

LIFT

The alumni magazine of
Embry-Riddle Aeronautical University

Is America safer
now than
before 9/11?

**Susan
Karkman**
('98, '00, DB)
makes it to the
captain's seat

Students help turn
theory into reality at
the Aviation Operations
Simulation Lab

On a Roll!
Jessica Panzer's ('01, PC) love of flying takes
her from airshow aerobatics to ACM Aviation



Upcoming Alumni Events

September 2006

7	Campus Barbecue & Club Fair — Prescott, AZ
12	Grand Opening of the Aerospace Experimentation and Fabrication Building (AXFAB) — Prescott, AZ
15 – 18	5BFTS Reunion, Alumni Event — Bedford, England
19	Houston Alumni Chapter Networking Event — Houston, TX
20	First Year Feast — Daytona Beach, FL Co-hosted by the Alumni-Student Connection and First Year Programs
22 – 23	Embry-Riddle Volleyball Team Palm Beach Atlantic Tournament
23	Worldwide Seattle/Everett/Whidbey Island Graduation
24	Seattle Dinner Train — Seattle, WA Hosted by the Alumni-Student Connection
30	Arizona SkyFest — Prescott, AZ

October 2006

14 – 15	Jet Dragster's Appearance, Moroso Motorsports Park — West Palm Beach, FL
17 – 19	NBAA Convention, Alumni Event — Orlando, FL
19	Industry/Career Expo — Prescott, AZ
19 – 21	Octoberwest — Prescott, AZ
22	Wings Over Houston Airshow, Alumni Event — Houston, TX
24	Raisbeck Engineering Distinguished Lecture Series in Engineering and Innovation — Prescott, AZ Michael Bair, VP/GM Boeing 787 Program
25 – 26	Industry/Career Expo — Daytona Beach, FL
26 – 28	Embry-Riddle Flight Team Region IX Championship — Auburn, AL
27	Worldwide Pendleton/N. Island/San Diego Graduation
27 – 29	Homecoming Weekend — Daytona Beach, FL

November 2006

TBD	Wings Club Luncheon — New York, NY
9 – 11	AOPA Expo — Palm Springs, CA
10	Alumni Networking Reception — Palm Springs, CA
10	Embry-Riddle Volleyball Regional XIV Tournament
10	Embry-Riddle Women's Soccer NAIA Region XIV Tournament — Savannah, GA
14	Embry-Riddle Men's Soccer NAIA National Tournament — Daytona Beach, FL
25 – 26	Jet Dragster's Appearance, Moroso Motorsports Park — West Palm Beach, FL
25 – Dec. 2	Houston Alumni Chapter Caribbean Cruise

December 2006

1 – 2	Embry-Riddle Men's Basketball Daytona Mitsubishi Shootout — Daytona Beach, FL
14	Daytona Beach Alumni Senior Welcome Reception at Daytona USA
15	Prescott Honors Ceremony and Alumni Welcome Luncheon
15 – 16	Embry-Riddle Men's Basketball Tournament — Chicago, IL
16	Commencement Ceremonies — Daytona Beach and Prescott Campuses

January 2007

2 – 3	Embry-Riddle Men's Basketball Bahama House Classic — Daytona Beach, FL
5 – 6	Embry-Riddle Men's Basketball Carrabba's Shootout — Daytona Beach, FL

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A NEW ERA IN LEADERSHIP



Dr. John P. Johnson is congratulated by his wife, Maurie (center), and his stepdaughter, Sarah Pilgreen, after the announcement of his selection as the fifth president of Embry-Riddle. Board of Trustees Chair-Elect Jim Henderson (left) shared the news Aug. 8 with Embry-Riddle employees gathered in the Spruance Hall atrium at the Daytona Beach Campus.

ON AUG. 8, 2006, I HAD THE DISTINCT pleasure of announcing that the Embry-Riddle Board of Trustees had selected Dr. John P. Johnson as the university's fifth president.

As chair of the Embry-Riddle Presidential Search Committee and chairman-elect of the Board of Trustees, I consider it a privilege to have played a role in this vital process. It is not every day that one gets to choose a president and help launch a new era in leadership at a world leading university.

During our search, we enjoyed the interest of more than 80 individuals from all over the country. Such keen attention from so many fine candidates affirms what most of us already knew: Extraordinary institutions like Embry-Riddle attract extraordinary leaders.

Within that pool of fine candidates, we found that the "best person for the job" was already among us. During his terms as provost and interim president, Dr. Johnson impressed us with his focus on Embry-Riddle's academic mission and service to students, his relationship with faculty and his financial management of the university.

Under his leadership, the university has expanded its research activity and established new degree programs in mechanical and electrical engineering, and in global security and intelligence studies. On the international front, Dr. Johnson has been working with the Board

of Trustees in developing a global strategy to bring Embry-Riddle's aviation and aerospace expertise overseas.

As incoming Chairman, I look forward to working with Dr. Johnson as we advance Embry-Riddle's mission to create the next generation of aviation and aerospace industry leaders. I know we will succeed.

How do I know? I know because I see daily the dedication of our trustees, faculty and staff; I see the passion and talent of our students; and I see—as the stories in these pages of *Lift* illustrate—the inspiring achievements of our alumni all over the world. Bring all of these together toward a singular purpose and anything is possible.

In the next issue of *Lift* (Spring 2007), you will get a closer look at your president and have an opportunity to hear his vision for the future of Embry-Riddle. Until that time, please join me in welcoming Dr. John P. Johnson as the next President of Embry-Riddle Aeronautical University.

Sincerely,

Jim Henderson
Chairman-Elect, Board of Trustees and Chair of the Presidential Search Committee

Off the beaten path

All-women team up to challenge

For members of Embry-Riddle's all-women Mini Baja team, "Stella" was more than a four-wheeled, bright-green engineering project. She was a symbol of victory for the team—and for women engineers everywhere.

The only all-female team to participate in the national Mini Baja competition in Auburn, Ala., the crew spent many hours after class building "Stella" from the ground up. The hard work paid off: The single-seat, mud-caked vehicle finished 42nd out of 70 teams.



"It was an incredible feat for a first-year team to come in 42nd place," says Embry-Riddle instructor and team co-supervisor Heidi Steinhauer. "It was a victory at every angle for us."

"It's so hard to describe how amazing it felt to see this car in competition," junior Jane Moehlenbrock says. "You look at this car and see your teammates driving it and think, 'Oh my God, we built that.'"

Steinhauer and co-supervisor Lisa

Dauids hope to find outside funding to make this an annual project, which they believe will attract more young women to Embry-Riddle. "I want women to come to this school and tell us, 'I came here because of the Mini Baja team and I want to be a part of that program,'" Davids says.

Welcome home, Dr. Sliwa

Dr. Steven Sliwa, president of Embry-Riddle from 1991 to 1998, was welcomed back to the Daytona Beach Campus in January for two events celebrating his many years of leadership and service. At a special luncheon and appreciation program, Dr. Sliwa was presented with an honorary doctorate. At another event, the stadium at the campus baseball field was dedicated as Sliwa Stadium.

"We are so pleased and proud to have had this opportunity to honor Dr. Sliwa and his family," says Steve Ridder, Embry-Riddle director of athletics. "Dr. Sliwa and his family represent all the character traits and qualities we attempt to exemplify in athletics on a daily basis: a commitment to excellence, passion, vision and a strong work ethic."



Dr. Steven Sliwa (center) receives an honorary doctorate degree from Dr. John Johnson (right), interim Embry-Riddle president, as Jay Adams, vice chairman of the university's Board of Trustees, looks on.

ALTIMETER

More news and events at Embry-Riddle this quarter:

- **An Engineering Physics senior design team from Embry-Riddle won the second annual Florida University Satellite (FUN-SAT) Design Competition held at the Florida Space Port Authority campus.**
- **Aerospace Engineering grad student Chris Hemerly received the Lean Enterprise Value Student Publication Prize. His entry blended lean thinking and engineering analysis to create cost-effective jet engine compressor designs.**



Campus gets a new front door

The Prescott Campus Visitors Center opened its doors on a new era in March 2006, as Chancellor Dan Carrell welcomed nearly 200 community members, students, faculty and staff at the March 27 grand-opening ceremony.

The university also unveiled a beautiful bronze statue entitled "Where Dreams Become a Reality." Donated by Embry-Riddle Trustee Dr. S. Harry Robertson, the statue captures the youthful spirit and wonder of flight.

Here we grow again

Embry-Riddle Aeronautical University's Extended Campus is expanding around the country to meet the needs of aviation and aerospace professionals.

In January 2006, Embry-Riddle added a new Los Angeles Metro Center in the Airport Plaza complex adjacent to the Long Beach airport. The larger facility will replace the original Long Beach location, which had grown to be one of the largest of the university's 136 Extended Campus centers.

Embry-Riddle also recently added new teaching locations in Denver, Colo., Memphis, Tenn., and Fayetteville, N.C., as part of its effort to meet the specific educational needs of industries in those areas.



Fuel for thought

Embry-Riddle student team studies effects of fuel slosh on space flight

NASA selected a student team from Embry-Riddle to conduct an experiment of their own design that predicts how fuel slosh can create nutation or wobbling in spacecraft. Students conducted the experiment aboard the space agency's C-9, a research aircraft that flies parabolic arcs to simulate weightlessness.

During the two-week program, the students tested different types and shapes of propellant tanks filled with water for their susceptibility to dissipate energy from a spinning mock spacecraft. The student team also tested slosh simulation prediction methods.

"I'm proud that Embry-Riddle students have been chosen for this prestigious program," says Dr. Sathya Gangadharan, engineering professor and team faculty supervisor. "They've worked very hard to develop an experiment that addresses one of NASA's real-world challenges."

ALTIMETER

More news and events at Embry-Riddle this quarter:

- **The Embry-Riddle Naval ROTC Color Guard and Drill Team took first place in the Two-Man Exhibition category and the Color Guard event at the Villanova Drill Meet, held recently at Villanova University in Pennsylvania.**
- **Embry-Riddle's Prescott Campus hosted the second annual National Security and Intelligence Symposium, which this year focused on U.S. border security issues.**

Hot rod gets on track

A new jet dragster bearing the Embry-Riddle logo is coming soon to a racetrack near you. Driven by Larsen Motorsports' Elaine Larsen, one of only three women in the world currently driving jet-powered vehicles, the Embry-Riddle-sponsored dragster highlights the university's degree programs in Aerospace Engineering and Mechanical Engineering, which have a minor in High-Performance Vehicles.

The dragster sports more than just the Embry-Riddle logo, however. After some computational fluid dynamics research, Aerospace Engineering and Aviation Maintenance students and their professors made a number of recommendations for performance improvements. "Embry-Riddle's enthusiastic and inventive students are going to get me up over 300 miles per hour," says Larsen, who already holds a number of speed records.



EMBRY-RIDDLE AERONAUTICAL UNIVERSITY

Less than 1 Time, in seconds, it takes the jet dragster to go from 0 to 60 miles per hour.

1,350 Dragster's weight, in pounds, with fuel and driver.

270 Top speed, in miles per hour, of Embry-Riddle's new jet dragster, driven by Elaine Larsen.

New aircraft get a "touch of glass"

Student pilots at Embry-Riddle's Daytona Beach Campus will be the first in the nation to fly the Cessna 172 aircraft equipped with the Garmin G-1000 glass cockpit suite and the industry-leading automatic dependent surveillance broadcast (ADS-B) system.



"This combination of glass cockpit simulation, on-board collision avoidance and technically advanced aircraft sets the standard for collegiate aviation," says Tim Brady, dean of the College of Aviation.

The Garmin G-1000 glass cockpit will be added to the university's fleet of Frasca level-6 flight training devices as well, to allow for a more seamless transition between flight simulation and flight training in aircraft.

ROUNDTABLE

Nearly five years after the terrorist attacks of 9/11, America is still wrestling with safety and security concerns. From the minor (waiting in long lines at airport security checkpoints) to the momentous (creating a Department of Homeland Security from 22 existing federal agencies and 180,000 employees), **America has responded**—and is continuing to respond—to the terrorist threat on many levels.

But has it been enough? We asked our three experts in intelligence studies to assess the state of safety and security in the United States today and tell us...

Is America safer and more secure?



Dr. Jim Holden-Rhodes
Associate Professor,
Intelligence Studies,
Prescott Campus

→ **The answer** to this question is a resounding **No!** Today, five years after the attacks, our strategic understanding of who the enemy is and why they declared war upon us is badly flawed. In his book, *Civilization and Its Enemies: The Next Stage of History*, Lee Harris argues that we have forgotten that there has ever been a category of human experience called the enemy. He posits that our task, first and foremost, is to try to grasp the concept of what the enemy really means, something I argue we have failed to do to date—at our strategic and tactical peril. One of the few encouraging events to have come forth since 9/11 is

the growth of Intelligence Studies Programs. Embry-Riddle is growing the next generation of Intelligence Analysts. Graduates of the GSIS will understand that...individual civilizations rise and fall. In each case the fall was not inevitable, but due to the decisions—or lack of decisions—[of] human beings...[who] had created...civilization, but...had forgotten...how to preserve it for their own children.



Wendy Anne Skovron ('02, PC)
Senior
Counterterrorism Analyst, U.S.
Central Command

→ **I like** to think we're safer—especially with the implementation of security measures and the amount of money we're spending right now on homeland security. But considering that we are in a war on terror that's not expected to end anytime soon, there will always be a threat. I don't think it's a matter of *will* there be another attack in America, but rather *when* it will happen. Our enemies adapt as we adapt.

From a personal perspective, it's hard to say whether I feel more or less safe. I can't



say I curtail my life, but I am certainly more aware of my surroundings. I do believe that the government has implemented more precautionary measures to make us safer.



Richard Bloom
Dean, College of Arts and Sciences,
Prescott Campus

→ **Against certain** types of criminal behavior—for example, theft and vandalism at airports and other transportation nodes—the answer is “Even if we still have a long way to go, we are safer and more secure today.”

But are we safer and more secure against terrorism? Against unsophisticated emulators of terrorists, we are safer and more secure. But against transient, informal, and even serendipitous groupings of individuals who come together and disperse for terrorist

purposes...and against sophisticated terrorists with access to adequate resources, we are less safe and secure.

What is to be done? Embry-Riddle can help. It has a long history of turning out war heroes and stellar citizens with rock-solid courage and values who seek out the challenge of public service and corporate success for the greater good.

It is people like these who must engage in public discourse and help steer the course of our ship of state.

Do you feel safer today?

We want to know.
Send your letters to:

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Or e-mail us at
Liftmag@erau.edu.

To read our experts' responses in their entirety, go to givingto.erau.edu/lift/arewesafier.html.

Researching glass cockpits, breaking glass ceilings

With her career on an impressive trajectory, **Susan Karkman** ('98, '00, DB) makes it to the captain's seat

Plenty of young professionals talk about “earning their stripes”; but to most, it’s just a figure of speech. Susan Karkman literally earned them when she became the first female captain at Tradewinds Airlines last October.

“It was great,” recalls the 32-year-old Airbus pilot. “They threw a big party, and everyone was very supportive—even the men in their upper 50s who weren’t used to flying with a woman.”

Now, she enjoys the perks that come with the job—especially having enough seniority to be based domestically. Before her promotion, she spent half a year flying one-month stints of the Taipei/Shanghai/Macau route in China.

“It’s hard keeping in touch with friends and family with a 12-hour time difference,” Karkman explains. “It was a 14-hour flight just to get to work each month.”

Earning her captain’s stripes also relieved some pressure in the cockpit. “The job is a lot easier from the left seat,” Karkman notes. “You don’t have to worry about being such a diplomat; you can just concentrate on managing the cockpit.”

ADJUSTING THE WAYPOINTS

Like many young pilots, Karkman initially worked as a flight instructor. After graduating from Embry-Riddle Aeronautical University with a Bachelor’s in Aerospace Studies and a Master’s in Human Factors and Systems, she continued to build hours at Comair Airlines, flying 30-passenger EMB-120s out of Orlando. When she amassed 1,600 hours, she qualified for her dream job at Trans World Airlines.

“Flying with TWA had been my goal since I was a little girl,” explains the Sweden native. “Back home, that’s the only airline you heard about, and it always looked so glamorous. Interning with them made me want to work there even more.”

After eight months flying a Boeing 717, however, Karkman was furloughed from TWA during the 9/11 backlash. “I couldn’t believe it,” she recalls. “I had worked so hard to get there. With just 10 days’ notice, it was all over.”

Working as a research pilot at Embry-Riddle helped Karkman return her career to the right trajectory. The SATS project (Small Aircraft Transportation System) allowed Karkman to extend her thesis work about how glass cockpits affect pilots’ precision on approach.

As a graduate assistant, Karkman had performed literature reviews on the subject for Steven Hampton, an associate dean of research in the College of Aviation. As a returning alumnus, Karkman rode with pilots to measure their accuracy with and without the superimposed grids. Both initiatives fed into NASA’s Highway in the Sky project.

“Glass cockpit displays look like computer games,” she explains. “You just fly through the boxes. I can see how they might help general aviation pilots fly more intuitively.”

NETWORKING MUSCLE

Karkman’s next career move, to Tradewinds Airlines, came via a friend who flew cargo for the FAA Part 121 operation.

“They were hiring on short notice, and I heard about it at the right time,” she recalls.

After paying her dues on the international rotation, Tradewinds evolved into Karkman’s new dream job. Flying cargo from the left seat quickly eclipsed her ideal of TWA passenger service.

“I’m really happy where I am,” Karkman explains. “I’m not looking for the next move.”

When pressed about future goals, she concedes to a long-term interest in combining research and fieldwork to improve aviation safety, perhaps with the National Transportation Safety Board.

By Rebecca Douglas • Photography by Logan Mock-Bunting



Susan Karkman ('98, '00, DB)

- Last year became first female captain at Tradewinds Airlines.
- Has a total of 3,370 hours of flight time: 1,567 PIC; 1,980 multi-engine; 1,120 jet.
- Is based in Greensboro, N.C., where she enjoys equestrian endurance riding and kite-surfing (parachute-propelled wakeboarding).

For now, though, Karkman is enjoying her respite from the career climb and she's ready to mentor other Embry-Riddle graduates—especially female pilots.

"I've gone through the process of getting started," she notes. "I know what it's like, and I'd like to make it easier for them." Toward that end, she spoke at the

Embry-Riddle Alumni Seminar during the 2006 Women in Aviation Conference last spring.

Dr. Hampton is not at all surprised by Karkman's rising profile. "She was always a self-starter who was willing to do what it took to solve a problem or get a job done," he recalls.



"The job is a lot easier from the left seat... you can just concentrate on managing the cockpit."

Tips from the Left Seat

Susan Karkman made it from Embry-Riddle's Daytona Beach campus to the captain's seat of an Airbus 300-B4 in less than five years. Here's her advice for those hoping to do the same:

COMPLETE AN INTERNSHIP

Karkman considered her unpaid internship at TWA an invaluable opportunity to learn about airlines "from the inside." "It was tough to pay for my room and board while I was there," she recalls, "but there were so many other benefits, it didn't matter in the long run."

USE THE CAREER SERVICES OFFICE

"People don't realize what awesome resources are in there," Karkman raves. "Embry-Riddle has personal contacts throughout the industry. When they help you get an interview, you're more than just another résumé."

NETWORK WHENEVER POSSIBLE

You never know who may help you land your dream job. "Join organizations like NBAA, go to conferences," she advises. "Someone who isn't hiring today may be in a few months." Karkman's research at Embry-Riddle afforded her contact with NASA and several leading aerospace companies.

MAINTAIN HEADING

"The career path of a pilot can be stressful, as you tend to spend a lot of time away from home and your schedule is terrible in the beginning," Karkman notes. "It's a long time before any real money comes, so it's easy to give up and take a job in another field that pays well. But if you're persistent, it really pays off."



Fueled for Success

Alumna April Widman ('04, EC/DL) lowers the boom on doubt and positions herself for the next great achievement

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



On a routine fueling mission, April Widman ('04, EC/DL) was lying on her stomach in the rear pod of a KC-135 Stratotanker, cruising at 30,000 feet in the air at about 500 miles per hour. Just as she lowered her tanker's boom into the aircraft's fuel receptacle—a critical and precise maneuver—she realized she wanted to earn a college degree.

It was an odd moment to make such an important decision—but for Widman, a perfectly fitting one. As an in-flight refueler, otherwise known as a boom operator or “boomer,” Widman has spent the past six years making precise maneuvers under adverse conditions look easy, which is exactly what her parents had prepared her to do from the very beginning.

“My parents have always advised me to do more for myself and put myself in a better position to succeed,” Widman says. “That is what motivated me to start college.”

But like all ideas that seem to come out of strange places, not everyone was enthusiastic about her plans. Friends and co-workers doubted she could

earn a degree while continuing her already-intense flight career. Such doubt was just added fuel for Widman.

“When they told me it couldn’t be done, I just had to prove them wrong.”

MISSION POSSIBLE

It is not too great a reach to see why Widman’s friends and colleagues were skeptical. She already had plenty to do. Widman, who began her career at Fairchild Air Force Base, Wash., was barely mission-qualified when September 11th happened. Soon thereafter, she was pushed through training to support the missions overseas. Widman spent the next four months at an air base in Saudi Arabia as a certified boom operator, delivering fuel to military aircraft.

Since that initial deployment, she has been overseas serving in Operation Southern Watch and Operation Northern Watch, and then in Operation Iraqi Freedom and Operation Enduring Freedom. “I maintained a pretty high deployment rate and was overseas for about 300 days in 18 months for the first two years,” she says. “It was a huge, huge adjustment for me, because my family and I are really close and it was difficult to be so far away from that support system.”

“Many times I have heard others say, ‘Oh, you’re just a girl.’ But I’m just a girl who has done a lot.”



PHOTO BY PRESTON MACK

To counteract her occasional homesickness, Widman called home nearly every day to hear the familiar words from her parents: “Yes, you can.” She considers her parents the most influential people in her life, and attributes her success to their unceasing encouragement. “I have always accomplished what I set out to do because they have always supported me 100 percent. They have taught me that anything is possible as long as I believe in myself,” she says.

A MACH-SPEED EDUCATION

Most of Widman’s career had been spent at mach speed, so when she decided to go to college, she wasn’t about to slow down. For the next year and a half, she pursued an accelerated education at the Embry-Riddle center in Spokane, Wash., and through Distance-Learning online courses. She credits Leroy Johnson, center director of operations, and Greg Robinson, former assistant center director, for being flexible with her schedule and helping her get the classes she needed when she needed them.

“I had a great experience with Embry-Riddle at the Spokane center,” she says. “I took a lot of classroom and online courses at one time, and was able to schedule most of them so they overlapped with each other, which meant that the finals and papers weren’t all at the same time.”

To meet the demands of her accelerated undergraduate classes and full-time flight schedule, Widman often studied in her available downtime, writing papers and preparing class presentations midair over Europe, Africa and the Middle East on her travel-worn laptop computer. She had little time for anything besides working at the base, flying overseas, attending classes, completing homework assignments and studying.

“It was a challenge because I had to give up everything to earn my degree. My friends will tell you that I disappeared for that year and a half because I never did anything outside of school and flying. It was difficult, but it was what I wanted,” Widman says.

Despite the sacrifices and hardships she endured, Widman is proud of earning a Bachelor of Science in Professional Aeronautics. “I think my biggest accomplishment was proving that I can fly and go to school at the same time,” she says. “Not only did I finish my degree, but I did it quicker than everyone expected.”

ABOVE AND BEYOND

Widman’s “study room in the sky” not only helped her graduate in record time, it also raised the bar of achievement for all Air Force crew members. In 2004, she was one of three crew members in the entire Air Force to receive the Staff Sergeant Henry E. “Red” Erwin Outstanding Enlisted Aircrew Member of the Year Award in the airman category. This annual award, given to career enlisted crew members, was named after a World War II Congressional Medal of Honor recipient who saved his fellow crewmen by throwing a white-hot bomb out of their B-29 airplane.

One of the reasons cited for Widman receiving the award was



her accelerated graduation and the example she set for others in the Air Force. She also wrote a paper critiquing an air refueling system that was submitted to the Pentagon for review. Add to these a natural leadership quality, a habit for completing duties above and beyond her rank, and a willingness to volunteer with the U.S. Special Olympics and various food drives, and you have the makings of an award-winning crew member.

“Whether it’s deploying to dangerous territory or teaching young boom operators how to refuel in the air, she excels at whatever she does,” says USAF Senior Master Sergeant Bruce Zahn, who recommended Widman for the Award.

In addition to the “Red” Erwin award, she earned the prestigious titles of Airman of the Quarter, Instructor of the Quarter, Airman of the Year, Instructor of the Year and Crew of the Year from Fairchild AFB.

“To me, it didn’t seem like I was doing much,” Widman says, “but to others I was actually doing a lot.”

MORE TO PROVE

Despite all she has accomplished, Widman shows no signs of slowing down. She will complete her MBA this fall and then apply for Officers’ Training School (OTS). She also will test for the rank of Tech Sergeant in February. “I have put myself in a position academically and professionally that I can choose my next career path,” she says. “My dad, a former Green Beret, encouraged me to put myself in a position to succeed. He is always annoyingly right like that.”



In a KC-135 Stratotanker, even the most routine fueling mission is an exciting adventure. April Widman ('04, EC/DL) lowers the tanker's boom into the waiting aircraft's fuel receptacle—a critical and precise maneuver she performs while cruising at 30,000 feet at about 500 miles per hour.

As Widman continues to move forward in her career and work toward new goals, she refuses to let anyone tell her what she can and cannot do. Confident in her own abilities, she strives to inspire others, especially other young women in the military.

“Many times I have heard others say, ‘Oh, you’re just a girl,’” she says. “But I’m just a girl who has done a lot.”

“My dad, a former Green Beret, encouraged me to put myself in a position to succeed. He is always annoyingly right like that.”





Jessy Panzer ('01, PC)

Lives in Byron, Calif.

Ratings/Certificates:
ATP; BE-300 and Learjet
type ratings; CFI for
single- and multi-engine
land, instrument and
helicopter

Airshows: 10

Flight time: 3,400 hours
(including 1,000 turbine
and 1,200 multi-engine)

On Cloud Nine

Embry-Riddle grad Jessica Panzer ('01, PC) falls head-over-tail in love with aerobatics

Summer means slacking for some alumni—long days at the beach and relaxed vacations with friends. Not Jessy Panzer ('01, PC). She spent almost every day last summer honing her already-sharp flying skills.

After an hour of pre-flight briefing, she'd fly for 40 minutes, then spend another one to three hours analyzing the flight with aerobatic teammates Eric Tucker and Nick Nilmeyer. Sometimes they flew four times a day—and Panzer savored every rigorous minute.

On the airshow circuit, the trio was known as the 2005 Stars of Tomorrow Flight Team. Together they wowed crowds in four cities (including Oshkosh, Wis.) with loops, wingovers, barrel rolls and hammerheads.

"It was the best summer of my life," Panzer recalls. "I would have flown with Eric and Nick forever. You really bond when you fly four feet off each other's wings."

PUT ME IN, COACH

Panzer joined the prestigious aerobatics team when a spot unexpectedly opened last May. Harry Barr, co-founder of Duncan Aviation and Panzer's longtime mentor, arranged her tryout in California with team founder Sean Tucker.

"Aviation is a small community; the airshow crowd is even smaller," she explains. "Harry heard through the grapevine that there was an opening, and I hopped on an airliner with one small duffel bag. In three days, my whole life changed."



By Rebecca Douglas • Photography by Markham Johnson

Although Barr had known Panzer for many years (her father flew for Duncan in the '80s), he gained increasing respect for her flying skills during the two summers she interned at Duncan.

"She's a very careful pilot," Barr stresses. "Even if I have already pre-flighted, she always does it again herself. I guess that's the Embry-Riddle way."

Panzer relished the chance to deliver parts in Duncan's Bonanza and Cheyenne during her first internship after her sophomore year. Off-duty flying was the hands-down highlight of her second internship the following summer. That's when Barr started inviting her to ride along as he practiced his aerobatic maneuvers.

"I like to get the kids up in something fun whenever I can," explains the 30-year airshow veteran.

As Barr anticipated, Panzer loved flying upside-down and "pulling Gs." "She's never been hesitant about speed or thrills," he muses.

After Panzer demonstrated proficiency in Barr's Piper Cub, he gave her almost unlimited access to his extensive aircraft collection—including a HyperBye, Christian Eagle and eventually the One Design she flew in airshows with the Stars of Tomorrow team.



The Stars of Tomorrow Flight Team of Nick Nilmeyer, Jessy Panzer and Eric Tucker bonded over hours of flying four feet off each other's wings. Nilmeyer was killed March 21, 2006, while landing his airplane after a practice session.

"I wanted to make sure she could handle a taildragger before she tried anything else," Barr recalls. "As she mastered every one, I realized what good hands she has."

THE ROAD TO STARDOM

After graduating from Embry-Riddle's Prescott Campus, Panzer worked as a flight instructor at Arrow Aviation in Colorado Springs. The U.S. Air Force Academy contracted Arrow to administer a portion of its undergraduate pilot training.

"It was basically a way of washing out the students who couldn't fly a Cessna or Cherokee before they had access to the jets," Panzer explains. "They were generally great students, and it was a wonderful way to build hours."

Now 27, Panzer flies corporate and charter flights in a King Air 350 for ACM Aviation in San Jose, Calif., and was beginning her Sabreliner 60 type rating. Before that, she worked as an air ambulance and charter pilot at Silverhawk Aviation in her hometown of Lincoln, Neb. At Silverhawk, she worked her way to the right seat of the company's Citation and the captain's seat of its King Air.

Panzer attributes much of her professional success to the training she received at Embry-Riddle. "You often see a different level of professionalism in pilots from other schools," she notes. "Embry-Riddle teaches a very standardized, disciplined approach to flying, which produces above-average pilots. You can often tell where pilots went to school by their procedures in the cockpit."

She also appreciates the breadth of Embry-Riddle's curriculum. "It really helps to know about both reciprocating and jet engines," she notes. In retrospect, Panzer also values the English and speech classes she dreaded. "You really do end up using it all," she laughs.

These days, Panzer has her sights set on moving up to ACM's Sabreliner or Gulfstream. Not surprisingly, though, her real passion still lies with aerobatics. She recently purchased her first aircraft—a Pitts S-1S—and was spending the beginning of this summer getting her altitude waiver back down to 250 feet.

At the EAA AirVenture Oshkosh 2005, the Stars of Tomorrow Flight Team wowed crowds with loops, wingovers, barrel rolls and hammerheads.



Practice Made Perfect

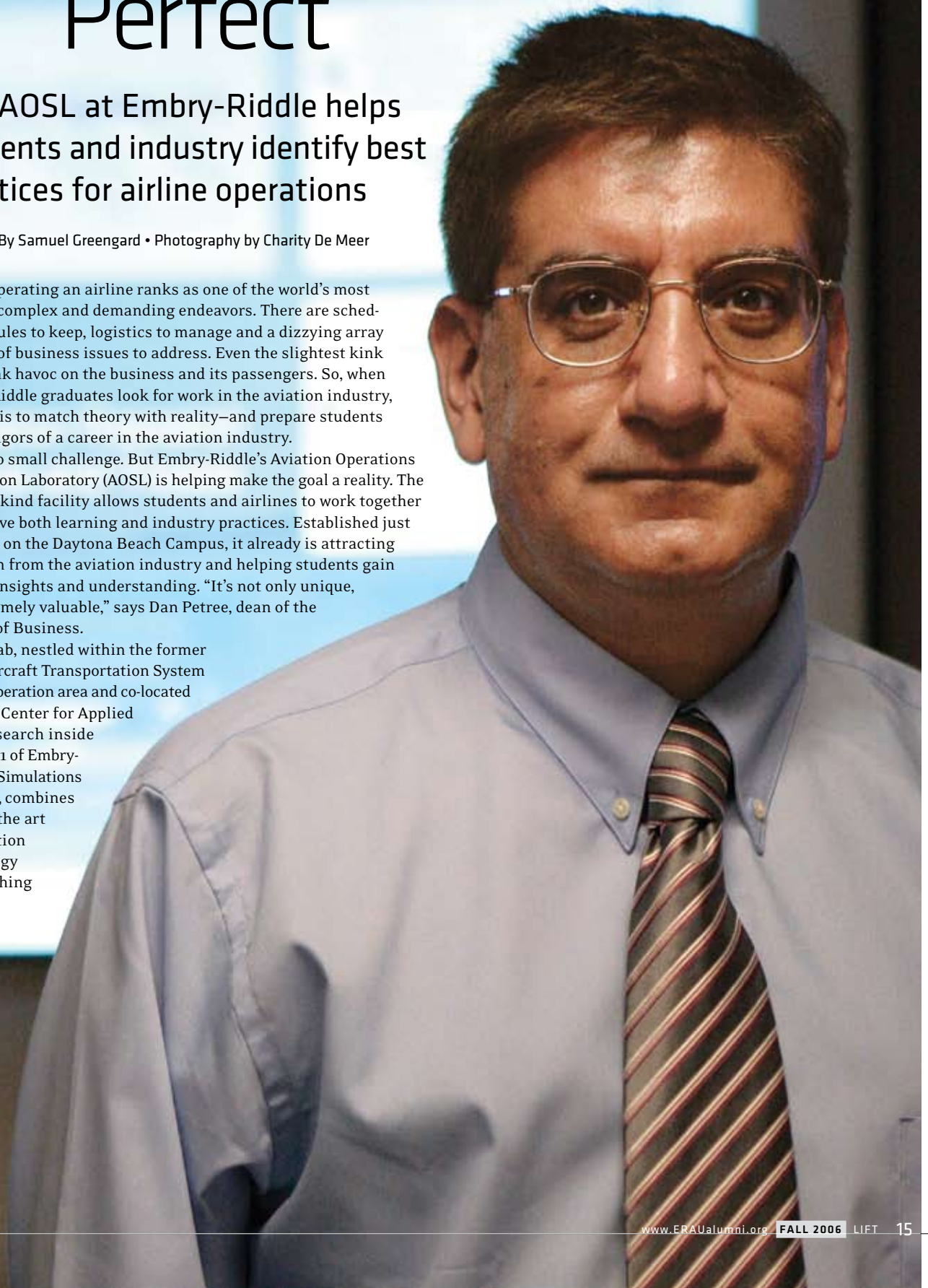
The AOSL at Embry-Riddle helps students and industry identify best practices for airline operations

By Samuel Greengard • Photography by Charity De Meer

Operating an airline ranks as one of the world's most complex and demanding endeavors. There are schedules to keep, logistics to manage and a dizzying array of business issues to address. Even the slightest kink can wreak havoc on the business and its passengers. So, when Embry-Riddle graduates look for work in the aviation industry, the goal is to match theory with reality—and prepare students for the rigors of a career in the aviation industry.

It's no small challenge. But Embry-Riddle's Aviation Operations Simulation Laboratory (AOSL) is helping make the goal a reality. The one-of-a-kind facility allows students and airlines to work together to improve both learning and industry practices. Established just last year on the Daytona Beach Campus, it already is attracting attention from the aviation industry and helping students gain greater insights and understanding. "It's not only unique, it's extremely valuable," says Dan Petree, dean of the College of Business.

The lab, nestled within the former Small Aircraft Transportation System (SATS) operation area and co-located with the Center for Applied ATM Research inside Room 101 of Embry-Riddle's Simulations Building, combines state-of-the-art information technology and teaching



methods to take learning to a higher level. Undergraduate and graduate students analyze and develop models for conducting business; run what-if scenarios; study performance data; and develop case studies, projects and theses. Outside partners, including AirTran Airways, use the lab to conduct real-world research and manage key business decisions.

“The lab offers a formal location for the development and evaluation of aviation/airline operational strategies and processes. It will be used as both a research and teaching venue across a number of disciplines,” says Massoud Bazargan, associate professor of Business in the College of Business. “The objective is to initiate and conduct studies for airlines and original equipment manufacturers (OEM) yet remain general enough in approach to be of interest to the wider aviation community.”

FLYING HIGH

The idea for the lab originated in 2004. That’s when the late Bob Baker, former chief operating officer for American Airlines, and Darryl Jenkins, a longtime aviation consultant and an adjunct professor at Embry-Riddle, suggested to university officials that the school create a learning experience that fits today’s business conditions.

Today, the lab includes a half-dozen desktop computers, a pair of application servers, weather and database servers, and a variety of other gear—all running off a high-speed Gigabit Ethernet network. Various departments use the lab to examine common industry practices and identify “best practice” improvements; re-examine the use of tools and systems in order to introduce more efficient procedures; test new procedures, processes and applications; and provide cross-disciplinary teaching resources.

101

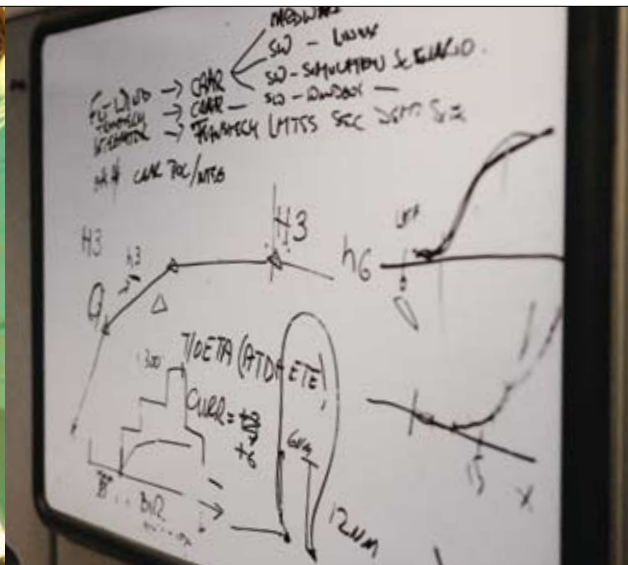
The AOSL combines state-of-the-art information technology and teaching methods to take learning to a higher level.

To be sure, the heart of the lab is its information technology. Computers, software, and air traffic, meteorological and travel databases allow researchers to develop sophisticated and highly realistic simulations. For example, one study examined boarding patterns for a Boeing 737-700 aircraft configured with 12 business class and 125 economy class seats. Alumnus Victor Cole ('06, DB) and graduate student Juan Ruiz ('01, '06, DB) examined different possibilities for speeding the process—including boarding by seat position (window, middle and aisle) rather than from rear to front or randomly.

The project, sponsored by AirTran, offered a realistic learning experience. “Students gain the experience needed to further their careers while the industry benefits from simulation research,” says Ruiz, who is completing his MBA at Embry-Riddle. Adds Mark Talaga ('05, DB), another graduate student who worked on a separate AirTran project designed to provide cost-benefit analysis on super tugs at Hartsfield-Jackson Atlanta International Airport: “Simulations provide an invaluable experience.” Talaga, who earned his MBA from Embry-Riddle, now works for United Airlines.

For companies such as AirTran, it’s a winning approach. “The airline industry has always lagged in applying the latest industrial engineering techniques and technology,” says Jim Buckalew, director of maintenance planning at AirTran. “With the AOSL, decision-makers can see the cost and benefits of each proposal for investment through simulation modeling. Seeing the model run and being able to adjust variables on the fly to exercise different scenarios far exceeds the value of spreadsheets.”

As a result, AirTran has turned to the AOSL to review its efficiency in several complex operational areas, including labor distribution, passenger boarding strategies



and ground equipment utilization. AOSL also is equipped to address other challenges including optimizing scheduling to achieve the best staffing levels and reduce aircraft downtime; developing strategic line maintenance systems to solve capacity planning problems; better understanding runway capacity and potential layouts that could improve traffic flow; and examining small aircraft transportation systems that could reduce bottlenecks and airport congestion by relying on regional airports.

“We examine problems and attempt to model them within the overarching discipline of business,” Petree says. “We examine the financial implications, efficiency implications and the value added for aviation operators around the world.”

GROUNDING IN SUCCESS

With all those applications behind it, AOSL is more than a classroom. Its benefits extend across the entire industry, Bazargan says. Airports benefit by analyzing runway layouts, utilization patterns, traffic flow and weather disruptions. Through joint research, government agencies gain insights and information for FAA planning, Department of Transportation projects and Department of Homeland Security initiatives. And aviation manufacturers come out ahead by better understanding supply-chain management, logistics, bottleneck analysis and location analysis.

“Companies have an opportunity to take advantage of tools and capabilities that aren’t available anywhere else,” explains Florian Hafner, a senior researcher with the Center for Applied ATM Research at Embry-Riddle.

For example, the AOSL will offer a real-time simulation platform for dispatchers, who face challenging conditions when managing airline gates and schedules. “Companies have the opportunity to install tools and then have dispatchers use those tools based on realistic simulated input. They’re able to evaluate how their tools and systems work and how they might change and improve things,” he adds.

The AOSL also is currently being considered as the airline operations component within a real-time simulation network called Aviation SimNet. This will eventually allow distributed simulations where the AOSL’s airline dispatch operations capabilities are used in parallel with other ATC, tower and flight simulations from around the world, including NASA and MITRE.

In fact, many aviation companies lack simulation modeling systems as well as the hardware and software platforms to conduct such studies. They’re also looking for objective analysis, which often isn’t possible using local resources and private consulting firms. Too often, these private firms lack the objectivity and credibility that an academic institution such as Embry-Riddle can provide. The research projects typically involve faculty, technical staff, and both graduate and undergraduate students. The multidisciplinary approach means that technical, business and practical aspects aren’t overlooked.

The future of AOSL appears bright. In addition to AirTran, several airlines and aviation companies, including Lockheed-Martin, have indicated that they are interested in using the lab’s services or have started to collaborate with it. “We believe that we have only begun to scratch the surface for these technologies and this approach to problem-solving,” Petree says. Embry-Riddle hopes to find the funding and expertise to expand the lab and its capabilities in the months and years ahead. “We believe that clients will entrust us with handling increasingly complex and valuable problems,” Petree says.

Just like the real world of airline operations.



Tracy Doryland honored by alumni

At their 20-year class reunion in 2004, the 1984 Aeronautical Engineering (AE) class at the Prescott Campus launched a fundraising plan to name the Wind Tunnel Laboratory in honor of Professor Tracy Doryland, founder of the campus' AE Department.

Just two years later, in April 2006, a surprised and touched Prof. Doryland, along with his



wife, Nancy, looked on as the class unveiled the Tracy Doryland Wind Tunnel Lab.

The proceeds dedicated to name the lab will provide resources for the Wind Tunnel Equipment Fund, which will be used to enhance the tools and equipment needed for aerospace engineering education and hands-on research.

To make a gift to the Tracy Doryland Wind Tunnel Laboratory Equipment Fund, contact the Development Office at (928) 777-4210 or Steven.Bobinsky@erau.edu.

PLANNED GIVING

Did you know...:

- you can make a significant gift to Embry-Riddle without affecting your current income or cash flow?
- a bequest is the easiest way to make sure that the things you care about will be provided for in the future?

To find out even more ways you can give to Embry-Riddle, go to www.erau.planyourlegacy.org or call Jamie Belongia, director of Gift Planning, at (386) 226-7205.

A perfect fit

Couple turns personal goals into opportunities for deserving students

Bob and Jenny Crouch know a thing or two about synergy. They spent a combined 60 years with Boeing Commercial—Bob mostly as a mid-level manager and Jenny as a human resources employee and manager—bringing the right pieces together to get the best results. So when they considered making a planned gift to Embry-Riddle, they knew what they were looking for: the right fit.

According to Bob, it didn't take long to find it. "As soon as we started thinking about it, the idea that we wanted to give to our new retirement community of Prescott combined with our belief in the importance of education and the fact that we'd both worked in aviation at Boeing and had previous connections with Embry-Riddle in hiring good people from there. It was just three or four pieces that made it a perfect fit."

For Jenny, it mostly came down to the people. "Everyone we've contacted has gone out of their way to spend time with us," she says. "We are so happy with Embry-Riddle and the things they are trying to do."

After checking out the Web site and reviewing their options with Embry-Riddle's Director of Gift Planning Jamie Belongia, the Crouches decided to bequeath a portion of their retirement assets to a scholarship fund for deserving underrepresented students.

"We wanted to make a difference in students' lives by helping them get started," Jenny says.

Bob was impressed by the number of giving options available. "Jamie looked at our situation and provided us several alternatives on how best to accomplish the giving that we wanted to do. It was tailored to us with so many options that we felt really good about it."

Another thing they feel good about is the quality of education Embry-Riddle offers. "One of the things that encouraged me," Bob says, "was the broad curriculum. It was not just focused on becoming a pilot or aeronautical engineer."

In fact, both were impressed enough that they've set a couple other goals related to Embry-Riddle: They hope to encourage their grandsons to attend when it's time to choose their education. For Jenny and Bob, and for Embry-Riddle, that would be the best gift of all.



PHOTO BY MICHAEL MERTZ

Building a better Embry-Riddle

Robertson Research Group gives \$500,000 to Prescott Campus

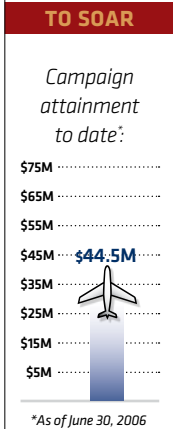
The Robertson Research Group of Tempe, Ariz., recently provided a gift of \$500,000 to assist in funding construction of the new Chris and Steven F. Udvar-Hazy Library and Learning Center on the Embry-Riddle Aeronautical University Prescott Campus.

Harry Robertson, CEO of Robertson Research Group, is a longtime supporter and trustee of Embry-Riddle. Along with his son, David, Harry Robertson has contributed resources for scholarships, capital and other specific projects at both the Prescott and Daytona Beach Campuses.

"The aviation and aerospace industry has been good to the Robertson family," Harry says. "I'm honored to pay back the industry by assisting the best aviation and aerospace educational institution in the world. I believe in helping to educate and to provide the tools to do it."



Harry Robertson (left) has been a longtime supporter of projects on both the Prescott and Daytona Beach Campuses.



Embry-Riddle's true blue & gold

Embry-Riddle's second annual Blue & Gold Gala dinner/auction for athletics raised more than \$60,000 to support student athletes at the Daytona Beach Campus.

"On behalf of the University, Eagle Athletics and our student athletes, I would like to thank everyone who attended the Gala, donated auction items and helped sponsor the event," says Director of Athletics Steve Ridder. "We are proud to host the Gala and showcase our fantastic university to friends of the athletics program."



Joe Ritchie (center) delivers a \$10,000 check to Embry-Riddle Athletic Director Larry Stephan (right) and Women's Soccer Coach Megan Luckett.

Women's soccer team scores big

The Embry-Riddle Prescott Campus women's soccer team scored a huge goal when Joe Ritchie, father of sophomore captain Amanda Ritchie, handed Coach Megan Luckett a check

for \$10,000 to purchase a scoreboard for the Varsity Soccer Field. "This is the last step in finishing the field," says Athletic Director Larry Stephan. "We now have one of the best soccer facilities in the state."

The donation came through the hard work and collaboration of Joe Ritchie and ARCO AM/PM store owner and donor Russ Scaramella. Amanda worked for Mr. Scaramella during high school and obviously made a solid impression on him with her work ethic and overall personality.

"The Ritchies have been tremendous supporters since Amanda joined the team," Luckett says.



Your signature can save them \$4,000

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

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

All you have to do is sign our Alumni Endorsement Grant form and submit it to us no later than **January 15, 2007** (for students seeking Fall 2007 admission).

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

PHONE: 888-409-3728

E-MAIL: univadm@erau.edu

WEB: www.erau.edu/endorse

Thanks for helping.

The First Name in Research: Setting our sights on aviation and aerospace solutions

The stakes have never been higher for the United States to maintain its role as a global leader in aviation and aerospace. According to Aerospace Industries Association estimates, nearly 10 percent of the U.S. economy is directly tied to aviation. Add to that a rising demand for safer, more efficient, more secure transportation services, and that percentage is likely to keep growing well into the foreseeable future.

The key to staying on top? Research, and more of it. Most industry experts agree that investing in research

and technology development is priority one for keeping U.S. aviation and aerospace companies at the leading edge.

In step with this industry need, Embry-Riddle is advancing an ambitious research agenda to ensure that innovation and solution-oriented projects remain a staple of its programming.

We asked Christina Frederick-Recascino, associate provost, to talk about how Embry-Riddle is working to become the first name in applied aviation and aerospace research.



Christina Frederick-Recascino

ASSOCIATE PROVOST

Embry-Riddle has worked hard in recent years to position itself in research activities that target current and future developments in the aerospace industry. Currently, the university has several thriving research centers. The oldest is the Center for General Aviation Research (CGAR), funded by the FAA. Led by Center Director Steve Hampton, the center has secured more than \$10 million in funding over the past five years. CGAR efforts have produced cutting-edge training for glass cockpit aircraft through the ERAU-led FAA/Industry Training Standards project.

Two other Embry-Riddle centers, the Center for Advanced Air Traffic Management Research (CAAR) and Eagleworks, have newer foundations, but also are putting Embry-Riddle research on the map.

At CAAR, Director Ian Wilson has put together a highly skilled staff of computer and software engineers who tackle pressing airspace issues by developing simulation-based solutions for air traffic, weather and airline/airport operations. Right now, CAAR is engaged in a project to redesign the airspace in the central zone of Chile.

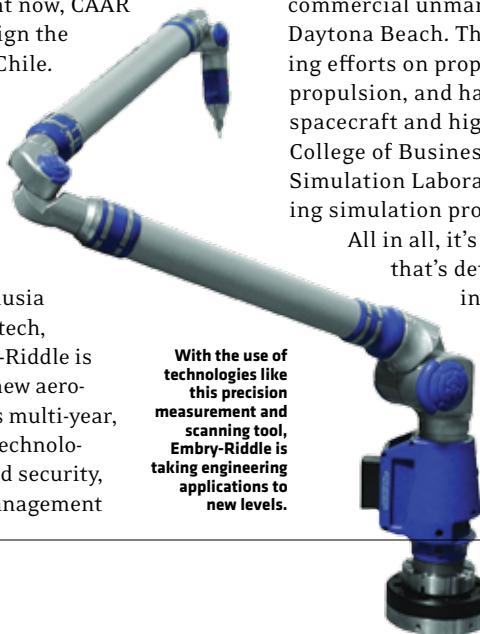
CAAR also is leading what might be the most exciting and potentially transformational research project the university has ever engaged in: the Integrated Airport project. In partnership with Daytona Beach International Airport (DBIA), Volusia County, Lockheed-Martin, Transtech, ENSCO and Mosaic ATM, Embry-Riddle is building a national test bed for new aerospace technologies at DBIA. This multi-year, \$30 million effort will test new technologies related to airport and ground security, airport operations, air traffic management

and weather, in real time at a working commercial airport with no disruption to service.

Eagleworks specializes in engineering applications and has been recognized for its international expertise in integrating cutting-edge diesel and rotary engine designs into existing aircraft. Director Peter Pierpont is guiding this lab to new projects that involve testing systems for unmanned aircraft and integration of new or experimental systems onto existing aircraft platforms. Eagleworks has enabled researchers throughout the Daytona Beach Campus to become involved in exciting research endeavors.

Our research activity extends to our colleges too. Our Colleges of Arts and Sciences have developed an international reputation for space science research, and in Prescott we are leading efforts related to border security and intelligence studies. The Colleges of Aviation are moving forward in the exploration of unmanned aircraft, highlighted by our first annual commercial unmanned aircraft conference last fall in Daytona Beach. The Colleges of Engineering are focusing efforts on propulsion systems, including exotic propulsion, and have applied these efforts to aircraft, spacecraft and high-performance land vehicles. The College of Business, through the Aviation Operations Simulation Laboratory (see story on page 15), is providing simulation projects to airlines such as AirTran.

All in all, it's a great beginning for a university that's determined to become the world leader in applied aviation and aerospace research. If we stay the course in the coming years, I expect Embry-Riddle to be the first name that leaders of government and industry think of when they need a university partner to solve current and future aerospace problems.



With the use of technologies like this precision measurement and scanning tool, Embry-Riddle is taking engineering applications to new levels.

Career 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 online at the eaglesNEST "Class Notes" pages at any time. Please also submit them to Ashlee Ilg ('03 DB) at ashlee.ilg@erau.edu to be included in *Lift* magazine.

1970s

James Kerr ('70, DB) retired from a 33-year career in Airport Management. He is now a homeland security project manager at Waukesha County Technical College in Pewaukee, Wis.

Charles Pittinger, Jr. ('71, DB) retired after 25 years as a licensed professional engineer at NASA Headquarters in Washington, D.C. He lives in Finksburg, Md., with his wife of 34 years, Beverly.

Capt. Mark Schwartz ('71, DB) retired from Southwest Airlines in October 2005 after a career including nine air carriers and more than 31,000 hours of PIC time in the B-737, B-727, DC-9, MD-80 and DC-3. He also holds a Gold Seal CFI.

Peter Behrle ('72, DB) is the superintendent of Ogdensburg Correctional Facility in Ogdensburg, N.Y.

Robert Stambovsky ('72, DB; '85, EC) is an adjunct professor at Embry-Riddle. He flies an ex-RAF Jet Provost T5 at Stambo Aviation in Lancaster, Calif. He is available for airshows, jet demo flights, flight test chases and photo missions.

Hugh Mills ('74, DB) wrote a book, *Low Level Hell*, which was published in 1992.

Ron Fisher ('75, DB) is an air traffic manager of the Tallahassee Air Traffic Control Tower. He also volunteers as an FAA aviation safety counselor, providing CFI services and managing two six-place aircraft for local law firms. He and his wife live in Tallahassee, Fla.

John S. Hook ('75, DB) flew King Air 200s in Afghanistan and Pakistan for eight weeks in support of PACTEC Aviation's humanitarian effort to help with earthquake relief.

Mori Hosseini ('78, '79, '82, DB) received the Ellis Island Medal of Honor on May 13, 2006. He is the chairman and CEO of ICI Homes and a member of the Embry-Riddle Board of Trustees.

1980s

Patrick Hassett ('80, DB; '85, EC) was the volunteer chief of mission aide to the Republic of Korea Olympic team at the 2006 Torino Winter Olympic Games.

Jeff Titus ('81, DB) is a first officer with Continental Airlines and flies the B-777. He lives in Allentown, Pa., with his wife, Valerie, and two children, Kayla, 15, and Steven, 11.



Eric Von Gruber ('81, DB) is a planned giving manager for the Experimental Aircraft Association in Oshkosh, Wis.

Pedro Febles ('82, DB) is a credit manager for The Westin Paris Hotel.

Laurie A. Grech DeGarmo ('82, DB) retired from the U.S. Air Force after 23 years of service on her birthday, Jan. 6, 2006. She plans to travel to the Singapore and Chilean airshows before beginning a second career.

John Maris ('83, DB) is president of Marinvent Corporation. He was named as a 2005 Aviation Week and Space Technology Laurel in the Information Technology/Electronics category.

Richard Stutz ('84, '87, '92, EC) is the director of Frequency Management at Aviation Spectrum Resources, Inc. in Annapolis, Md.

Randall Cohen ('85, '01, DB) has relocated to Huntsville, Ala., to work as manager of the Strategic Project Office on the GMD program. Prior to this assignment, he was the fleet resource manager for the International Space Station program at Kennedy Space Center in Florida. He and his wife, Megan, live in Madison, Ala. (Correction to previous posting in Spring 2006 issue of *Lift*.)

Timothy Hughes ('87, DB) is the vice-chair of the Board of Directors for Minnesota Rivers Revitalization, Inc.

Jeffrey T. Sutton ('88, DB) is the vice president of London Aviation Underwriters, Inc., and was named a company director.

Peter Trimarche ('88, DB) is working on his MAS at the

Embry-Riddle Department of Distance Learning Center in Memphis, Tenn. He is a DC-10 first officer and second officer standards check airman and FAA-designated examiner for the Flight Engineer-Turbojet Rating at FedEx. He and his wife, Donna, live in Olive Branch, Miss., with his 7-year-old daughter, Carly.

Matthew Barrett ('89, DB) is a trial lawyer and was elected to the City of Amherst, Ohio, Council-at-Large. He and his wife, Wendy, have four children.

Bob Chapman ('89, DB) is an A320 first officer for JetBlue at JFK. He lives in Daytona Beach, Fla.

Benjamin W. DuBois, II ('89, DB) flies for USA3000 airlines out of Cleveland, Ohio. He was recently promoted to Major in the Air Force Reserves and is the director of operations of an Airlift Control Flight. He was married in January.

Bill James ('89, DB) is a director of engineering for Airbus North America Engineering, Inc., based in Wichita, Kan.

David Lincoln ('89, DB) is a first officer for Delta Air Lines on the 757/767, based in Atlanta, Ga. He lives in Cumming, Ga. He also flies with the Coast Guard Auxiliary and Angel Flight of Georgia as a volunteer.

1990s

Chris Curran ('91, DB) is a captain on a Falcon 20 at VF Corp. in Greensboro, N.C.

Chris Furlan ('91, DB) is completing his J.D. at the University of Miami. He won a scholarship from the American Bar Association for a paper submitted on airline ownership and control restrictions.

Margo (Van Tassel) Mee ('91, DB) is the head of the Inside Sales Department for Haws Corporation in Sparks, Nev. She and her husband, Jay, have a 3-year-old daughter, Baylee, and a 1-year-old son, Hunter.

Kevin McLemore ('92, EC) retired from the U.S. Army as a Chief Warrant Officer Five after 25 years of active duty service, including Operation Desert Storm in Iraq, Operation Uphold Democracy in Haiti and Operation Iraqi Freedom. He will be a helicopter pilot for

Blackwater Aviation overseas. He and his wife, Kelle, have three children and live in Clarksville, Tenn.

Michael J. O'Donnell ('92, DB; '00, EC) is the executive director of the Division of Aeronautics for the South Carolina



CAMPUS LEGEND:

- CL *Clewiston Field, Fla.*
- MC *Miami Campus*
- DB *Daytona Beach, Fla.*
- PC *Prescott, Ariz.*
- EC *Extended Campus*
- RF *Riddle Field*



Department of Commerce. He is also an aircraft accident investigator, a private pilot and has served as an adjunct professor teaching aviation-related courses.

Jon Osterholm ('92, DB) is a contracted technical writer at New Piper Aircraft through Orlando-based contractor TAD PGS. He and his wife, Charlene, moved to Vero Beach, Fla., to work at New Piper's headquarters.

Anthony Velasquez ('92, DB) is a project manager for the Information Systems Department of VISA International-Latin America and the Caribbean region.

Carlos Bott ('93, PC; '97, EC) is the lead programmer and developer for "Babylon 5: Starship Commander," a PC computer game released in 2006. He also teaches math and computer science as an associate professor for the University of Maryland University College at Misawa Air Base, Japan. His daughter, Ylena Maria Pauline, was born July 18, 2006, in Pasig City, Philippines.

LCDR Brian Ferguson ('93, DB) is the operations officer and threat aircraft instructor at Fighter Squadron Composite Thirteen (VFC-13), the U.S. Navy's Aggressor Squadron located at NAS Fallon, Nev. He is a graduate of Topgun, and flies the F-5 Tiger II as an adversary

instructor pilot. He and his wife, **Susan (Tworek) Ferguson**, ('91, DB), have four children and live in Nevada.

Raul Macias-Sanchez ('93, DB) is a 737-800 captain for Air Europa in Spain.

Stephen Scates ('94, PC) started his own company, Jet Aeronautical, in August 2005. The company conducts

Citation & King Air Initial & Recurrent Training, in addition to Turbine Transition, CRM, Flight Physiology and RVSM courses.

Laird Abbott ('95, PC) is a Major in the U.S. Air Force and is assigned to the Air Force Institute of Technology to earn a Master's degree in Systems Engineering.

Kenny Kovacic ('95, DB) is a Major in the U.S. Army and flies a Citation II as a corporate pilot for Hargray Communications, based in Hilton Head, S.C.

Maj. Hollis R. Payne, Jr. ('97, DB) was named the U.S. Air Force 85th Group Field Grade Officer of the Year. He is a maintenance operations officer assigned to Keflavik Naval Station, Reykjavik, Iceland.

Rhet Cantrell ('98, PC) is the chief pilot for Air Associates Charter, Inc., based in Olathe, Kan.

Capt. Hector Fernandez ('99, DB) is an ROTC instructor at Virginia Tech. He has a 1-year-old son, Nicholas.

John McKinnie ('99, '03, EC) is a manager of Aircraft Maintenance Programs (Boeing Team) at FedEx Express.

2000s

Clay Clary ('00, DB) was promoted to Lieutenant in the U.S. Coast Guard on Sept. 27, 2005. He is a first pilot on the HH-65B Dolphin at Coast Guard Air Station Los Angeles.

Bryan Colbert ('00, EC) was promoted to Senior Master Sergeant on Aug. 1, 2005.

Drew Garrett ('00, DB) is the national account manager for Aviall Services, based in Dallas, Texas. He lives in Denver, Colo.

Michael Brestensky ('02, DB) is a CRJ 200 first officer for Air Wisconsin Airlines Corporation.

Liza Francis ('02, '04, DB) is the charter coordinator in the AirTran Airways Charter Department in Orlando, Fla.

Mike Krizansky ('02, PC) is a lead engineer with General Electric-Aviation, in the Airfoils Center of Excellence in Cincinnati, Ohio.

Capt. Scott Nahrgang ('02, EC) is a Major in the U.S. Air Force and moved to Elmendorf AFB, Alaska, to become the Chief of Intelligence for the 3rd Wing. He married Ashley Burleson on June 9, 2005.

Michael Brugger ('03, DB) received his commission as a U.S. Navy officer after completing Officer Candidate School (OCS) at Officer Training Command in Pensacola, Fla.

Family News

1960s

Harold Kosola's ('63, MC) daughter, **Kim (Kosola) Heinzer** ('95, '00, DB), and son-in-law, **Eric Heinzer** ('95, '97, DB), had a son, Stephen Andrew, on Feb. 27, 2006.

1980s

1 Steve Anthony ('86, DB) and his wife, Pamela, had their third child, Sadie, on Sept. 13, 2005. They also have a 6-year-old son, Noah, and a 3-year-old daughter, Holly. Steve is a district captain with the North Carolina Marine Patrol in Morehead City, N.C.

1990s

2 Lawrence W. Londer ('90, DB) had a grandson, Ryan Davis Simmons, born on Jan. 8, 2006.

Joe Waters ('90, DB) and his wife, Kirsten, had their fourth child, Henry James, on June 12, 2005.

Jessica (Zock) Watson ('92, DB) and her husband, Mike, had a baby girl, Mikayla Lorraine, on March 20, 2005. Jessica is an advanced airmanship instructor at CAE SimuFlite in Dallas, Texas.



Todd Engelman ('93, DB) and his wife had a son, Neal Alexander, on April 24, 2006.

3 Barry McHugh ('93, DB) and **Stephanie (Gibson) McHugh** ('93, DB) had their first son, Leland, in July 2005. Barry is a CRJ first officer for Comair and Stephanie is a senior director of business analysis for Marriott International and earned her PMP certification.

Rodney Roberts ('94, DB) and his wife, Melissa, had their first baby in April 2006. Rodney is a 737 first officer for Southwest Airlines in Chicago, Ill.

4 Ami (Gregory) Guilliams ('95, '96, DB) had a son, Isaac Raymond, on Dec. 27, 2005. He joins his older brother, Elijah.

Andrew Olarte ('98, DB) survived his battle with cancer and returned to the flight deck after more than a year of treatments and an FAA Observation Period. He was promoted to captain at ExpressJet in January 2006. He is married with a 3-year-old daughter, Lourdes Bernadette.

5 Arturo Rodriguez ('98, DB) and Dr. Lilba Piña had their first child, Roberto Arturo, on Sept. 28, 2005. Arturo is a maintenance safety & compliance auditor for Executive Airlines in San Juan, Puerto Rico.

6 Ryan Kagey ('99, DB) and his wife, **Jaclyn (Vatalaro) Kagey** ('00, DB) had a daughter, Lorelai Lee, on Sept. 26, 2005. Ryan is an EMU shift processing manager for United Space Alliance at Johnson Space Center's Neutral Buoyancy Lab (NBL) in Houston, Texas.

2000s

Eric Jernigan ('02, EC) and his wife, Claudia, had a daughter, Amanda Janelle, on July 4, 2005, at RAF Lakenheath, England.

Teri Luke ('03, EC) is a quality assurance specialist overseeing the Coast Guard's C-130H Aircraft Maintenance Program in Birmingham, Ala.

3 Kimberly Walsh ('03, EC) is retired from the U.S. Air Force and is the mechanic/crew chief for airshow performer Mary Dilda's aircraft *Two of Hearts*, an SNJ-6 built in 1945.

Master Sgt. Howard W. Loken ('04, '05, EC) was awarded the Defense Meritorious Service Medal for service in Afghanistan during Operation Enduring Freedom VI rotation.

Emily Concher ('05, DB) is a buyer in the procurement services department of Dassault Falcon Jet.

Weddings & Engagements

1990s

4 Shirley Bacon ('92, DB) married Mark Franko on Sept. 3, 2005. They are aerospace engineers and deputy program managers for the U.S. Navy's F/A-18 Program in Patuxent River, Md. Shirley is the deputy for the U.S. Navy's Active Electronic Scanned Array (AESAs).

5 Luann (Schweitzer) Abrams ('96, PC) married Matt Abrams on Oct. 7, 2005. She is a certification manager at Columbia Aircraft.

6 Franco Salluce ('97, PC) was married on June 11, 2005. He is a co-captain of a Dassault Falcon 900. He and his wife, Jennifer, live near Sacramento, Calif.

Mark Allen Blackman ('99, DB) married Jennifer Anne Ambrose on April 14, 2006. He is a chief pilot at Air America, based in Daytona Beach. They live in Ponce Inlet, Fla.

2000s

Melissa (Esch) Sprague ('01, DB) married Mark Sprague on July 29, 2005. They both serve in the U.S. Air Force.

Mark Parker ('02, DB) and **Colleen Martin** ('02, DB) were married on April 8, 2006, in Dallas, Texas, where they are currently based. Mark flies Lear Jets and Falcons for AmeriStar and Colleen flies a Citation VII for a corporation based at Love Field.

Michael Spurr ('03, DB) will be married on Oct. 7, 2006. He flies a Caravan for Mountain Air Cargo and

is contracted to FedEx.

Shannon Nicole Todd ('03, DB) married Clinton Burns on July 30, 2005. Shannon is a contracts accountant for the Louis Berger Group, Inc. They live in Greenbelt, Md.



1950s

Arthur W. Childs ('54, MC) April 12, 2006

1980s

Scott Owen Kjelgaard ('80, DB) April 16, 2006
Vaden Burdette Francisco ('81, EC) Feb. 10, 2006
Anthony Fornasa ('82, DB) Dec. 21, 2005
Joseph Lougee ('84, EC) March 14, 2005
Robert O. Clark ('87, EC) Feb. 3, 2006
James Anthony McIsaac ('87, PC) Feb. 12, 2006
Michael Jay Kealhofer ('88, EC) Nov. 13, 2005

1990s

David E. Benson, Jr. ('94, DB) Jan. 19, 2006
Louis F. Polk ('94, DB) March 5, 2006
Walker Bowman ('97, EC) April 12, 2006
Retired Cmdr. David LeRoy Roark ('98, EC) Jan. 10, 2006
Brian T. Dau ('99, EC) Sept. 18, 2005

2000s

Joel Matthew Menzel ('05, PC) March 10, 2006
John Shaw Vaughn ('05, DB) June 7, 2006
Craig Brooks ('06, PC) March 5, 2006
Robert Lockhart ('06, DB) March 28, 2006
John Nathan Timmes ('08, DB) May 13, 2006
Laura Alexandra Breen ('09, PC) March 10, 2006
Zachary Grant Rutledge ('09, PC) March 10, 2006

IN MEMORY



James "Jim" E. Lewis
 (Aeronautical Science Professor, Daytona Beach) April 10, 2006

Robert McKay (Embry-Riddle Board of Trustees) June 26, 2006

Robert McKay was a good friend and strong supporter of the university. A son of Isabel and John McKay, the family who owned and operated Embry-Riddle in Miami, McKay served on the Embry-Riddle Board of Trustees in the 1960s.

If you'd like to contribute to the McKay Scholarship Fund at Embry-Riddle, contact Jamie Belongia at (386) 226-7205 or Jamie.Belongia@erau.edu.

William H. Rablen (Embry-Riddle Board of Trustees) Jan. 2, 2006

Lt. Gen. Kenneth L. Tallman

(Embry-Riddle President from 1985-1991)
 March 6, 2006



In the tradition of Jack R. Hunt, Lt. Gen. Kenneth L. Tallman continued to expand academic programs and strengthen connections to the aviation industry. Under his leadership the university added a school of graduate studies, an electrical engineering degree program and the engineering physics degree. Tallman came to Embry-Riddle following a 35-year military career that included service as superintendent of the U.S. Air Force Academy. He was interred at Arlington National Cemetery in Virginia on April 11, 2006.

To contribute to the Kenneth L. Tallman Endowed Scholarship at Embry-Riddle, contact Jamie Belongia at (386) 226-7205 or Jamie.Belongia@erau.edu.



Embry-Riddle alumni were reunited at the Women in Aviation Conference this spring in Nashville.

Women in aviation

Alumni woke up to a special breakfast event held in conjunction with the annual Women in Aviation Conference on March 24, 2006, at the Gaylord Opryland Resort & Convention Center in Nashville, Tenn.

The event featured presentations by an alumni panel, including Lisa Spencer Anderson ('03, DB) from the National Capital Alumni Chapter and Battelle; Susan Karkman ('98, '00, DB), a captain for Tradewinds Airlines; and Raul Regalado ('72, DB), president and CEO of the Metropolitan Nashville Airport Authority.

Two students, Mollie Skiba, chapter president of the Ninety-Nines on the Daytona Beach Campus, and Megan Simoneaux, chapter president of Women in Aviation on the Prescott Campus, were sponsored by the Office of Alumni Relations to attend the conference.

ALTIMETER

More news and events at Embry-Riddle this quarter:

- **Milton "Bud" Walker ('79, DB) received the 2006 Alumni Award for Distinguished Service in recognition of his dedication to his alma mater and his nation as a medevac pilot in the Iraq theater of operations.**

Message from the Executive Director

In the same way that cell phones and online shopping have become a normal way of life, we believe that we are experiencing the next wave of thinking when it comes to alumni-relations culture. What was once considered the "right" way to involve and interact with alumni—hosting events in heavily populated areas and designating one central leader—might not work as well as it once did. Technological advancements and highly mobile alumni have created a demand for a more versatile and streamlined approach to keeping alumni in touch with their alma mater.

The Office of Alumni Relations is excited to announce that we have been actively developing a plan to do just that.

Because many Embry-Riddle alumni have a positive effect on others with whom they work and socialize, there is great potential for them to develop "natural affinities." Alumni in a common profession, industry or company are likely to have affinities along those lines, just as they might through involvement with a university club, athletic team or degree program. As these natural affinities deepen and expand, they may become a university-recognized Alumni Affinity Group.

In fact, in partnership with interested alumni, we have just established three new Alumni Affinity Groups in Hawaii, Madrid and Singapore.

Members of these loosely defined but strongly connected groups can benefit from rich opportunities for mentoring, professional development and career networking while supporting their alma mater through various alumni relations programs.

As we focus on establishing new affinity groups, we will continue to support active alumni chapters and clubs for their valuable support. We will share more information on this tremendous opportunity through the eaglesNEST, at www.ERAUalumni.org, as it becomes available.

Sincerely,

Wayne Munson
Executive Director of the Office of Alumni Relations






Sun 'N Fun

More than 50 Embry-Riddle alumni, students, family and friends celebrated the 32nd annual Sun 'N Fun airshow event on April 5, 2006, at a special luncheon in Lakeland, Fla. Newly appointed Daytona Beach Chancellor Dr. Thomas Connolly spoke at the luncheon, hosted by the Office of Alumni Relations. Darren Tilman ('97, DB) won the drawing for the Eagle sculpture (pictured above).

Oshkosh

The Office of Alumni Relations hosted a private viewing party for alumni and university friends on July 27, 2006, during the annual EAA Oshkosh Airventure. 

Alumni registered through the eaglesNEST to reserve their seat at what was called the "World's Greatest Aviation Celebration."

Affinity groups expand in Hawaii, Madrid and Singapore

- In response to the growing population of alumni in Hawaii, the Office of Alumni Relations is working to establish a **Hawaiian Alumni Affinity Group**. On June 1, 2006, Embry-Riddle alumni and students enjoyed a seaplane tour of the shores of Waikiki Beach at sunset, as well as "pupus" (island hors d'oeuvres) and punch, at an Alumni-Student Connection-sponsored event. Several alumni expressed interest in becoming leaders of a local affinity group.



In Hawaii, Embry-Riddle alumni "hang loose" for a sunset seaplane tour.

- "Hola!" echoed across the campus of Autonomas University as Embry-Riddle alumni welcomed each other to the first official event of the new **Madrid Alumni Affinity Group** on April 27, 2006.

Michele Berg, interim managing director of the Office of Alumni Relations, introduced the purpose of affinity groups and helped establish the leaders of this new group—President Jose de La Cruz ('92, EC), and Officers Manuel Gonzalez-Pastor ('93, PC) and Jose Luis Herrero ('96, EC). Alumni also enjoyed a luncheon at the Restaurante Club de Tiro Cantoblanco.



Embry-Riddle alumni in Spain started meeting in April.

- Eight ambitious Daytona Beach graduates celebrated the establishment of the **Singapore Alumni Affinity Group**—the first student-run alumni affinity group at Embry-Riddle—at an inaugural ceremony on April 20, 2006.

Wayne Munson, executive director of the Office of Alumni Relations, presented certificates of appreciation to affinity group officers: Jonathan Hung, Victor Chai, Gaithiry Rathnakumar, Hean Yew Choon, Brian Dreyer, Judy Chui and Ji Yeon Park.

Sponsored by the Office of Alumni Relations' Alumni-Student Connection program, this group has identified goals to benefit the university and alumni around the world.

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For more information about Alumni Affinity Groups, please contact Alumni Relations at (800) 727-3728 or visit the eagles-NEST alumni online community at www.ERAUalumni.org.

What Can 1% Do?

It may not seem like much, but a percentage point can make the difference between being considered a good school or one of the nation's best.

1% can make
a world of difference.

That's why we're asking you to help us raise our alumni giving rate by 1%. Raising our rate is more than just a "point" of pride: Every new alumni donor creates more opportunities for students and improves Embry-Riddle's national reputation in the eyes of corporations, foundations and prospective students. And as we all know, the better our reputation, the higher the value of your degree.

For more information — or to give immediately — go to givingto.erau.edu/annual_fund/

Raise the Rate, Just Participate!

To raise our rate, we need 2000 alumni to make a gift of any size this year. If you haven't already, you will soon be receiving a letter from the Embry-Riddle annual fund asking you to join the ranks of alumni donors. We hope you will.

The Annual Fund

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