsts at Embry-Riddle.

even more enthusiastic about their original ideals. Not only are they are trying to get current students involved in the formation of a possible Brothers of the Wind chapter, but they also have started raising funds for an endowed scholarship. They hope that their legacy of camaraderie and mutual support will live on in the dreams and aspirations of current and future students.

"Now is the occasion for us to leave an indelible imprint for the world to see and for every Embry-Riddle minority student to follow," says Weekes. "We have no legacy if we cannot inspire. We have no legacy if we cannot ensure what we created has perpetuity. It is incumbent that we give back, so those who follow will also have an opportunity to excel and achieve."

Special thanks to La Detria Upshaw ('01, '10, DB) and Marci Stappung for their contributions to this article.

Brothers of the Wind's Founding Fathers and First Officers

PRESIDENT
Robert Williams

VICE PRESIDENT
Stephen Gibbs

SECRETARY
Dennis Jones

TREASURER
Dr. George B. Cooper

THINKING OUTSIDE THE BLACK BOX

ERIN GORMLEY ('97, PC; '05, WW) turns black box data inside out for answers to understand accidents and improve aviation safety

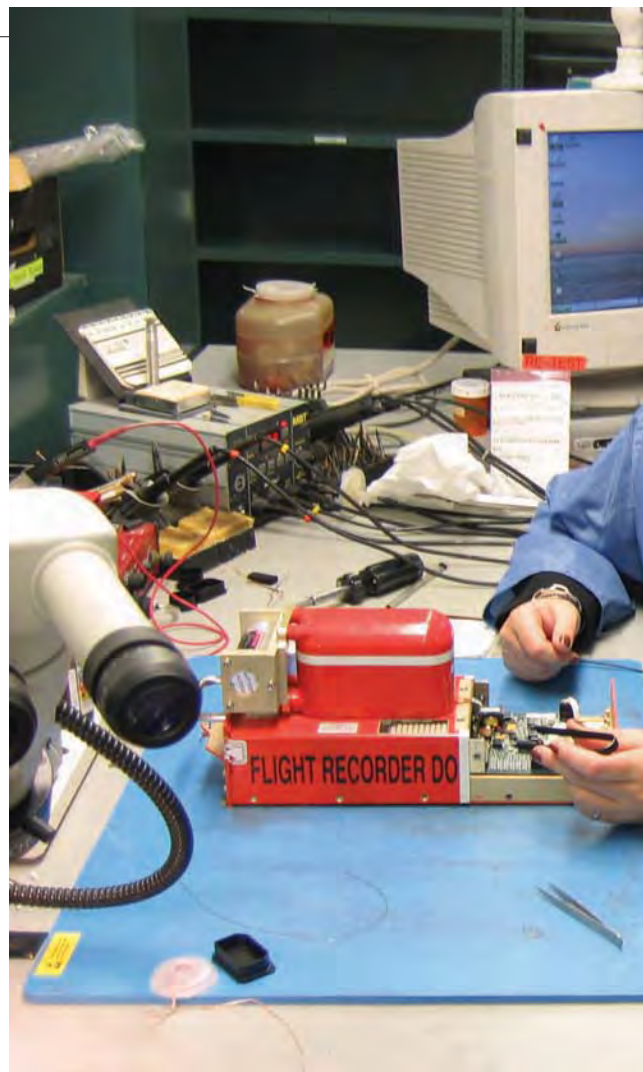
Erin Gormley ('97, PC; '05, WW) still remembers the morning she received the flight data recorder, or “black box,” from the Air Midwest Beech 1900 that crashed in Charlotte, N.C. It was a pivotal moment in her career when she realized she wanted to do everything possible to prevent aircraft accidents like that one. “It was 2 a.m. when I got the data from that flight,” she recalls. “I remember that investigation very clearly because it was a maintenance issue that caused the accident, and it never should have happened. That accident really affected me because it could have been prevented, and it made me want to do as much as possible to continuing enhancing aviation safety.”

AN EARLY CRASH COURSE IN SAFETY

But Gormley's interest in improving aviation safety didn't start there. Years earlier, as a young girl, she watched news coverage from the Air Florida Flight 90 crash and asked her father how they were going to figure out what happened. “I was so fascinated by the entire investigation process and asked my dad if it was possible to be both a pilot and an aerospace engineer so I could do the same thing,” she says. “When he said ‘yes,’ I knew what I wanted to do for my career. And I knew that to be an aircraft accident investigator, I wanted to go to Embry-Riddle.”

Leaving her family and friends in Long Island, N.Y., Gormley headed to Embry-Riddle's Daytona Beach Campus, and then to the Prescott Campus, to pursue her aerospace engineering degree. “I really loved the fact that everyone ate, breathed

Erin Gormley ('97, PC; '05 WW) extracts and analyzes black box data to try to piece together the sequence of events that happened before a crash.



and slept aviation,” she says. “All my peers seemed to have the same passion for aviation as I did, which was very different from my friends in New York, who thought it was weird to hang out at JFK airport like I always wanted to do,” she says, laughing.

After an aviation safety presentation on campus, Gormley approached an Embry-Riddle alumnus who worked at the National Transportation Safety Board (NTSB), where she had applied for



"I'VE WORKED ON HUNDREDS OF INVESTIGATIONS AROUND THE WORLD. SOME OF THEM ONLY TAKE A COUPLE OF DAYS, WHILE OTHERS CAN TAKE YEARS TO COMPLETE."

a summer internship. "He put in a good word for me, and I got a call the next morning to come out to [Washington, D.C.] that summer," Gormley says. "I completed a summer and spring internship there and then got hired on full time after graduation."

SOLVING MYSTERIES, MAKING A DIFFERENCE

Today, Gormley is doing what she's always wanted—to do "as much as possible" to improve aviation safety—through her work as an aerospace engineer in the Vehicle Recorders Division at the NTSB. When an aircraft's black box is recovered from a crash, she begins extracting data, like the aircraft's airspeed and the pilots' conversations, and then turns it into usable information for the on-site investigators.

"My job is to analyze the data from the flight data recorder and cockpit voice recorder and figure out the sequence of events that led to an

accident," she says. "This data doesn't always solve the investigation, but it is a valuable piece to the puzzle."

For 15 years, Gormley has helped solve many aircraft accident puzzles with the evidence found in the black boxes (which aren't black, but are instead bright orange with reflective tape). "I've worked on hundreds of investigations around the world," she says. "Some of them only take a couple of days, while others can take years to complete. It just depends on the condition of the box and how quickly we can validate all of the data."

LEARNING THE INDUSTRY INSIDE AND OUT

While working at the NTSB, Gormley earned her Master's in Aeronautical Science at Embry-Riddle's Worldwide Campus. "I returned to school because I wanted to learn more about the aviation business and operations side of the industry," says Gormley. "I chose Embry-Riddle again because the campus at the Andrews Air Force Base was a convenient location and my professors let me e-mail my assignments to them when I was working halfway around the world."

Unlike the black boxes she recovers, there's no mystery to Gormley's successful career

path. For her, it was the result of professional networking and an internship opportunity. "Because of networking, I had an advantage over others applying for the same job because I had an inside recommendation. And even now in my job, I have a vast group of people in the industry I can call if I have questions or need a better perspective," she explains. "I also believe my internship gave me a foot in the door and helped me learn about the kind of work I'd be doing without committing to a full-time job. I was confident to take this government job because I already knew I liked it through my internship experience."

Gormley continues to be just as excited about her work today as the day she started. "I absolutely love my job and am still very passionate about aviation safety," she says. "It's easy to be good at something you love doing!"



How the Black Box Got Its Name

The black box is not black. It's bright orange with reflective tape to facilitate recovery. There is debate about where it got its nickname: Some say it's from the "dark and mysterious" evidence contained within, while others suggest it's because it's often charred black after an accident.

BY CHARLES MCNAIR

PHOTOGRAPHY BY BRANDON SULLIVAN

Class Warfare

PRESCOTT
CAMPUS'S
GSIS PROGRAM
SUPPORTS
SAFETY,
SECURITY IN
A TROUBLED
WORLD

THE INTELLIGENCE IS DISTURBING.

The Chief of Staff of Pakistan's army may be dead, killed by suspected terrorists. The nation's military appears to be splitting, with a pro-Taliban mutiny in at least one garrison. Chinese troops pour across the border just north of Indian-controlled Kashmir. Taliban elements march east toward nuclear weapons sites that may or may not be secured.

Pakistan is in a meltdown.

The entire world could follow, if the nuclear weapons fall into the wrong hands.

"We've got 25 minutes to reach a decision."

Jennie, an Embry-Riddle senior, studies a group of intensely focused young faces. She's a member of a capstone class team at the Eagle Operations Center, a new high-tech training facility for the Prescott Campus's Global Security and Intelligence Studies (GSIS) program.

It's white-knuckle time for Jennie and her cohort. They play roles in a simulation exam that requires real-world decision-making skills during an international security crisis.

Jennie is Prime Minister of India. Patrick is her intelligence czar. Roger is Commander of Armed Forces. Down a hallway, Jeremy plays President of the United States. Other students act as decision-makers in China and Russia, or as non-state actors—the Taliban, Al-Qa'ida.

Today, these GSIS students run the world.

ONE-OF-A-KIND PROGRAM

"Our program focuses on preparing our graduates to be skilled professionals in the national security arena," says Dr. Phil Jones, founder of the GSIS Program in 2003 and chair of the Department of Global Studies. "Intelligence is our nation's first line of defense, and it has to be up and running well 24/7 to protect our nation."

Embry-Riddle's GSIS program is the only one of its kind in the United States. It blends academic and professional studies to prepare students to be leaders in intelligence, security and law enforcement communities. A strong liberal arts concentration undergirds intensive studies in foreign languages, history, economics, international law, foreign policy and world geography.



Students participate in a simulation exercise in the Eagle Operations Center, a new high-tech training facility for the Prescott Campus's Global Security and Intelligence Studies (GSIS) program.



In the Eagle situation room, eight wall-mounted flat-screen TVs bring students breaking news and updates. Multiple computer and laptop stations provide open-source intelligence analysis, language translation, interactive exercises and weather reports.



STRAIN SHOWS ON YOUNG FACES NOW STRUGGLING TO FIND FACTS, PLAY HUNCHES, RECALL THEIR STUDIES.

Demand grows yearly. GSIS is now the third-largest program on the Prescott Campus, with more than 200 students, 28 of them military veterans, a fast-growing group on campus. In 2010, the school added a Chinese track, with a summer study-abroad program in China.

Today, intelligence and security demands require more from nations, agencies and professionals than ever before. With huge numbers of baby boomers set to retire in the next 20 years, the imperative for a pipeline of ready-to-work intelligence and security professionals is clear.

In October, the efforts of Professor Bob Baker, GSIS degree program director, helped the program get off the launching pad. The U.S. Office of the Director of National Intelligence granted the university \$222,000 to create a bachelor's degree program for developing a workforce of security professionals with potential to fill highly coveted positions in the U.S. intelligence community.

"It's not the James Bond profession," says Baker, "but James Bond is good advertising."

BIG CREDIBILITY, BIG PLANS

Dr. Jones and Baker bring enormous respect to their program. Their combined résumés qualify them to teach students how to deal with situations ranging from a lone gunman taking over a courthouse to briefing a U.S. President.

Dr. Jones grew up in India and Pakistan. He spent his early career working with the CIA, then consulting on projects in South Asia for the World Bank and U.S. multinationals. He earned his doctorate from The Fletcher School of Law and Diplomacy, Tufts University, a program jointly administered with Harvard University, before joining Embry-Riddle in 2000.

Baker held key security positions with Apple, Midway Airlines, DHL Worldwide Express and the Transportation Security Administration, among others. He came to GSIS in 2005.

GSIS graduates work with the National Security Agency, CIA, Boeing, World Bank, FBI, Homeland Security Department, Transportation Security Administration, and elsewhere.

Jeremy (last name withheld by request) landed with Northrop Grumman. He lauds his GSIS experience.

"The program provided me with all the tools I needed to work in the intelligence field," he says. "When some of my co-workers were educating themselves on the job, I was a step ahead, thanks to this program."

Another GSIS program alumna, Melissa Napolitano, works as an intelligence-specialist/analyst with the Department of Defense. "The program may be small by university standards, but it offers so much more than big campus programs because it is so highly respected in the intelligence community," she says.

Best of all, GSIS is just getting started.

"We envision a day when GSIS is a center of academic excellence," says Dr. Jones. "We'd like a security

operations track, an Arabic-language concentration track. We think teaching cybersecurity is a natural fit with Embry-Riddle's strong engineering and space and physics programs. We'll push for a master's degree as things move along."

LESSONS FROM THE REAL WORLD

"What are the Americans doing?"

Jennie asks. She now has 15 minutes to make a decision. Her choice could save—or cost—millions of lives.

In the Eagle situation room, eight wall-mounted flat-screen TVs bring Jennie and other students breaking news and updates. Multiple computer and laptop stations provide open-source intelligence analysis, language translation, interactive exercises and even weather reports. From an adjacent observation room, Dr. Jones and Prof. Baker, with other faculty and guests, monitor the crisis simulation.

The GSIS students have been at this exercise for four hours now, after preparing all semester with research, briefings and analysis. Strain shows on young faces now struggling to find facts, play hunches and recall their studies.

"Madame Prime Minister," Patrick announces, "we ask permission to initiate Operation Cold Start and put all units on high alert along the borders with India and Tibet."

It's as real as it gets in simulation. The scenario has been carefully drawn up using the interactive model provided by the Federal Emergency Management Agency, then developed by GSIS faculty. Every element tests students' knowledge and ability as individuals and as teams to confront time-sensitive events without complete information, then make decisions in a timely, effective manner.

Jennie checks the clock. Cold Start would put half a million Indian troops across the Pakistan border. And what about those Pakistani nukes? What does she do?

A call comes from the simulation's White House.

"Madame Prime Minister," announces Jeremy, the U.S. President, "we're mobilizing the U.S. 82nd Airborne ..."

Five minutes to make a decision. The future hangs in the balance.

Securing the Nation

The new Homeland Security Program at Embry-Riddle's Daytona Beach Campus

BY REBECCA DOUGLAS

Embry-Riddle has led the world in aviation and aerospace education for decades, but it's quickly gaining similar prominence in the emerging field of homeland security. Students from the four-year-old Daytona Beach program are already making significant contributions to counterterrorism campaigns, emergency management efforts and other crucial areas in the wide-ranging field.

Andrew Lashlee ('09, DB) was recently selected to attend the prestigious Federal Law Enforcement Training Center—an opportunity typically reserved for candidates with years of field experience and/or a post-graduate degree. The rigorous training required mastery of academic subjects including computer evidence and law as well as physical proficiency in firearms, driving and officer response tactics. After training, Lashlee is slated for the fraud detection unit of the Department of Housing and Urban Development.

Interning with the Secret Service and working at a private background investigation company led to Lashlee's current position as an "1811"—a special agent for the Office of the Inspector General.

"My degree [Bachelor of Science in Homeland Security] definitely gave me an edge," notes 23-year-old Lashlee. "Plenty of people study criminal justice, but homeland security covers a lot more federal and international issues."

A curriculum that addresses homeland security as a broad-based social science is essential for students with career aspirations like Lashlee's, explains professor and program coordinator Jim Ramsay, Ph.D. "We provide education with real-world applications, not just training," Dr. Ramsay specifies.

In addition to its intellectual bent, the program stresses hands-on experience. Michael Kokes, a Homeland Security major scheduled to graduate in May, is already steeped in field experience from three internships. At the Volusia County Sheriff's Office, he shadowed everyone from homicide detectives to K-9 specialists, then parlayed that experience into a six-month stint with the Drug Enforcement Administration in Orlando. A summertime post in the Ocean County Prosecutor's Office back



Richard Moore, a planner II in Volusia County's Division of Emergency Management, works with Embry-Riddle's Homeland Security students in an after-action report on two tornadoes that touched down in the county. "Based on the project, we are going to establish policies on how we deal with future events," Moore says.



home in New Jersey added legal know-how to his pre-graduation resume.

Although the 500-plus students currently enrolled in Homeland Security classes are a diverse lot, Dr. Ramsay notices one common attribute: They're all "doers" who want to safeguard our nation.

"Some want to jump out of a Humvee dressed in Kevlar while others prefer to outsmart the bad guys by analyzing computer data or developing better policy; but they all want to make a difference," he explains.

Helping students differentiate between national defense and homeland security is a constant crusade. Those who arrive brimming with the spirit of Jack Bauer get a balancing dose of Gandhi.

"Homeland security is about humanity and sustainable peace," Dr. Ramsay explains. "Sure, the military plays an important role in tactical security, but a truly sustainable solution requires civility and effective international relations."

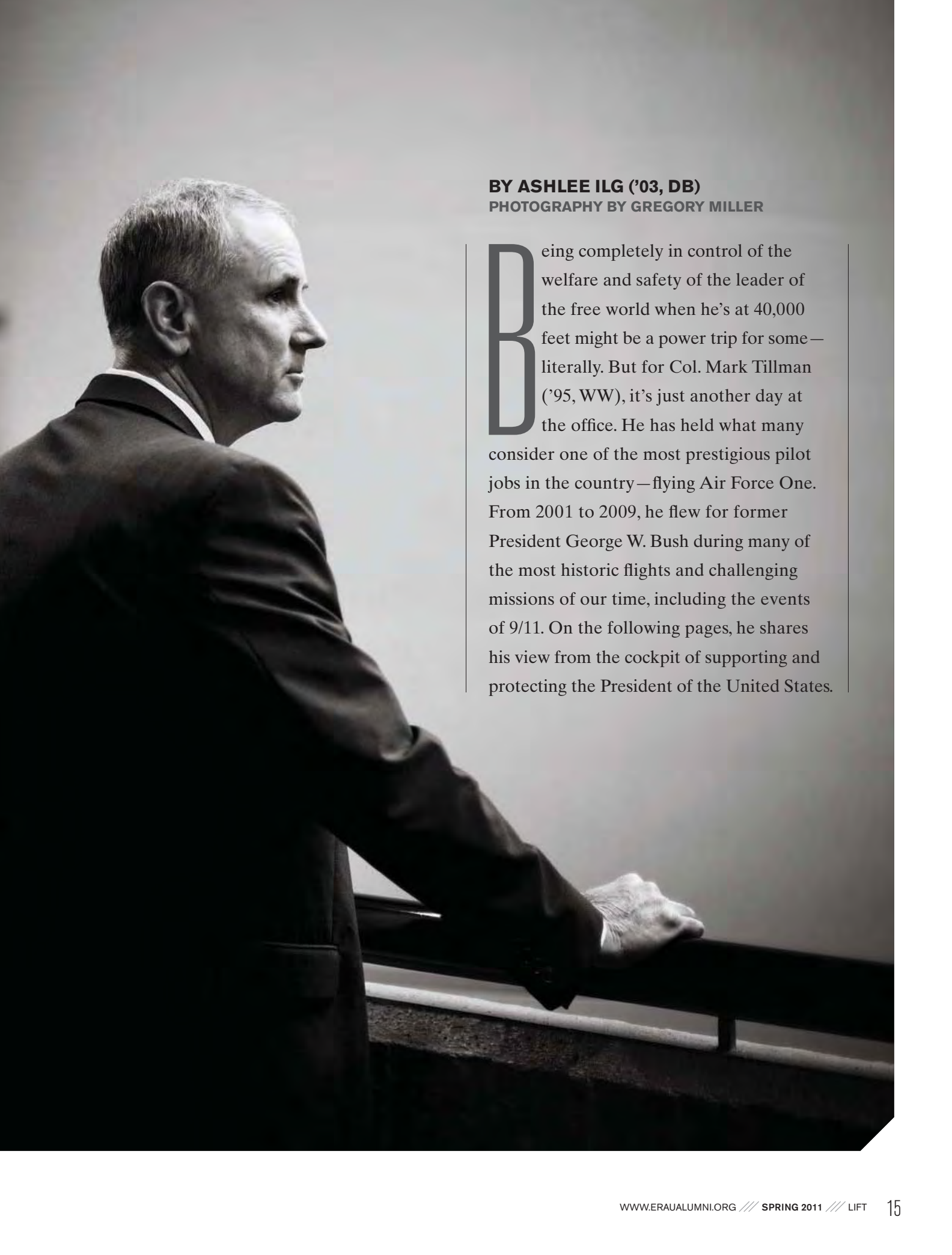
AN INSIDE LOOK The course list for Embry-Riddle's Homeland Security Program encompasses everything from cybersecurity to transportation policy. For a full list of options and requirements, visit www.erau.edu/db/degrees/bs-homelandsecurity.



PILOT IN COMMAND

**COL. MARK TILLMAN
(’95, WW) OFFERS HIS
EXPERIENCES AND
INSIGHT ON PILOTING
AIR FORCE ONE**

Mark Tillman (’95, WW)
reflects on his most
memorable flights
as pilot of Air Force
One during former
President George W.
Bush’s administration.



BY ASHLEE ILG ('03, DB)

PHOTOGRAPHY BY GREGORY MILLER

Being completely in control of the welfare and safety of the leader of the free world when he's at 40,000 feet might be a power trip for some—literally. But for Col. Mark Tillman ('95, WW), it's just another day at the office. He has held what many consider one of the most prestigious pilot jobs in the country—flying Air Force One. From 2001 to 2009, he flew for former President George W. Bush during many of the most historic flights and challenging missions of our time, including the events of 9/11. On the following pages, he shares his view from the cockpit of supporting and protecting the President of the United States.

**“WORKING HARD
IS THE KEY TO
EVERYTHING.
YOU NEED
CREDIBILITY AND
ACCOUNTABILITY
WITH OTHER
PEOPLE.”**



Q. Tell us about your background in the Air Force and how you were selected as the Air Force One pilot?

A. I think it was about being in the right place at the right time—and that I worked and played well with others. For the selection process, the Air Force provides a list of qualified pilots to the White House military office. Because I was the Deputy President Pilot and Pilot in Command during Clinton’s reign, it gave me the experience and credentials to take over for President Bush.

Q. Tell us about your first flight on Air Force One and the thoughts and feelings you experienced.

A. My very first flight was taking former President Clinton to Akron, Ohio. I was flying as Pilot in Command. I’m nervous on every flight—I’m flying the leader of the free world. It is always a challenging mission because everything is recorded by video and audio and if anything happens, it’s in the media. I had to keep it perfect. I also had to take away any of the President’s fear and keep the focus on his message.

Q. Tell us about the historic flight on 9/11. What was your strategy and what thoughts went through your mind that day?

A. My goal was to get him underground and safe so that our airliner wouldn’t be attacked. The President wanted to go back to Washington, but because we weren’t sure if the White House was

the target for another attack, we couldn’t go there. I knew I needed to take him somewhere that wasn’t expected, so we ended up keeping him airborne for a while until things started to settle down.

When all the planes were eventually grounded, we landed at Barksdale AFB so that the President could make an address to the nation. We were all highly trained to support the President in any kind of national disaster or an attack on our country like this, but our training didn’t involve the chaos of buildings and airliners being the terrorists’ targets. Our biggest challenge that day was getting in touch with people, which seems so simple, but our communications were hindered because of the enormous call volume, as everyone was trying to reach their loved ones on cell phones. Our satellite capability became saturated as well, so we had to rely completely on the military’s satellite capabilities. And while the President was able to speak to the American people, he wasn’t able to send images or video of him talking because the plane didn’t have that capability. Today, the plane has those communications capabilities.

Q. Please tell us about some of your other historic flights.

A. In 2003, the President wanted to visit the military troops in Baghdad for Thanksgiving to let them know we support them. This first visit was a secret because it was very dangerous for him to go there. Only a few people knew about it, and

we kept changing the flight plan and jets. It was logistically very tricky, but it worked perfectly. The military is highly trained to provide protection, and that's what they did.

On his flight home as former president, I remember seeing him extremely relaxed for the first time since he had taken office. He had his entire staff with him on the flight from Andrews AFB to Waco, Texas. He thanked his crew and had a chance to sit with old friends and talk about their accomplishments and say goodbye.

I believe we had a lot of historical flights, but it wasn't me who did it—we had a group of over 200 people who supported all of the President's efforts. I am grateful and proud to have been a part of all the great things that President Bush accomplished. Being a military man myself, it was great to see how he held the military in high esteem and treated them as men and women of valor.

Q. What were some of your most unforgettable moments as pilot of Air Force One?

A. I would have to say that seeing how the President handled the military stands out as the most important memory in my mind. We visited Bethesda to visit the troops, and I remember seeing a Marine in a wheelchair who had no legs. The President went over and hugged him. He always recognized the sacrifice they were making for us, and I respect that.

Flying into Tulane, Miss., after Hurricane Katrina was also a significant event. There was significant damage, and I saw the President step in and take over the recovery efforts. I truly

admire him for taking responsibility for that. I also enjoyed flying him around during his election year in 2004.

Q. What experiences and insights have you taken from piloting Air Force One into your new job as a corporate pilot?

A. Piloting in the corporate world is very different, but I think my ability to work with people is very important. In the corporate world, people need a pat on the back more often, and they appreciate being recognized for their work.

Q. Embry-Riddle is very proud to call you an alumnus. What motivated you to choose Embry-Riddle for your advanced degree? What role has Embry-Riddle played in your career?

A. Well, the Air Force requires us to have a Master's degree to get promoted, so I decided to attend the Worldwide Campus at Andrews AFB. It was the only school that worked with my flying schedule and made it simple to go to class. The instructors were great, too, and knew how to keep the topics in our perspective.

Q. If you had any parting words of advice for your fellow Embry-Riddle alumni, what would they be?

A. Working hard is the key to everything. You need credibility and accountability with other people. Others need to know that you're willing to die for them, and then they'll be willing to die for you. I'd also recommend continuing your education as much as possible.

AIR FORCE ONE AT A GLANCE

AIRCRAFT

One of two highly customized Boeing 747-200B series aircraft. The Air Force designation for the aircraft is VC-25A.

RANGE

Unlimited (with its midair refueling capability).

SPECIAL FEATURES

- 4,000 square feet of floor space on three levels, including an extensive suite for the President that features a large office, lavatory and conference room.
- Additional quarters for those who accompany the President, including senior advisors, Secret Service



officers, traveling press and other guests.

- Hardened on-board electronics to protect against electromagnetic pulse.
- Advanced secure communications equipment, allowing the aircraft to function as a mobile

command center in the event of an attack.

- A medical suite that can function as an operating room, with a doctor permanently on board.
- Two galleys that can feed 100 people at a time.

HISTORY

Air Force One is maintained and operated by the Presidential Airlift Group, which was founded in 1944 as the Presidential Pilot Office at the direction of President Franklin D. Roosevelt.

For the next 20 years, various propeller-driven aircraft served the President. In 1962, President John F. Kennedy became the first President to fly in his own jet aircraft, a modified Boeing 707. Over the years, several other jet aircraft have been used, with the first of the current aircraft being delivered in 1990 during the administration of President George H.W. Bush.

Personal investment

Dave Brown takes the personal approach when supporting Embry-Riddle



Above: Dave Brown (right) and Ken Robinson (left), a Procter & Gamble pilot and adjunct professor at Embry-Riddle Worldwide, share some time in a Gulfstream G550 with intern Saul Meza (fourth from left) and his family. Right: As a Procter & Gamble intern, Saul Meza helps distribute lifesaving technology that provides clean drinking water to Tanzanian children in East Africa.



Left: Dave Brown with Embry-Riddle student Saul Meza, Procter & Gamble Scholarship recipient. Below: In 2002, Dave Brown and his son, Chris, welcome Rashad to the family for his first Thanksgiving.



When Dave Brown ('89, WW), a corporate pilot for Procter & Gamble (P&G), talks about his 20-plus years of working with and supporting the students, alumni and staff of Embry-Riddle, one thing becomes abundantly clear: Spending his time and energy with Embry-Riddle feels like a family affair.

"My entire experience with Embry-Riddle is very personal," Brown says.

The names of students, student-athletes, interns, coaches and staff roll easily off Brown's tongue. Whether talking about Coach Steve Ridder, former student-athletes or the many students and interns he has mentored at P&G who have gone on to become pilots in P&G's flight department, Brown sounds like a proud parent in an overachieving family.

And if the past 20 years are any indication, he has a lot to be proud of. During his two decades working with Embry-Riddle, he has launched a summer

program to introduce students to the world of corporate aviation and helped establish an internship program to recruit, hire and mentor the "best of the best" pilots for P&G. He also has volunteered and contributed to various fundraising projects for capital improvements, the athletics program and scholarships.

"I saw the difference that investing in a university can make," Brown says. "And I see the way students at Embry-Riddle are committed to making a difference. They are incredible and are great ambassadors for the university."

JOINING THE TEAM

While Brown can now look back on his 20 years of supporting Embry-Riddle and see all the good things that have resulted, none of it likely would have happened if he hadn't met Athletic Director Steve Ridder, who was just getting started at Embry-Riddle back then.

“Basically, he recruited me,” Brown recalls. “Steve hooked me in, and through him I got to see the quality of the students. I was inspired and influenced not only to help grow the athletic program at the time but also to be involved with the academic side.”

After meeting with Coach Ridder and hearing his vision for what was then a brand-new intercollegiate athletics program, Brown got involved in a number of ways. In addition to establishing a summer program to introduce students to corporate aviation at P&G, he also helped raise funds for capital improvements and the athletics program.

It was during that time of supporting athletics that Brown realized the difference that smaller gifts could make in the lives of students. When Coach Ridder had asked him to help organize a fundraising effort to equip the new basketball locker room, Brown was surprised at the level of support they received from athletics alumni.

“I think we raised \$30,000, but the thing was, every bit of that money came from the former players. These are guys out there starting their careers and not making a lot of money, working entry-level jobs and starting new families. And 90 percent of the guys I knew gave back,” Brown recalls. “The thing I learned from that is that if you have enough people who have a connection, then they don’t have to have a lot of money individually to make a difference.”

MAKING A DIFFERENCE

Inspired by his discovery, Brown continued to make a difference in many ways. He helped launch and manage an internship program at P&G, creating more opportunities for Embry-Riddle students. Today, six Embry-Riddle graduates work at P&G Global Flight Operations, two of whom were once interns in his program (with two other interns in the pipeline), and three others are completing their degrees with Embry-Riddle’s Worldwide Campus.

The surprising quality of those students assured Brown he was on the right track. “The students we’ve had in the program have such a high level of knowledge and experience that they can participate in what we are doing at P&G with clear understanding. Their abilities, performance, passion and

professionalism have led to the continued success and continuation of our programs with Embry-Riddle,” Brown says.

Seeing that level of commitment and expertise inspired Brown to contribute more to scholarships. “As my relationship with Embry-Riddle has grown, I’ve become more focused on scholarships,” he says.

“There are so many students who need help, and it’s great to be able to contribute to a scholarship and say, ‘Hey, I love the idea of what that scholarship is all about and the students who receive it.’ When you support a scholarship, you are making a difference in the lives of those who represent what the university is all about.”

ALL IN THE FAMILY

Aside from the many typical benefits that Brown enjoys from supporting Embry-Riddle—enhancing the value of his degree while employing fellow alumni and supporting what is now an

incredibly successful athletics program—he enjoys an even more personal benefit that stems from his relationship with Steve Ridder.

Brown credits Coach Ridder and his wife, Vicky, for helping him take on the challenge of adopting and raising his two sons, Chris and Rashad, both of whom Brown adopted when they were 13. Now, Chris is 29 and Rashad is 22.

“As a single parent, when I was trying to figure out how to deal with things, both Steve and his wife were a key part of the success of me adopting those two boys,” says Brown. “I can say without exaggeration that Coach Ridder is the reason that I am still involved with Embry-Riddle, doing what I’m doing.”

**“I SAW THE DIFFERENCE
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A PERFECT MATCH

Did you know that you can often double or triple the impact of your gift through your employer’s matching gift program? Many employers like Dave Brown’s Procter & Gamble will match any charitable contributions made by their employees and retirees. To find out more about matching gifts, or to see if your company participates in such a program, go to givingto.erau.edu/giftmatch.html.



ALUMNI IN ACTION /// BY JAKE POINIER

THE POINT MAN

HOUMAN MOTAHARIAN ('97, DB) makes it his business to know the value of airline loyalty programs—with a bit of research assistance from current Embry-Riddle students

Houman Motaharian ('97, DB) says most people are surprised to learn that the most profitable part of an airline can't be found in first-class fares or baggage fees. The fact is, it's all about the points. "Frequent-flyer programs have been the single most important source of income and, in many instances, of capital for the airlines in the past five years," he says. "If managed right, the margins are tremendous."

As Chief Credit Officer—Global Merchant Services for American Express, Houman is responsible for about 9 million merchants in the company's portfolio and tens of billions of dollars in credit exposure. Houman also runs the Global Airline Strategy Group, which is the industry group at AmEx that oversees the relationship with more than 240 global commercial airlines—as many as Boeing or Airbus, he notes. "My group has offices in New York, London, Sydney, Buenos Aires, Delhi and Phoenix," he says. "Our role is about monitoring and analyzing the industry closely in order to create win-win opportunities for all of us as an industry. We are looking at business trends to

formulate new strategies and continue to deepen our relationship with our airline partners."

READY FOR TAKEOFF

With a background in the oil industry, Houman had been working on his postgraduate degree in International Economics in France when he decided to indulge his passion: to come to the U.S. and Embry-Riddle to earn his MBA in Airline Management. After graduating in 1997 from the Daytona Beach Campus, he completed an internship with US Airways in Flight Operations, then worked for Continental Airlines for more than seven years, most recently in finance and labor negotiations.

After leaving Continental in 2005, he and several business partners had planned to start a new low-cost airline in the U.S. (through the backing of a major European LCC), with Houman in charge of raising capital. "We raised a lot of seed money, but not the final \$100 million capital we needed," he says. "We came close to closing the capital raise twice, but during the time (2005–2006) we were going to the market, fuel prices weren't behaving," he says with a smile. "However, I would not trade that experience for any other thing that I have done. It has been by far the best learning experience of my professional life."

With his entrepreneurial ambitions coming to a pause, Houman was deciding between returning to work for a major U.S. airline or going to American Express. "I technically left the airline industry, but the good thing is my position with the Airline Strategy Group kept me close to it," he says.

Along the way, Houman has also remained close to Embry-Riddle, starting up an internship program, serving on the College of Business Industry Advisory Board and recently partnering with Dr. Blaise Waguespack, professor of Marketing and MBA program coordinator at the Daytona Beach campus, for a research project about frequent-flyer points in his BA 514 Marketing Management in Aviation class. The



An MBA from Embry-Riddle gives Houman Motaharian an edge in analyzing airline loyalty strategies.



MBA STUDENTS DUG INTO THE DETAILS OF NEARLY 30 AIRLINE FREQUENT-FLYER PROGRAMS, WITH AN EYE ON HOW AIRLINES CAN LEVERAGE THEIR LOYALTY STRATEGIES.

two had kept in touch over the years since Houman had served as a graduate assistant for Dr. Waguespack. A joint project seemed only natural.

For the Global Airline FFP Evaluation Project, students (many in their first MBA class) dug into the details of nearly 30 airline frequent-flyer programs, with an eye on how airlines can leverage their loyalty strategies to differentiate themselves. The research is designed to include a variety of factors that go into valuing a program: how easy it is to earn and burn points; how do the elite status benefits differ; what are the trends; and what new initiatives are emerging, such as credit card co-branding.

"The key is, you want a project that helps the students learning as well as meet the needs of the

client," says Dr. Waguespack. "They're learning about the aviation industry in general as well as the specifics of relationship marketing, such as how to attract and retain customers."

Members of Houman's team came to campus twice during the semester, and made themselves available for several teleconferences. At the end of the term, students made presentations to the class as well as three AmEx representatives, with the most outstanding analysis slated for an in-person audience with executives at the New York office in the future.

BACK TO SCHOOL

In a way, watching smart, enthusiastic students take on the AmEx project reminded Houman of his first day on campus. "I wanted to get into the airline business, so Embry-Riddle was a natural choice," he says. "But when I got there, I ran into all of these students who knew more about the airline industry than I had even read about or experienced. I was truly struck by the passion of the students and the professors."

Finding the passion to give back to Embry-Riddle taps into that spirit, plus the knowledge that no other institution boasts more or better connections in the aviation world. "At the end of the day, every business is about the people," Houman says. "I need highly qualified and motivated professional people on my team and in other aspects of the business. These are the folks who are going to be working for you or with you—or you're going to be working for them—so it's important for those of us who have influential positions to bring the knowledge back to the university and to help shape the students for the future. That's something we can all do."

During his years at Continental, Houman married Deborah, a Finance Director, and they have two kids who are already passionate about aviation. "I think I will encourage them to go work for an oil company," says Houman with another smile.

Message from the Executive Director

I am excited about a yearlong celebration in the Alumni Association—in May 2011 we will reach an exciting milestone, “100,000 alumni strong!”

This year we will be establishing the Alumni Association Endowed Scholarship. This gives our alumni a great reason and opportunity to give to something they can relate to, and then see the fruit of their giving in future *Lift* articles—stories from the recipients!

This scholarship is something Embry-Riddle students can greatly benefit from, and it also will strengthen our Student-Alumni Association's goals and initiatives. I believe our alumni chapters and groups will be excited about this giving opportunity, and knowing their competitive natures, it will be a challenge to see who can raise the most for the scholarship each year!

For our alumni on the West Coast: Long Beach, San Diego and San Francisco, mark your calendars for May 2011! Join our university president, Dr. John Johnson, and his wife, Maurie, at receptions hosted in each of those cities on the next Presidential Tour. Come and hear about all the wonderful and exciting things happening at your alma mater—I look forward to seeing many of you there!

Please stay in touch as I always look forward to hearing back from all of our alumni on how you are doing, and the exciting and successful stories you have to share.



Sincerely,

MICHELE BERG
EXECUTIVE DIRECTOR
ALUMNI ASSOCIATION

Homecoming Weekend



FROM TOP: Alumni who had previously played on the men's Eagles basketball team were invited to play again in the ICI Center in a special alumni scrimmage. Left to right: Nathan Rhoades ('06, DB), Matthew Cindric ('03, DB), Elwood Tomlinson ('04, DB), Tyler DeBord ('09, DB), Owen Busch ('94, DB), Denver Cobb ('09, DB), Eric Lorenzi ('10, DB), Ryan Christian ('10, DB) and Thomas Fagley ('94, DB). Owen Busch and Denver Cobb took home the MVP trophies.

The Grand Marshal for the 2010 Homecoming Parade was none other than Conrad Shad ('62, MC).

Luis Nesmith ('98, DB), pictured left with Head Coach Randy Stegall, was the winner of the 2010 Alumni Baseball Game MVP award.

The Alumni Association held an alumni BBQ and tailgate event before the homecoming basketball game.



OctoberWest

1. Record numbers of alumni hit the links in their golfing finest for the annual Alumni Golf Tournament.

2. Several local alumni made their own banner and walked in the Homecoming Parade on the Prescott Campus. Ernie the Eagle even joined in!

3. Dr. Frank Ayers (far right), executive vice president for the Prescott Campus, enjoyed a pancake breakfast and fly-in with alumni and students.

4. Alumni enjoyed a night of food and fun at the annual Alumni EagleNight celebration.



3



4

2010
PHOTO
HIGHLIGHTS



2

Wings and Waves



Alumni members of Alpha Eta Rho reunited at the annual EagleNight alumni celebration, which was held during the Wings and Waves Air Show and Alumni Weekend. They are pictured here with President John Johnson (front row, second from left).

Alumni Advisory Council



All 14 Alumni Advisory Council members met in Daytona Beach in October to share ideas and brainstorm with the Alumni Association staff on ways to better serve alumni.



Tyler Shoemaker ('09, DB), left, is living the dream, thanks to Embry-Riddle-sponsored aerobatic pilot Matt Chapman.

AN ALUMNI 'FERRY' TALE

When Matt Chapman, an aerobatic pilot sponsored by Embry-Riddle, asked alumnus Tyler Shoemaker ('09, DB) to ferry his Eagle 580 aerobatic plane to different stops on his multi-city tour, Shoemaker felt he was living a dream.

Shoemaker, who was an aerobatic instructor for the Sport Flying Club at Embry-Riddle and had experience in flying tail wheel airplanes, remembers meeting Chapman at AirVenture in Oshkosh, Wis., and then later taking his

country, proving himself and earning other duties from an impressed Chapman, who even allowed Shoemaker to compete in the Sebring Aerobatic Contest in his airplane. "That experience closely rivals my first arrival into Oshkosh during AirVenture," Shoemaker says.

Taking Chapman's plane all the way to the West Coast allowed Shoemaker to see landscapes, weather and altitudes he had yet to experience—like the time he landed at an airport in New Mexico that was at the same elevation he normally cruised at while flying in Florida!

Both Chapman and Shoemaker say they really enjoyed working together. "It's not easy to hand over the keys to your \$250,000 airplane, along with your credit card, and send him off on a three-week adventure," Chapman says. "But, that said, Tyler made it a good experience for me. He was professional from start to finish. He was doing a good job representing me and the university."

Above all else, Shoemaker had the opportunity to put the skills he learned at Embry-Riddle to the test, allowing him to feel like "a real pilot." Chapman is already booking for next year's schedule, and he says he hopes Shoemaker will be available to work with him again.

Shoemaker looks forward to living the dream for yet another year. "My only hope is that I can take what Matt has instilled in me and pass it on to other young aspiring aviators," he says.

**"IT'S NOT EASY TO HAND
OVER THE KEYS TO YOUR
\$250,000 AIRPLANE ... AND
SEND [SOMEONE] OFF ON A
THREE-WEEK ADVENTURE."**

checkout flight on the Eagle 580 just south of Oshkosh in Dodge City. "After my first loop, roll and hammerhead in a high-performance mono-wing," says Shoemaker, "I was hooked for life."

Impressed with Shoemaker's skills and precision after his checkout, Chapman allowed him to fly the plane back to Oshkosh. "Tyler later explained it was truly a dream come true to fly an airplane into Oshkosh, let alone one of the highest profile planes there," says Chapman.

In the coming weeks, Shoemaker would fly the Eagle 580 across the

ALUMNI AWARDS

Embry-Riddle alumni received awards in six categories during the annual EagleNight alumni celebration held Oct. 9, 2010, on the Daytona Beach Campus. "We felt it was important to acknowledge our alumni who continue to give back to their alma mater and, in turn, inspire other alumni to do so as well," says Michele Berg, executive director of the Alumni Association.



Paul McDuffee ('76, DB) received the Alumni Achievement Award for demonstrating an exceptional commitment to the aviation and aerospace industry through his personal and professional success.



Arnie Quast ('90, DB) received the Alumni Service Award for his continuing enthusiasm and service to Embry-Riddle. Arnie continually demonstrates an extraordinary level of selfless commitment through his service, support and chapter leadership.

NOT PICTURED: Kaylene Giri ('04, PC) received the Military Achievement Award for continued service to the U.S. military. She was unable to attend the awards ceremony because of a conflict with her work schedule. Kaylene is a weapons system officer in the U.S. Air Force.



Linda Titus ('79, DB), far right, received the Philanthropy Award for her consistent high level of commitment to Embry-Riddle through her ongoing contributions to the Titus Family Scholarship, which she established with her father, Chandler P. Titus, Professor Emeritus. Linda's acceptance speech was particularly bittersweet, as Chandler passed away in February 2010. Linda was nominated for this award by Embry-Riddle faculty and staff.



Jamail Larkins ('07, DB) received the Outstanding Young Alumnus Award for his high field of endeavor and personal achievements with the Dream Launch Tour. He also continues to serve the university and community selflessly.



Bill Thompson ('87, PC), director of Alumni Relations on the Prescott Campus, received the Global Service Award for his continual outreach to national and international students and alumni.

FOUR OF A KIND

At first glance, most wouldn't recognize all the ways that Rany Azzi ('86, DB), Neil Duggan ('88, DB), William "Bill" Herderich ('84, DB) and Christina Marsh ('89, DB) are alike. But in addition to being alumni from Embry-Riddle's Daytona Beach Campus, these four work at the Aircraft Certification Office in Atlanta, Ga., where they approve and oversee the engineering and manufacturing processes of aircraft parts for various companies.

Because of their Embry-Riddle heritage, these alumni enjoy a unique camaraderie. "Because we're all alumni, we have more in common with each other than we do with others here, and it gives us a similar foundation to build on for the work we do," says Azzi, associate manager of the Propulsion and Service Branch.



Rany Azzi ('86, DB), William "Bill" Herderich ('84, DB), Christina Marsh ('89, DB) and Neil Duggan ('88, DB) work together at the Aircraft Certification Office in Atlanta, Ga.

All attended Embry-Riddle in the 1980s, which means they have a lot in common to look back on fondly. "It's easy to start reminiscing with each other," says Herderich, an aerospace engineer in the Airframe Branch, who remembers driving from Albany, N.Y., to start at Embry-Riddle without ever visiting. Duggan, who earned his degree in the ACET program, recalls working directly out of the FAA handbooks. "I really enjoyed it, and the flight labs were my favorite," he says.

Because of their training at Embry-Riddle, these alumni know they have an advantage over many of their colleagues. "We received a diverse and hands-on education at Embry-Riddle," explains Azzi. "Others don't have the practical knowledge that we do—it's just theory to them."

Do you work with other Embry-Riddle alumni?

We'd love to hear about it! Please e-mail us at ERAlumni@erau.edu and tell us where you work and how many other alumni are there, too.

STRENGTH IN NUMBERS

Important milestone sparks scholarship

As the saying goes, "There's great strength in numbers," and two Embry-Riddle alumni chapters are ready to put it to the test by adding their existing scholarship funds to a new Alumni Association Endowed Scholarship.

The New York City Metro Area and Atlanta Alumni chapters have agreed to redirect their scholarship funds to support the new Alumni Association Endowed Scholarship. By combining their dollars with contributions from other alumni chapters, they hope to have a far greater impact in helping students.

"Embry-Riddle alumni, through their local alumni chapters, or on their own, will now have another way to help Embry-Riddle students in need," says Chris O'Gwen ('96, DB), former New York City Metro Area Alumni Chapter president.

The Embry-Riddle Alumni Association is launching the new Alumni Association



Endowed Scholarship in recognition of a key milestone in its 85-year history: In May of this year, the university will officially become "100,000 Strong," celebrating the graduation of its 100,000th alumnus.

"What a wonderful milestone to reach in the Alumni Association—100,000 alumni strong!" says Alumni Relations Executive Director Michele Berg. "I am excited about our establishing the Alumni Association Endowed Scholarship, because it gives our alumni a great reason and opportunity to give to something they can relate to."

LOOKING AHEAD

President John Johnson updates alumni and friends on Embry-Riddle's plans for the future

President Johnson traveled to New York City to connect with local alumni and friends at a reception held at the Yale Club of New York City on Sept. 16, 2010. He updated attendees on current plans for expansion on the Daytona Beach Campus and the exploration into a third residential campus location.

Special guest speaker Chris Rossi ('90, DB) spoke about aviation business and the challenges facing all air carriers. Rossi currently serves as the senior vice president for North

America at Virgin Atlantic Airways.

"[It was] a refreshing update on the state of the industry," says New York City alumni chapter leader, Amanda O'Brien-Brown ('02, WW). "It's always a pleasure to hear from successful industry alumni. It reminds us all what a prestigious institution we've come from."



Dr. John P. Johnson with Wendy Stanley ('09, WW), Alumni Advisory Council member

While in Washington, D.C., President Johnson held a reception for alumni and friends at the Russell Senate Office Building. Guest speaker FAA Administrator Randy Babbitt ('65, MC) spoke about the role Embry-Riddle is playing in the NextGen project and shared his excitement about the new regulations on pilot fatigue. He also stated that he felt the aviation industry was vital to our nation's economic recovery.

Talk to an Eagle



Alumni faculty and staff were encouraged to promote Talk to an Eagle with buttons and posters.

Embry-Riddle alumni who work for the university were honored on the Daytona Beach Campus on Sept. 22, 2010, with a special luncheon hosted by the Alumni Association. Guest speaker Michael Pepin ('86, DB) spoke to the attendees about different ways to promote Embry-Riddle in their daily lives while off campus and encouraged them to get involved in alumni activities outside of their jobs.

Alumni Relations staff introduced a new program, called "Talk to an Eagle," that promotes interaction between faculty and

staff who are alumni and students. "The idea is that we want to foster mentor-type relationships between students and alumni who work on campus," says Edmund Odartey, associate director of Alumni Relations. "This would be a way for alumni to give back to Embry-Riddle, and students could learn from alumni who are on campus every day." Alumni received posters at the luncheon to put on their office doors and windows to help advertise the program, along with buttons so that students could identify alumni working on campus.

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 Melissa Judy at Melissa.Judy@erau.edu to be included in *Lift* magazine.

CAREER NEWS

1970s

Raul Regalado ('72, DB) was appointed to the U.S. Department of Transportation's Future Aviation Advisory Committee in May 2010. Raul is currently the President and CEO of Metropolitan Nashville Airport Authority.

1980s

Howard "Bud" Blower ('80, DB) was promoted to Director of Aviation Services for VF Corporation in Greensboro, N.C. In this role, Bud will be responsible for managing all of VF's flight operations globally. He joined VF in 1985.

Lloyd Terry ('81, DB) was promoted to Colonel in the U.S. Air Force Reserves in May 2010. He graduated from the Naval War College in Newport, R.I., in June 2010.

Mark L. Berry ('85, DB) has written another piece featured on the eaglesNEST. Visit www.eraualumni.org/markberry to read his latest reflection.

Marvin Diaz ('85, WW) was named Managing Director for Mexico by American Airlines in October 2010. He is a 20-year veteran of the airline. In his new role, Marvin will be responsible for operations at the



Nichole Marshall

Matt Hinshaw/The Daily Courier



Marvin Diaz

14 destinations American serves in the country as well as its two reservations centers located there.

Nichole Marshall ('86, PC) opened Pangaea Bakery in Prescott, Ariz., which was listed by *Arizona Highways* magazine as one of the best restaurants in 2010.

Jeff Pearse ('86, DB) was appointed Deputy Director of Aviation for the Port

Authority of New York and New Jersey in October 2010. His responsibilities include developing strategy for and directing senior staff in the preparation and execution of Aviation's annual Business Plan, Long-Term Strategic Plan and Capital Plan. He also provides oversight for ongoing airport projects, directs staff in pursuing commercial development and ensures staff operate the Port Authority's five airports (JFK, LaGuardia, Newark, Stewart and Teterboro) safely and effectively while applying best practices and meeting the highest standards of customer care and service.

Tim Bradshaw ('88, DB) has been named Director of the Eastern Iowa Airport.

1990s

Maj. Claude "Arch" Archambault ('92, DB) was selected for promotion to Lieutenant Colonel in the U.S. Air Force. He is currently in navigator requalification training in the E-8C Joint STARS aircraft at Robins AFB, Ga.

Capt. Joseph McGuinness ('99, WW) took command of Coast Guard Sector Sault Sainte Marie.

CAMPUS LEGEND

MC	Miami Campus
DB	Daytona Beach, Fla.
PC	Prescott, Ariz.
WW	Worldwide Campus
WWO	Worldwide Online



Daniel Pradel, Jr.



Brent Terwilliger



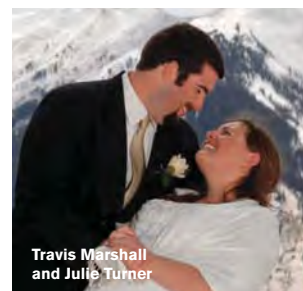
Lloyd Terry



Andrew and Ashlee (Fiser) Ilg



Natalie (Martin) Steinhauser



Travis Marshall and Julie Turner



Hayden and Jocelyn Blackwell

2000s

Brent Terwilliger ('00, DB; '05, WW) successfully passed the Comprehensive Examinations for the Northcentral University Ph.D. of Business Administration program. He transitioned from Ph.D. Learner to Ph.D. Candidacy status and is beginning work on his dissertation.

Daniel Pradel, Jr. ('05, WW) has joined Aviation & Marketing International Inc. (AMI) to serve as the company's Vice President of Sales and Operations.

He joins his father, Dan Pradel, Sr., the company's owner and founder. Both are instrument-rated pilots.

FAMILY NEWS

1990s

Russell Blackwell ('98, DB) and his wife, Staci, welcomed twins Hayden Mitchell and Jocelyn Gayle Blackwell on April 15, 2010. Russell is an ERJ-170 Captain at Republic Airlines, based in Washington, D.C., and lives in Charlotte, N.C.

2000s

Andrew ('03, DB) and **Ashlee (Fiser) Ilg** ('03, DB) welcomed their first child, Owen Kenneth, on Aug. 28, 2010. They currently live in the Atlanta area. Andrew is an Aerospace Engineer for Dixie Aerospace Inc. and Ashlee owns her own business.

Natalie (Martin) Steinhauser ('04, DB) and her husband, Scott, welcomed their son, Jacoby Luke Steinhauser, on April 27, 2010. They live in Orlando, Fla.

MARRIAGES/ENGAGEMENTS

1980s

Lloyd Terry ('81, DB) married Olivia Garner on July 3, 2010.

2000s

Travis Marshall ('09, DB) married **Julie Turner** ('05, DB) at the top of Aspen Mountain in Aspen, Colo., on April 10, 2010. Travis is currently working toward a career in aviation insurance and Julie is a weather radar systems engineer for Rockwell Collins.

IN MEMORY

1940s

Robert J. Hellwid
(‘43, WW) April 11, 2010

1950s

Alvin E. Bennett
(‘50, MC) June 1, 2010

Robert A. Steinnagle
(‘56, MC) April 7, 2010

1970s

James Michael Nestor
(‘74, DB) Aug. 20, 2010

1980s

Capt. Raymond T. Alouf, Jr. (‘81, DB) Oct. 23, 2010

Eric Von (‘81, DB)
Sept. 4, 2010

Ivory Wilson, Jr. (‘81, DB)
Jan. 21, 2010

Michael S. Lux (‘82, PC)
Jan. 16, 2010

Joan T. Shelton (‘83, DB)
Nov. 12, 2010

Charles D. Buck (‘84,
WW and Former Adjunct
Faculty) Aug. 18, 2008

Stephen M. Wall (‘86,
DB) June 20, 2010

Capt. Douglas E. Lampe
(‘87, DB) Sept. 3, 2010

1990s

Larry K. Newbern (‘97,
‘01, WW) July 28, 2010



David R. Cummock

Board of Visitors • Nov. 22, 2010

A friend and supporter of Embry-Riddle for more than 16 years, Dave served six years on the University's Daytona Beach Campus Board of Visitors, including two years as Chairman. Before his involvement with Embry-Riddle, he served 10 years as an officer in the U.S. Air Force and 30 years as a pilot for American Airlines.

A great champion of students, Dave, along with his wife, Marguerite, established two scholarships: the Dr. Irwin Price Board of Visitors Endowed Scholarship, which benefits freshmen from the Daytona Beach area, and the Susan McCarthy Endowed Scholarship, which supports ROTC students on the Daytona Beach Campus. Dave and his wife also recently established the David R. Cummock Living Trust. In describing his support of Embry-Riddle over the years, Col. Cummock said, "Our relationship with Embry-Riddle is not a one-way street. It's good for them, but it's great for us. We believe in the school and are proud to be associated with it"

2000s

Thomas M. Delaney (‘00,
WW) Sept. 1, 2010

Harper C. Wren (‘03, WW)
April 1, 2010

Loren V. Copeland (‘04,
WW) Dec. 5, 2009

Lambert Hartle (‘05, WW)
July 18, 2010

Benjamin Glattstein
(‘10, DB) Nov. 25, 2010

Lt. Clinton R. Wermers
(‘10, WW) Jan. 23, 2010

Others

Donna M. Amore (Friend
of the university) May 17,
2010

Mary Alice Anderson
(Friend of the university)
Aug. 27, 2010

Michael D. Crotty (Friend
of the university) Oct. 7,
2010

June R. Fidel (Friend of the
university) Sept. 1, 2010

John M. Holley (Professor
Emeritus) Aug. 9, 2010

Robert Long (DB
Bookstore Manager)
May 30, 2010

**Beverly A. (Chase)
McCollister** (Friend of the
university) April 5, 2010

Hazel M. Owens
(Friend of the university)
Aug. 31, 2010

100,000 Strong.

In May of 2011, Embry-Riddle will celebrate a key milestone in its 85-year history: The University will officially graduate its 100,000th alumnus and become "100,000 Strong."

In recognition of this historic achievement, the Embry-Riddle Alumni Association is launching a new Alumni Association Scholarship Fund.

This endowed fund will create the first-ever opportunity to bring tens of thousands of Embry-Riddle alumni together toward one common purpose: to support students in need, year after year.

Join your fellow alumni and be counted in this momentous effort to show Embry-Riddle's strength in numbers.

To make a gift now, go to givingto.erau.edu and click on the "100,000 Strong" logo.

