

LIFT

The alumni magazine of
Embry-Riddle Aeronautical University

Building for the Future

Mori Hosseini's ('78, '79, '82, DB) business insights and unwavering enthusiasm are at the foundation of his plans to make Embry-Riddle the 'Harvard of the skies'

What will the airport of the future look like?

Scott Alan Burton ('00, '05, EC) reaches for the stars

Prescott Campus is in the midst of a dramatic transformation



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Lift

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Embry-Riddle Aeronautical University



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AN ENDURING LEGACY

BEING A FORMER PRESIDENT of Embry-Riddle is about as close to being a true alumnus as you can get. By devoting a meaningful part of your career and lots of energy and enthusiasm to an institution you love, you inevitably become a member of that university family for the rest of your life.

I am proud to be a part of the Embry-Riddle family and to have served the educational mission of this great institution. As Embry-Riddle enters a new era of leadership, I am confident that it will remain a world-class university moving forward and always leading.

You are a major reason for that. As Embry-Riddle alumni, you have helped make this university great. Consider the changes we have made together, the opportunities we have seized, and the positive directions we have taken—all of it is both wonderful and satisfying. We have come a long way in a relatively short time and we have grown stronger with each step forward.

When I consider how far we have come, how much we have grown and how strong we are today,

I know the future will be bright. Great opportunities lie ahead, many of them already charted on our future course and destined for success. I look forward to watching them succeed, because with your support, I know they will. I urge you to keep this powerful momentum moving forward to ensure that Embry-Riddle shapes the agenda of aviation and aerospace for generations to come.

Finally, I would like to thank you personally for your hard work, your caring, your ideas, your trust and your support. It has truly been a privilege to have had the opportunity to play a small part in the progress of this great and enduring Embry-Riddle Aeronautical University.

Sincerely,

A handwritten signature in black ink, appearing to read "George H. Ebbs". The signature is stylized and cursive.

Dr. George H. Ebbs
President Emeritus
Embry-Riddle Aeronautical University

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Lift Editorial Board: Steven Bobinsky, Sarah Fogle, Christina Frederick-Recascino, Wayne Munson, Lindajean Western
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Trumping life's challenges

Alumna joins Donald Trump on prime-time television

When Felisha Mason ('00, DB) was selected from thousands to star in NBC's fourth season of *The Apprentice*, she was ready for the challenge. Competing against 17 other young and successful entrepreneurs in this reality TV series was nothing new for Mason, who has endured her share of real-life trials.

"I thrive on challenges, not on problems. Challenges teach me, and I enjoy that," Mason says.



Her love for challenges served her well in prime time. As one of the final four contestants on the show, she survived 11 weeks of dramatic confrontations and high-pressure boardroom meetings, proving her endurance and her integrity.

In addition to her success on *The Apprentice*, Mason has overcome obstacles in the education and business worlds. She earned her bachelor's degree and private pilot's license from Embry-Riddle despite being passed over twice by the university. She also has started three of her own real estate development companies—4010 Washington, Mason Management and Mason Hotels—out of distressed and otherwise abandoned buildings.

Keeping a positive perspective is her key to achieving success. "Having both of my parents die young put many things in perspective and made me a much greater success in everything I do," Mason says.

ALTIMETER

More news and events at Embry-Riddle this quarter:

- **The U.S. General Services Administration (GSA) has awarded Embry-Riddle a government-wide contract for flight, security and safety training.**
- **MIT's Lincoln Laboratory named an asteroid after Ryan Olson, now a freshman at Embry-Riddle, to reward his performance in the Intel International Science and Engineering Fair.**



Fallen heroes

During homecoming weekend at the Daytona Beach Campus, Embry-Riddle dedicated a plaque along its Legacy Walk honoring two of its finest and most beloved aviators, Robert Sweginnis and Michael Corradi, who tragically crashed Aug. 28, 2004, while performing an aerobatic exercise over Prescott Valley in Arizona.

On a beautiful Florida afternoon with the sound of planes in the air, Chancellor Dan Carrell recalled the two as "talented pilots, exuberant educators, loving and devoted family men, and sincere, genuinely good people."

In closing the ceremony, Embry-Riddle former President George Ebbs presented a framed picture of the Legacy Walk plaque to Marilyn Corradi and Jackie Sweginnis, wives of the fallen aviators.

"I'd like to personally thank Marilyn Corradi and Jackie Sweginnis for sharing these incredible men with us over the years," Carrell said. "Everyone who knew and worked with Mike and Bob benefited from crossing their paths."



Intercollegiate Tennis Association's preseason NAIA ranking of Mislav Hizak, Embry-Riddle sophomore men's singles tennis player.



Number of Embry-Riddle alumni who are current or former astronauts.

22,000

Number of teens who've heard about careers in aviation from Jamail Larkins, Embry-Riddle student and DreamLaunch Tour spokesman.

Houston, we have a center

Embry-Riddle's Extended Campus opened a new center in the Clear Lake area to serve the needs of the Houston-area aviation/aerospace workforce.

The first Houston-area center opened in 1997 on federal property at Ellington Field. This expansion follows Embry-Riddle's recent approval by the State of Texas to offer programs at a civilian site.

"We look forward to serving the education needs of the many folks who have expressed an interest in an aviation/aerospace degree," says Alice Goodrich, regional director of operations for Embry-Riddle.

"Since most of our students are involved with aviation or aerospace, we wanted to find a convenient location that served their needs," says Larry Tucker, the Houston Center director of operations. "The Clear Lake location is a perfect site."

Getting their kicks

Embry-Riddle hosts Men's Soccer Nationals



The National Association of Intercollegiate Athletics (NAIA) has recognized Embry-Riddle athletics for achievements on and off the field. After competing in three of the past four national tournaments, the Men's Soccer Team was selected to host the 2005 and 2006 NAIA Men's Soccer Championships. "I think it says a lot about the way that Embry-Riddle soccer is perceived on a national level, as well as the entire athletic program," says Men's Soccer Head Coach David Gregson. The 2005 tournament was held in November at Embry-Riddle Soccer Stadium on the Daytona Beach Campus.

ALTIMETER

More news and events at Embry-Riddle this quarter:

- **Martin Smith was named Chancellor of Embry-Riddle's Extended Campus.**

- **Embry-Riddle's Prescott Campus hosted the NFL Arizona Cardinals training camp in 2005.**

Embry-Riddle extends helping hand to Katrina victims

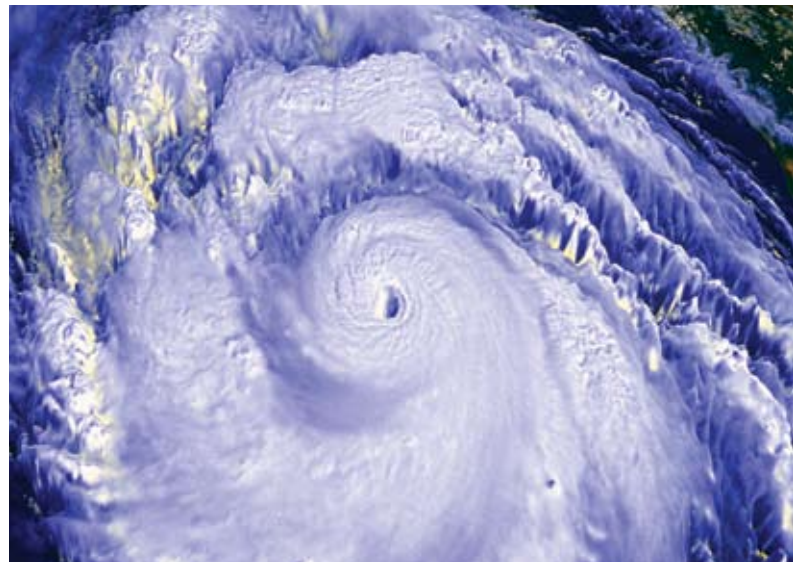
In the wake of Hurricane Katrina, Embry-Riddle provided solid ground for Extended Campus students.

A partnership with the Sloane Consortium, an international association of colleges and universities, offered tuition-free online courses to students who were affected by the storm.

"A team of Extended Campus staff members came together and were very excited to help students," says Dr. Patricia Hanrahan, associate

dean of academics for the Extended Campus. "It was a great opportunity to enable students to continue their education, even though their education site was not available, and no matter where they were forced to evacuate."

Students enrolled in the eight-week accelerated "Sloane Semester" had access to more than 1,000 courses from more than 200 institutions. All courses carried degree credit from accredited colleges and universities.



Still number one

For the sixth year in a row, *U.S. News & World Report* has ranked Embry-Riddle as number one in Aerospace/Aeronautical/Astronautical Engineering for schools where the highest degree is a master's.

"At Embry-Riddle, we strive for excellence in all facets of aviation and aerospace higher education," says John Johnson, interim president. "That we have again been acknowledged by *U.S. News & World Report* for our efforts is a continuing source of pride."

Embry-Riddle has the largest aerospace engineering program in the nation, and has won the top spot every year since the category was introduced in 2001.

6th
year
in a
ROW



ROUNDTABLE

An airplane in every garage and a runway in every neighborhood? Remote-controlled aircraft sharing airspace with piloted craft? Sound like science fiction? Maybe not. With technologies advancing at supersonic speeds, airlines—and especially the airports that serve them—may be on the verge of a new era in innovation and achievement.

We asked our three panelists to look to the cutting edge of aviation and tell us...

What will the airport of the future look like?



Dr. Robin Sobotta
Professor and
Program Chair,
Aviation
Business
Administration

→ **The airport** will have to be an ever-changing entity that keeps up with technology. In the next 10 years, some of the issues will be security, expansion of revenue sources and the development of innovative concessions systems. In security, airports will introduce additional biometric systems, such as retinal, hand, and fingerprint scans, and facial recognition systems. In the 20-year range, we're going to be looking for new ways to enhance airport capacity. Behind ticket counters and check-in gates might be LCD screens that reflect any carrier at a moment's notice, allowing maximum usability of terminal space and resources. In 50 years, we'll be incorporating more unmanned aviation (UA) activities into our airspace, which will affect airspace users, as well as airport use and services. Future students will benefit from being skilled remote operators of multiple aircraft or platforms. Still, there will be plenty of traditional pilot opportunities available, based on current industry projections.



Dr. Seth Young
Associate Professor,
Embry-Riddle
College of Business

→ **We're on** the verge of perhaps the greatest technological advancements since the birth of modern aviation, from bigger (and smaller), faster and less-expensively operated aircraft, to enhanced satellite-based navigation systems that will open up thousands more airports to the greater flying public. As we continue to take the approach of operating airports as businesses, airports will continue to evolve into efficient, eventually

profit-generating centers by taking advantage of information technology systems, considering environmental/energy-saving technologies, and incorporating revenue-generating land-use strategies.

I hope that airports continue to evolve as an integrated part of our wider transportation system, with advanced ground transport technologies linking the airport with city centers and suburban communities.



Peter Modys ('79, DB)
Director of
Aviation, Lee
County Port
Authority

→ **Airports must** find ways to make the transition from the airplane to the terminal to ground transportation as simple and smooth as possible. With identified traveler programs, biometrics and other ways, we're going to see technological advances in security and baggage screening systems, particularly observation of passenger traffic and flow in the terminals.

I see huge changes in general aviation over the next 10 to 15 years as airplanes

become more cost-effective and the small-aircraft transportation system comes to fruition. It's going to be the small-business-jet, sophisticated transportation system that becomes more available to a much wider segment of travelers.

As the new College of Business develops and becomes as well known as the other colleges, industry and government alike will be turning to Embry-Riddle and asking the hard questions about the business of aviation management.

Have you seen the airport of the future?

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

Editor, *Lift*, 600 S. Clyde Morris
Blvd., Spruance Hall, Rm. 210E,
ERAU, Daytona Beach, FL 32114

Or e-mail us at
Liftmag@erau.edu

Success by degrees

Pursuing his education helped **Scott Alan Burton ('00, '05, EC)** launch his aeronautics career not once, but twice

For Extended Campus alumnus Scott Alan Burton ('00, '05), there's little point in chasing dreams that you don't plan on catching. "I believe that if you want to reach the stars, you have to chase them," he says.

Burton has been chasing and reaching those stars by degrees—literally. Having earned two degrees from Embry-Riddle, he has remained a step ahead of the career game and climbed the professional ladder, in spite of fluctuations in the aerospace industry. "The degrees I earned have played a significant role in my professional success," he says.

Burton, who grew up on the east coast of Florida, has had a passion for aerospace since his childhood. He watched his father work at the Kennedy Space Center and soon realized his own fascination with space. "My father started at Kennedy Space Center when they literally launched missiles 'from behind sandbags,' and later worked on many space programs including Apollo 5 and the space shuttle," Burton says. "When I was born, my father named me after some of the original Apollo astronauts, 'Scott' Carpenter and 'Alan' Shepard. Needless to say, I am always reminded of my heritage."

Burton's father also influenced his work habits. "When I was a kid, I always knew if I needed help with anything, dad could do it. He always taught me that persistence would pay off."

Burton took this passion and work ethic and began his own successful career at 17 years old. After completing his avionics training in the U.S. Navy, he began working as a communications technician at the Cape Canaveral Air Force Station, supporting direct launch for unmanned space missions.

"While the position I had was favorable, there was no upward mobility, and I knew I could do more. I also realized that although times were good, they could—and probably would—change," Burton says. This realization led to his encounter with Embry-Riddle and began his quest for the stars.

"Fortunately, I heard about Embry-Riddle's Patrick Air Force Base Extended Campus at a company education fair," Burton says. "The night classes appealed to me and fit into my full-time working lifestyle."

After completing 23 night classes while working 40-hour weeks, Burton earned his bachelor's degree in Professional Aeronautics with honors. With this new degree, he was quickly promoted to a Manufacturing Engineering Group, where he processed International Space Station components for launch.

However, his success in the space program was short lived, as major contracts were up for bid and the workforce began

downsizing to meet new requirements. "Unfortunately, when you launch something it doesn't come back, which reduced our workload," Burton says. "When the 60-day layoff notices came, I was included in the masses searching for new employment."

Because the company was flooded with internal applicants, Burton knew that any attempts to stay with the company were futile. "I had to look outside the company for employment."

Burton credits his education from Embry-Riddle's Extended Campus as making him marketable to potential employers when his co-workers faced unemployment and possible financial distress. "Because I went to school during the good times, I was prepared for when a change had to be made. Instead of unemployment, I found myself on much better ground," he explains.

Fifty-eight days into the 60-day layoff notice, Burton received a confirmed job offer. "For the first time in my life, a major aerospace company rolled out the red carpet and gave me a complete moving package, a substantial raise in salary and a position as a senior manufacturing engineer."

But Burton knew he was still capable of higher achievements. "I wanted to live up to my potential. I am driven. I am very, very motivated," he says.

For the next few years, he attended Embry-Riddle's Extended Campus and graduated with his master's degree in Aeronautical Science with distinction.

Once again, Burton made his new degree pay off.

Today, he is a staff manufacturing engineer for Lockheed Martin Aeronautics Company in Marietta, Ga., where he is working on production operations and modernization proposals associated with the F/A-22 advanced tactical fighter. He recently received significant recognition for his performance and "can do" attitude.

"Working here has opened the doors for me to work up to my potential," Burton says. "I have a very good reputation and am in a position of authority to make decisions I never could before."

He also specifically credits Embry-Riddle's "real world" curriculum with helping him advance in his career. "It was clear when I was taking classes at Embry-Riddle that they were training professionals for the next generation. My professors really opened my eyes to the real world, and made me more capable of making better decisions in the workplace."

The persistence and determination needed for more than a dozen years of after-work classes was demanding, but Burton believes "it was absolutely the most important achievement I have ever accomplished." —ASHLEE (FISER) ILG ('03, DB)



**Scott Alan Burton
(’00, ’05, EC)**

- Father was part of the NASA team that worked on the original Lunar Rover.
- First career stop was at Cape Canaveral Air Force Station supporting unmanned space missions.
- Earned his B.S. in Professional Aeronautics while working full time.



PHOTO BY PRESTON MAC (CLUBHOUSE), COURTESY ICI (PORTRAIT)

Master Builder

Applying the same business insights and skills that helped him construct a real-estate empire, **Mori Hosseini** is helping build the Embry-Riddle of the future.

In many ways, the dirt, concrete and lumber of real estate is about as far as you can get from the world of carbon fiber, steel and jet engines. But success in building homes, businesses or aircraft has a few essential commonalities, says Mori Hosseini, chairman and CEO of ICI Homes and a member of the Embry-Riddle Board of Trustees. “When people ask me what effect Embry-Riddle had on me, I answer that it taught me the importance of discipline and hard work.”

The foundation for Hosseini’s American Dream was constructed half a world away. Born in the religious city of Mashad in the mountains of northeastern Iran, he knew at an early age he would be an entrepreneur—with a gentle nudge from his dad, who owned a GM dealership. “At age 9 or 10, the school year ended and I told my father my cousins and I had a great plan for summer break,” he says. “But he said, ‘Oh, no, I’ve got a plan for you—you’re going to work tomorrow.’” At 6 a.m. the next day Hosseini was helping the cashier, the next year he *was* a cashier, and a few years later he was managing an entire garage.

These were lessons that stuck with Hosseini enough to pass along—from the age of 9, each of his kids was helping out at ICI. Not surprisingly, between genes and on-the-job training, the next generation is showing signs of serious business acumen. Daughter Nellie, 21, is a senior at University of Michigan, majoring in business and recently accepted to the master’s program in accounting. Ten-year-old twins Nika and Nina, Hosseini says, already act and talk like little businesswomen.

LAYING THE FOUNDATION

Hosseini’s urge to head to the United States was sparked by a cousin who returned from a summer trip telling tales of how great America was. Encouraged by his mom, Hosseini

By Jake Poinier

“The kids are what keep me interested in the school.”

left for the United Kingdom to get his documents together, but discovered that he couldn’t get a visa until he had a degree. Ever persistent, he finished high school in London and went to Chelsea College of Aeronautical Engineering to further his interest in aviation. Before graduating, he was invited to the dean’s office.

“He told me there was a seminar in Daytona Beach at a university called Embry-Riddle, and they had selected me to attend,” Hosseini says. “I immediately loved Daytona Beach and the university. When I finished school in London, I got my visa, went straight to Daytona Beach, and I’ve never left there since.”

It was 1977 and things got busy in a hurry—much of it revolving around Embry-Riddle. Hosseini’s sister soon followed him to the United States and to school, and he got married to his wife, Forough, who earned her degree in computer science. And, over the course of the next five years, Hosseini earned his associate’s, bachelor’s and master’s degrees.

While still a grad student in 1980, Hosseini started buying and fixing condos, then eventually began doing the same with homes. “I would go to work at 6 in the morning, leave at 4 in the afternoon to study, go to class at 6, go home at 9 to eat, and collapse,” he says of the early days of what was then called Intervest Construction Inc. “It began with three houses one year, then five the next, just a steady progression.” And an amazing progression: In May 2005, ICI Homes celebrated its 25th year in business—and Hosseini projects that this year the company, which now has more than 1,200 employees, will build 2,000 homes, develop 1,000 lots and post revenues of a billion dollars. A member of *Builder* magazine’s top 100 for several years, ICI continues to climb the list while racking up dozens of other industry honors.



While constructing his empire, Hosseini also has had a hand in building dozens of ancillary businesses—all told, he is an owner or a partner in 46 companies. “I’ve set everything up based on entrepreneurship,” he says. “My role is as a coach and an HR guy. I give the people who run the businesses the opportunity, capital and whatever assistance they need. And there is a huge incentive to perform, since you might make a \$100,000 salary, but a million-dollar bonus. The other important thing is that I manage by exception—if someone doesn’t need my help, I don’t bother them. If someone has a bad quarter, I don’t ask them why—I don’t need to do that, since they’re probably already beating themselves up.”

BE TRUE TO YOUR SCHOOL

More than two decades after graduating, Hosseini retains an enthusiasm and passion for Embry-Riddle that you might expect from a wide-eyed freshman. “The kids are what keep me interested in the school,” he says. “Not a week goes by that I don’t interact with students, faculty or administration. As a trustee, the biggest kick is when we come to the campus and see kids running around, and you think back on when you were young, too. I love the fact that we train Air Force cadets, airport personnel, one in every four pilots. I love what we do for the community, for our country.”

He also revels in the fact that Embry-Riddle students are a bit different from their peers. “Look in the cafeteria,” Hosseini says. “If you go to another school, the kids will be talking about what they did last night. It’s not that Embry-Riddle students don’t talk about those things, because they do. But what you will usually see is their hands going up and down. They’re talking about flying.”

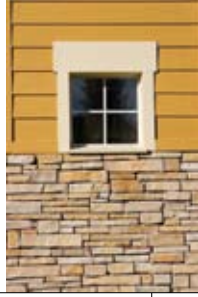
Helping build a better Daytona Beach, ICI Homes’ 1,200 employees share a work ethic and a sense of independence instilled by Mori Hosseini.



CONSTRUCTION PHOTOS BY PRESTON MACK

Generous contributions from Mori Hosseini helped build the Embry-Riddle fieldhouse, which is called the ICI Center in his honor.





This year, Mori Hosseini projects that ICI Homes will build 2,000 homes and post revenues of \$1 billion.

In addition to his contributions as a trustee, Hosseini's passion for building a better university also extends to the basketball court. In fact, the Embry-Riddle fieldhouse, to which Hosseini has made significant contributions, was dedicated as the ICI Center back in 2002. He fondly recalls the exhilaration of Embry-Riddle winning the 2000 NAIA Division II Men's Basketball National Championship, but says that Athletic Director and Head Basketball Coach Steve Ridder's influence extends far beyond the court. "He doesn't just teach our kids basketball, he teaches them life," Hosseini says. "He teaches them how to take care of each other and themselves, how to be honest and decent. That stays with you more than any other aspect of school."

The admiration is mutual. "Mori is exciting to watch in action," Ridder says. "He's cheerful, visionary and driven, and excels at recruiting talent. He's made such a difference in peoples' lives, but what I really admire is how down to earth he is, and the way he cares about his family, friends and employees."

For all his successes, Hosseini remains extraordinarily humble, but the coach can't resist a small dig. "I tell Mori that it's hard to get access to him anymore," Ridder says. "He used to have golf pictures of the two of us on the wall; now it's him with the president of the United States."

Off the court, Hosseini's grand vision for Embry-Riddle includes all of the items in the 10-year plan, from becoming number one in aviation and aerospace business to cultivating the finest faculty in the nation. But one of the checkboxes won't be found on any of the official school lists.

"I was just talking to a woman in New York who works at Goldman Sachs, and she was going on about how her husband was involved with Harvard and a very connected guy," Hosseini says. "And it made me think. If Harvard came to me tomorrow and asked me to be on their board, I'd have to say 'no thanks.' On the other hand, I am looking forward to the day when someone says to me, 'Embry-Riddle is the Harvard of the skies.'"

Now that's a goal worth building toward.



campus transform

The Embry-Riddle Prescott Campus is in the midst of a major metamorphosis

by gwen raubolt
photography by michael mertz



It's early morning in the high desert and the sounds of a new day pierce the cool, clear air. Engines crank and chug to a start, shovels hit the stony ground and the voices of an army of men come together to create a cacophony of activity.

While the average person might cringe at the noise, Dan Carrell, chancellor, Prescott Campus, is smiling. Clearly, it's music to his ears. "This is a great time to be at Embry-Riddle, particularly the Prescott Campus. I've been with the university 20 years and this campus is on the rise."

Carrell is in high spirits because his mountain campus is in the midst of a metamorphosis, the result of Embry-Riddle's master plan to invest nearly \$50 million in construction projects for the Prescott Campus.

Already, the signs of change are evident. Walk across the campus today and you'll find a maze of construction fencing, bulldozers, Bobcats and cement trucks. The slump-block, flat-roofed buildings once sprinkled across the campus are quickly disappearing, replaced by modern buildings designed to represent aviation and aerospace's premier institution for higher learning.

The modernization of the Prescott Campus began with Academic Complex 1 (AC1)—48,000 square feet of steel and glass—which opened in January 2004. With three stories of lecture halls, laboratories and faculty offices under one roof, AC1 has become a vibrant academic area. "By putting faculty offices in a classroom building," Carrell says, "we are able to promote student-faculty interaction and create an ideal academic community."

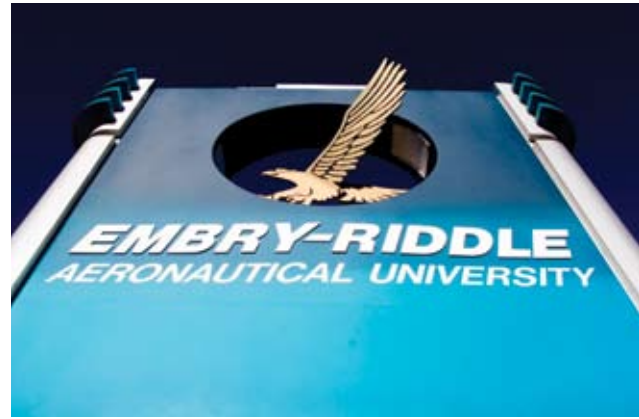
But AC1 is only the beginning of a long line of ambitious projects poised for takeoff. Some projects are finished,

As visitors crest the hill at the roundabout, the mammoth wing-like structure of the Academic Complex 1 (AC1) comes into view, poised in the distance as if ready to take flight.

ation



When approaching Embry-Riddle Prescott's new Willow Creek Road Entrance, visitors are struck at once by the growth and positive energy on campus. At the base of the entrance is the new Visitors Center and administration building.



including the new entrance to the campus from Willow Creek Road, which opened in August 2005.

Other projects are well under way, such as the new 14,000-square-foot Visitors Center and the Aerospace Experimentation and Fabrication Building, or AXFAB Building.

"The Visitors Center really is the front door to the campus," Carrell says. "We want people to see that we are a first-rate institution of the 21st century, but also feel the warmth and personality of our campus. I think we



Artist's renderings: Actual appearance may differ upon construction.

will accomplish that type of feeling in this building."

While the Visitors Center exudes warmth, AXFAB speaks more to the technical side of the campus. The focus of the AXFAB will be "heavy" labs geared toward engineering laboratory courses, including a machine shop, a light fabrication area dedicated to aeronautical engineering, and a similar lab dedicated to fabrication for astronautical engineering. Other labs include a Materials Science Lab, Materials Testing Lab, Structures

The new Visitors Center will house campus administration, including the Chancellor's office, Admissions, Financial Aid, Human Resources, Development and Public Relations, as well as a large, open atrium and state-of-the-art conference rooms.



Bringing engineering laboratories under the same roof in the 20,000-square-foot Aerospace Experimentation and Fabrication Building (AXFAB) mimics the efficiencies and integrated design practices of today's industry and will help build synergy between engineering students and faculty, and among faculty from various programs.



Lab, Structural Dynamics Lab and a Space Systems Lab.

“AXFAB will bring the Prescott Campus College of Engineering into the 21st century and provide our students with one of the most intelligently designed, functional labs in the United States,” says Dr. Don Rabern, dean of the College of Engineering in Prescott. “It will allow us to attract grants and induce new research. I believe this building is a real feather in Embry-Riddle’s cap.”

Two other key campus projects are still in the planning stages. The Fred and Faye Haas Memorial Interfaith Chapel will be located on the south side of campus, high atop the hill. This 2,000-square-foot building will be a place for students, faculty and staff to stop and reflect, contemplate and worship.

And set to rival AC1 as a campus landmark is the new Library and Learning Center. The 37,000-square-foot building will be located north of the new Visitors Center, taking advantage of the natural landforms and rolling terrain. Using a simple palette of materials—local sandstone, concrete masonry, steel and glass—the Library will combine ancient and modern elements to create an iconic structure that symbolizes the University’s long-term commitment to excellence in aviation and aerospace education.

What’s the net effect of all this change? Carrell points to the smiles on the faces of faculty, staff and students for his answer. “The changes on campus are so much more than physical. Not only are we advancing technology and increasing space, we’re improving our academic programs and changing the way students, faculty and staff interact. People are optimistic and excited. The campus community feels like it is helping shape the future of Embry-Riddle. And they are.”

And while construction crews are pounding the ground with their shovels and heavy equipment, Embry-Riddle faculty, staff and students are “hitting the ground running” toward a world-class campus. “We’ve got a great team here that is dedicated to making the campus stronger and better than ever,” Carrell says. “There’s no stopping us now.”

From Surf Rider



to Hump Pilot

Embry-Riddle graduate [Dudley Whitman](#)



Like so many members of the celebrated “Greatest Generation,” Dudley Whitman is a reluctant raconteur. When you ask him to talk about his experiences as a surfer, a World War II pilot or a boat builder, he laughs a little and says things like, “Well, that could take all day.” But once you get past his modesty, it quickly becomes evident that “all day” is an understatement: A full accounting of Whitman’s rich, varied and heroic accomplishments could take weeks.

Born in Miami in 1920, Whitman was an adventurer from an early age. At 17, he took off cross-country in a convertible with his brother, Bill, for what he calls “the first surfing safari

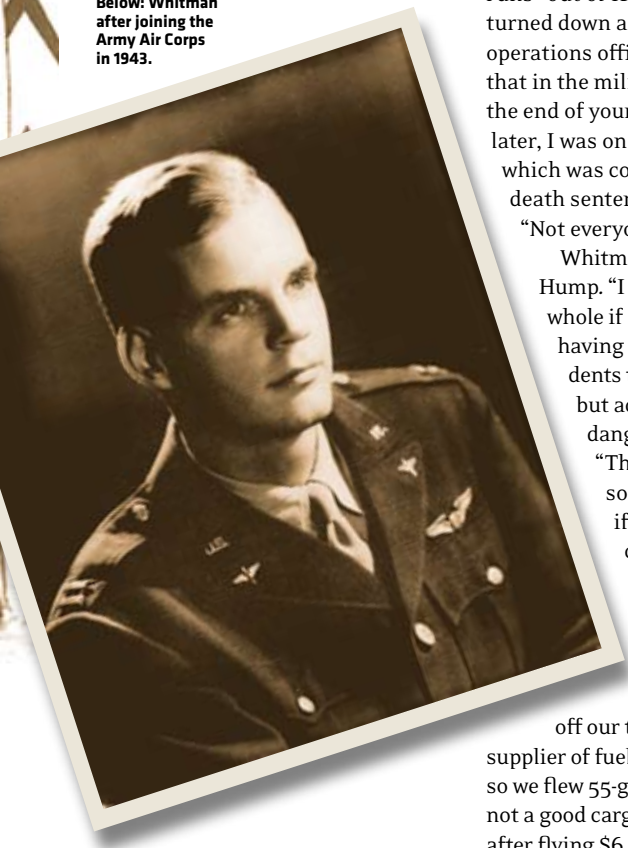
that ever came out of Florida,” making his way to Hawaii in hopes of surfing with the legendary Duke Paoa Kahanamoku. “To say you surfed with him was like saying you surfed with God,” Whitman says.

Back in Florida, Whitman was less enthusiastic about his college career than he’d been about surfing. But he found a new passion when he started flying J-3 Cubs out of the Gainesville airport. After hearing about the new government-sponsored Civilian Pilot Training Program (CPTP) flight school opening up in Miami, he knew where he wanted to be.

In 1940 Whitman transferred to Embry-Riddle—which partnered with the University

of Miami to offer flight training—where he quickly finished his private ticket at Embry-Riddle’s seaplane base on Biscayne Bay. He was then chosen to take advanced training, which he completed before

Left: Dudley Whitman (third from left) at the 1938 East Coast Surfing Championship. Below: Whitman after joining the Army Air Corps in 1943.



getting his commercial ticket and flight instructor rating. With war on the horizon, Paul Riddle asked Whitman to take a job training Army Air Corps cadets at Embry-Riddle’s Dorr Field in Arcadia, Fla.—and in 1943 he joined the Corps himself.

The Army Air Corps eventually sent him to Reno to train pilots slated to fly C-46s over the Himalayas into China—the infamous “Hump.”

“Our job was to search out bad weather anywhere west of the Mississippi River—I enjoyed that very much,” he says. “And we learned to fly the C-46 to the razor’s

edge.” But, he adds, “I always felt kind of bad because I knew my students were going to go over and fly the most dangerous flying in the entire world.”

As it turned out, Whitman would soon be making that perilous run himself. After a stint flying “milk runs” out of Karachi, India, he turned down a promotion as base operations officer. “You don’t do that in the military,” he says. “That’s the end of your career. Two days later, I was on my way to the Hump, which was considered to be a death sentence.” He laughs wryly. “Not everyone died, of course.”

Whitman loved flying the Hump. “I would never have felt whole if I hadn’t been there, having trained so many students to do it,” he explains—but acknowledges that the danger was considerable. “The turbulence was so unbelievable that if you let go of the control, you’d be lucky to grab it again.”

More than one mission nearly ended in disaster. “We never topped

off our tanks. We were the supplier of fuel to the Flying Tigers, so we flew 55-gallon drums—which is not a good cargo,” he recalls. Once, after flying \$6 million in currency to Kunming, China, Whitman nearly ran out of fuel waiting for the planes stacked up ahead of him to land. Although he had enough fuel to land when he got there, many of the planes that had arrived after him were cleared to land first, because of emergencies. As it turned out, waiting for those aircraft nearly did him in. “I did a spiral—the worst thing anybody could do—and landed VFR on a small field, rather than trying for our alternate,” he says. “I ran out of fuel on one tank as I taxied in.”

After returning from Asia at war’s end, Whitman left the sky to go back to the water, making underwater

films for Paramount and Warner Bros., pioneering the use of resins and fiberglass in boat building, and developing a major marine engine distribution business, among other successful ventures. When asked how he acquired the knowledge necessary for all his technical and business achievements, he responds with his usual self-effacement: “I’ve never had time to learn anything—I’ve had to fake it. The only thing you can’t fake is aviation.”

—JULIETTE GUILBERT

Flying the Hump

In March 1942, when Japanese forces cut off the Burma Road, the only remaining supply route for the beleaguered armies of Generalissimo Chiang Kai-shek, the United States had to act. Chiang’s armies played a critical role in keeping Japan occupied, allowing the Allies to concentrate resources in the European theater. So in April, American cargo pilots started flying the “Hump,” the air passage over the Himalayas between Chabua, India, and various points in western China.

The route had been pioneered by the Chinese national airline during the 1930s and was considered the most dangerous air transport run ever. It was a challenge just getting the heavily laden planes to altitude in time to clear the 15,000-foot peaks—even without the severe turbulence, icing, storms and Japanese Zeros that Hump pilots frequently had to contend with.

By the end of the war, almost 1,000 men had been lost to this treacherous 530-mile-long mountain passage. But the Hump pilots had fulfilled their purpose, delivering hundreds of thousands of tons of cargo to the Chinese army, Gen. Claire Chennault’s Flying Tigers and the 23rd Fighter Group, thereby enabling the Allied victory in the China-Burma-India theater.

Embry-Riddle played a vital role in this special moment in world history. In addition to Dudley Whitman, Embry-Riddle graduates Tom Masano, William Bauer and the late Robert Friedman (May 31, 2005) flew the Hump and helped carry the Allied forces to victory. *If you flew the Hump, or know someone who did, we’d like to know. Call Robert Rockett, dean of the Heritage Project, at (386) 226-6026 to take your rightful place in Embry-Riddle history.*

“Two days later, I was on my way to the Hump, which was considered to be a death sentence.” He laughs wryly. “Not everyone died, of course.”

'True Gentleman'

A new statue honors SAE's first Prescott Chapter president

On May 27, 2005, Doug Moody ('05, PC) saw his efforts to honor Gary Savoie, the first Prescott Chapter president of the Sigma Alpha Epsilon fraternity (SAE), come to fruition.

Himself a past president of SAE, Moody successfully led a campaign that raised \$7,500 to erect a statue at the Prescott Flight Line in honor of Savoie, who died in a tragic plane accident. Made possible by the generosity of the SAE current membership and Embry-Riddle alumni and friends, the statue bears a plaque at its base honoring both Gary Savoie and SAE's "True Gentleman" creed.

The statue (pictured below) was unveiled and dedicated in a ceremony marking the fifth anniversary of Savoie's passing.



PLANNED GIVING

Did you know...

- you don't have to use cash to make a gift to Embry-Riddle?

- you can make a gift that costs you nothing during your lifetime? In fact, you can make a gift that pays you income during your lifetime.

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.



PHOTO BY GETTY IMAGES

A wealth of new services for Embry-Riddle supporters

Making the gift of a lifetime just got a little easier, thanks to Embry-Riddle's new planned giving Web site.

Whether Embry-Riddle's potential supporters are just beginning to explore their options for making a planned gift or have already decided on a gift plan, the new site offers a wealth of online services to help craft a charitable giving plan.

"The site is designed to help people at all stages of interest in supporting Embry-Riddle with a planned gift," says Jamie Belongia, director of Gift Planning. "It gives users the tools they need to assess their personal situations and help determine which type of gift is best for them."

For example, the easy-to-use Plan-a-Gift® feature asks three simple questions and recommends the best giving plans to meet individual needs and, at the same time, help Embry-Riddle.

The site also provides information on ways to give wisely that meet the goals of the donor and the university. "For example, a donor

looking to afford a larger gift to the university while minimizing capital gains tax can go to our 'Goals and Benefits' chart and discover that making a gift of appreciated securities might be best for his or her situation," Belongia explains.

Those who already know what gift plan they are interested in can select their gift plan type from the menu and find out more. Supporters who want to receive personalized assistance with their planning—which includes a detailed illustration of the

tax, income and other benefits of a particular gift plan—can fill out and submit a request for a confidential, no-obligation Personal Illustration.

"We're excited about the range of services this site can provide, and I think our donors will be too," Belongia says. "We've already had supporters use the site to get more information about how to help Embry-Riddle and also realize their personal goals."

If you would like more information about planning a gift to Embry-Riddle, visit the new Web site today at www.erau.planyourlegacy.org.



More color on campus

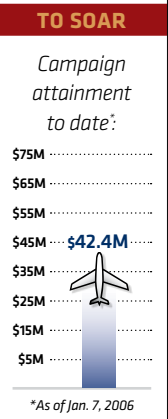
Helen Wessel funds a new artistic landmark at the Daytona Beach Campus

Helen Wessel, one of Embry-Riddle's most vibrant supporters, brought some of her trademark color and excitement to the Daytona Beach Campus by funding a new artistic landmark: the Grand Cascading Fountains of Embry-Riddle.

Made possible by a generous gift from the Wessel Foundation, an organization dedicated to the visual arts, the series of 12 multicolored fountains provides a variety of cascading displays in front of the ICI Center.

Crowned with a silver tiara she made especially for the occasion, Wessel dedicated the fountains to all college students in the Daytona Beach area.

"The Daytona Beach area has a great 'fountain of youth' and it consists of all the wonderful, diverse and serious college kids," Wessel said. "The fountains are beautiful and high-tech, so they're perfect for Embry-Riddle."



Eagles Flight Team

Dorothee Miller recently became an honorary member of the Daytona Beach Eagles Flight Team when she donated \$55,000 to help fund the purchase of two Cessna 150s for flight competition.

Dubbed "Dorothee 2" by the flight team in honor of Miller's generosity, the Cessna 150s will help the Eagles in their ongoing quest for another national championship. The team won the NIFA SAFECON National Championship in 1992.

The Cessna 150 provides a competitive advantage in flight competition. "It's lighter and flies at slower speeds with less inertia," says David Zwegers, flight team head coach. "It allows us to make landings more precise."

"The Eagles Flight Team is extremely appreciative of Ms. Miller's gift," says Zack Welsh, flight team president. "Without her support and vision for our school's flight team, we would not have this edge needed to compete with other major flight schools."



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).

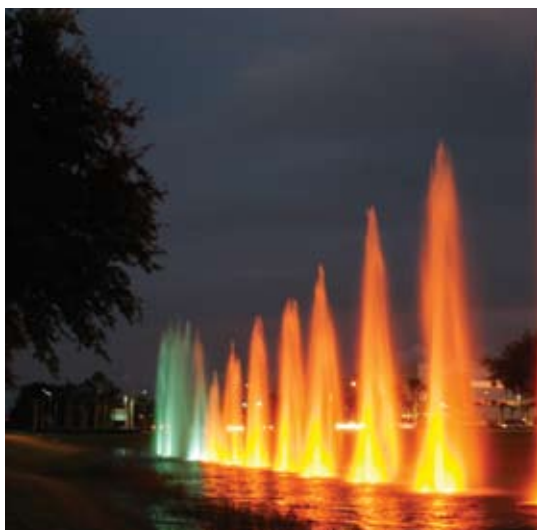
The form is available in the Embry-Riddle Application for Freshman Admission. Or you can get the form by:

PHONE: 888-409-3728

E-MAIL: univadm@erau.edu

WEB: www.erau.edu/endorse

Thanks for helping.



Best in Class: Embry-Riddle's new curriculum takes it well into the 21st century

Despite what you might have heard, the aviation and aerospace industries have a bright future in the 21st century. Some projections estimate that the total global market for aviation-related products and services over the next 20 years will exceed \$1.3 trillion.

Those big numbers translate into huge opportunities for Embry-Riddle—and the challenge, as laid out by NASA in its Aeronautics Blueprint, is clear: “We must adapt our educational system, motivate students to undertake the challenge and provide the leadership they will need to focus their enthusiasm.”

Embry-Riddle is already working at the forefront of this effort. With a goal no less bold than to provide a “Best-In-Class”

education and help shape the agenda of aviation and aerospace in the 21st century, Embry-Riddle is in the process of turning its vision for the future into a new curriculum—and inspiring the hearts and minds of those who will lead the industry over the next quarter-century or more.

We asked Dr. John Johnson, Embry-Riddle's provost and chief academic officer (and now acting president), to talk about the exciting changes and innovations ahead for Embry-Riddle programs. One thing is clear: Whatever the future holds, Embry-Riddle will be there, strongly positioned as a world leader in aviation and aerospace education.



John Johnson

PROVOST AND CHIEF ACADEMIC OFFICER,
INTERIM PRESIDENT

Embry-Riddle is a university on the move, with a number of initiatives that could bring about significant changes for students and faculty. As a leader in aviation and aerospace education, we must continue to build upon our current strengths as a teaching institution, while simultaneously expanding our reach in vital areas of research and service.

In response to these goals, we are enhancing current programs and starting new ones that echo our mission to help shape the future of aviation and aerospace.

On the enhancing current programs front, we are seeking ways to develop robust interdisciplinary programs that will strengthen our curriculum and, at the same time, be responsive to student interest and market needs. We'll certainly see more multidisciplinary team teaching and joint faculty appointments in the future. We also will expand internship opportunities for our students as we seek to provide them with experience in their chosen professions.

On the adding new programs front, we've recently initiated programs of study in electrical and mechanical engineering, global security and intelligence studies, and space physics. Soon, we'll add programs in homeland security and safety science with graduate degrees in project management and logistics management. Under various stages of development, we're studying the feasibility of offering programs in systems engineering management, aviation environmental science,

management information systems, environmental engineering, astronomy and bioastronautics, and a graduate program in applied meteorology. New minors under consideration include Arabic and Chinese, computational mathematics, and flight testing and simulation.

Our commitment to expand research offers some exciting possibilities for consideration. Several of our colleges and departments are discussing the merits of offering doctoral programs of study in engineering, physics, aviation science and business. Vision 2015 is Embry-Riddle's 10-year strategic plan to advance its global mission to produce graduates and research that will help shape the future of our planet. To help us stay on track with that goal, I believe it's realistic to plan on adding a small doctoral program to our degree inventory by 2010.

Clearly, we have challenges and opportunities in front of us that, depending on how we respond to them, will help us determine our role as the leader in aviation and aerospace education in the 21st century. With the current slate of innovative initiatives and programs on the table, I believe we are strongly positioned to strengthen our curriculum and enrich the learning experiences of all our students.

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 and family updates online at the eaglesNEST "Class Notes" pages at any time. Please also submit them to Ashlee Ilg at ashlee.ilg@erau.edu to be included in *Lift* magazine.

1950s

Matthew Berk ('58, DB) received an honorary associate's degree in Aviation Maintenance Technology during the Homecoming 2005 air show on the Daytona Beach Campus. He completed the Aircraft and Engine Program at Embry-Riddle in 1958.

1960s

David "Bart" Diefenderfer ('67, DB) retired from Delta Air Lines in 2002 and is now chief inspection person and lead AMT at Swissport-USA in Sanford, Fla.

1970s

Lawrence Boyle ('73, DB) retired in January 2005 from the Suffolk County Police Department in New York as a detective lieutenant. He and his wife relocated to Port Orange, Fla., to retire.

Jim Krieger ('79, DB) was promoted to assistant air traffic manager of Chicago TRACON. He has been a controller, area supervisor, supervisory traffic management coordinator and operations manager at ORD Tower during his FAA career since 1982.

CAMPUS LEGEND:

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

1980s

Dave Gordon ('80, DB) is an executive vice president of Business Development for Ozburn-Hessey Logistics, based in Tennessee.

Jeffrey Barath ('82, DB) is an A-320 captain for United Airlines, based in New York. He has worked in the aviation profession for more than 22 years, and is certified as an Airline Transport Pilot, with specific ratings for the 727, 747, A-320 and Lear 35 aircraft.

Maj. Gen. Scott Gray ('83, EC) was appointed commanding general of the U.S. Air Force Mobility Training Center at Maguire Air Force Base, N.J.

Kurt Godwin ('84, DB) resigned from U.S. Airways after 17 years to fly a Gulfstream for Realty

Investment Co. out of BWI. He is also the director of Business Development for Sky-Trax, Inc.

Randall Cohen ('85, '01, DB) was promoted and relocated to Huntsville, Ala., to work for Boeing, after working on the Space Station Program at Kennedy Space Center in Florida for 14 years. He is an engineer on the Systems Integration and Project Management group for the GMD program.

Peter Lewis ('85, DB) is staying current in the Lear 55 as PIC, and also doing Web design. He lives in Los Angeles, Calif., with his wife and three bulldogs.

Larry Weisman ('85, DB) is a branch manager for Janney Montgomery Scott, an investment firm based in Philadelphia. He lives in Ponte Vedra, Fla., with his wife, Stephanie, and three children.

Dick Russell ('86, EC) recently formed DNR Aviation, LLC, which provides hangar space for tenants who preserve and fly antique aircraft and GA business aircraft. He has taught at Embry-Riddle since 1981 and is currently an adjunct faculty with the Extended Campus and former CFC at McConnell AFB and Oklahoma City resident centers. Russell is active at antique airplane events with his Meyers OTW160, Fairchild 24 (UC61) and Cessna 182A. He recently chartered the Kansas Wing Civil Air Patrol's newest CAP Squadron.

Jeffrey Osterlund ('89, DB) was awarded the NASA Space Flight Awareness Astronauts Personal Achievement Award in August 2005. The award, known as the Silver Snoopy, is awarded to individuals for outstanding efforts that contribute to the success of human space flight missions.

1990s

Arnie Quast ('90, DB) is a B-777 first officer for United Airlines, based at Chicago-O'Hare Int'l Airport. His wife, Dawn, is a flight attendant for American Airlines in Chicago. They have two adopted children from South Korea, Thomas, 3, and Brianna, 2.

David Harsay ('91, PC) is a business aircraft services sales manager for ARINC in Scottsdale, Ariz.

Eric Hockman ('91, DB) graduated from William Mitchell College of Law in St. Paul, Minn., in January 2006 and began working as a litigation and trial attorney with Robins, Kaplan, Miller & Ciresi, LLP in Minneapolis. He has been married to **Victoria (Lito Doukas)** ('91, DB) for almost 16 years. They live in Woodbury, Minn.



Sam Mason ('91, DB) is a U.S. Army Task Force Engineer for Operation Iraqi Freedom III, based in Bayji, Iraq, with Task Force Dragoon, the 1st of the 103rd Armor. He has received the U.S. Army Combat Action Badge and has been nominated by his command to receive a Bronze Star for his

service. As a civilian, he is a geospatial intelligence systems manager at the Philadelphia International Airport.

David Thatcher ('91, DB) is a captain flying a Falcon 2000 with a Fortune 500 company, based at Dallas Love Airport.

Maj. Frank Ferraro ('92, PC; '02, EC) serves as the Air Force Section Chief at the U.S. Embassy in Guatemala.

Neil Oakden ('92, DB) was reassigned to Cannon AFB in New Mexico as an assistant director of operations for the 524 FS flying the F-16CG.

Chris Schindler ('92, DB) is a CA with Air Wisconsin on the CRJ in Philadelphia. He also manages www.DiverDriver.com, a jump pilot safety/educational Web site. He lives with his wife, Wendy Noelle, and two stepdaughters in South Bend, Ind.

Burt Williams ('92, PC) is a senior vice president of General Manager Training Services for FPMI Solutions, Inc., based in Orlando, Fla.

Lindsey Roth Aldag ('93, PC) is a project analyst for Tragon Corporation in Redwood City, Calif., which is a market research and consulting firm that specializes in sensory evaluation for the food and beverage industry. She received a master of science degree in statistics from California State University, East Bay in June 2005.

Darrel Creacy ('93, EC) published a book titled *Dude, You Can Do It! How to Build a Sweet PC* that is being sold worldwide. His book can be found at www.dudecomputers.com.



Daniel Dyer ('93, DB) is pursuing a music career in writing and performing with several music projects around Los Angeles. He also is acting in film, television and commercials. He lives in Hollywood, Calif.

Bill Metera ('93, DB) was promoted to manager of Revenue Sharing Programs for Honeywell Aerospace, based in Phoenix, Ariz. He is responsible for managing the interests of other companies in Honeywell's propulsion engines and APUs, and finding new partners for future engine development.

Luis De Bono Paula ('95, DB) was promoted to major in the U.S. Air Force. He and his wife, Lisa, live in Randolph AFB, Texas, with their children: Joseph, 15, Chelsea, 9, Natalie, 7, and Jordan, 1. Their product development company grossed more than \$5 million last year.

Nathion Norberg ('95, DB) is a Learjet captain based in Seattle, Wash. He flies emergency medical routes for Executive Flight, Inc.

Brian Urbach ('95, PC) is the general manager for JetBlue Airways at the Portland International Airport in Portland, Ore. He lives in Vancouver, Wash., with his wife, Christina, and two sons, Cole and Thatcher.



3

Kevin Manahan ('96, EC) is the director of maintenance for Thunder Aviation.

Michael S. Donaldson ('98, EC) is a regulatory compliance specialist in the Aircraft Maintenance QA Department at Air Wisconsin Airlines Corporation, based in Appleton, Wis. He retired from the U.S. Air Force at MacDill AFB, Fla., in 2000 as the 6th ARW's Flight Safety Superintendent and recently received his five-year pin from Air Wisconsin. He and his wife, Connie, have been married for 22 years and live near Appleton with their four children, Matthew, Nathan, Aaron and Sarah.

Mark Walton ('98, '99, PC) is a senior instructional systems specialist, working for the U.S. Coast Guard's only Aviation Technical Training Center in Elizabeth City, N.C.

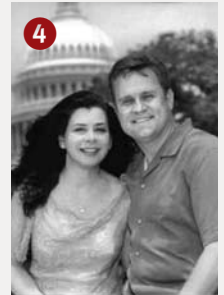
He started teaching at Embry-Riddle's Elizabeth City Extended Campus as an adjunct faculty in January 2006. He and his wife have three children.

Ryan Hebert ('99, DB) is a U.S. Army Captain in the 224th Military Intelligence Battalion in Savannah, Ga. He flies BE-20s and is heavily engaged in the war on terrorism with deployments to Iraq and Afghanistan.

Moriba Jah, Ph.D. ('99, PC) works at NASA's Jet Propulsion Lab at the California Institute of Technology. He was recently interviewed for his work as a navigator for the Mars Reconnaissance Orbiter Mission.

Naji Malek ('99, DB; '04, EC) is an assistant vice president of general aviation claims for U.S. Aviation Insurance Group.

Lisa (Anderson) Spencer ('99, EC; '03, DB) is a transportation market manager for Battelle Memorial Institute, a nonprofit science and technology firm. She handles business development for all aviation safety and security programs supporting the FAA. She is married to LCDR Jason Spencer and lives in Washington, D.C.



4

Family News

1990s

Maj. John McDermott ('91, DB; '03, EC) and his wife, Karen, had a son, Benjamin, on June 4, 2005, at the U.S. Naval Hospital in Okinawa, Japan. John is the operations officer at Marine Aviation Logistics Squadron 36, at Marine Corps Air Station in Futenma.

Chester Bullock ('94, PC) and his wife, Jennifer, had a daughter, Natalie Paige, on June 28, 2005. Chester began a new job as a Web developer for CBS Radio of Denver, Colo.

Rick ('95, DB) and **Shan-ni (Perry) Playko** ('94, DB) had their third child, Alyse Helen, on March 2, 2005. They also have an 11-year-old son, Kenton, and a 6-year-old daughter, Arrhianna. Rick works at BMW Financial Services for their IT Department as a business intelligence architect in Columbus, Ohio.

Scott ('97, DB; '02, EC) and his wife, **Jennifer (Daly) Morse** ('02, EC), had a daughter, Emily Megan, on Aug. 18, 2005.



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Todd ('97, DB) and **Catherine (Weaver) Worden** ('97, PC) had their second son, Garrett, on Aug. 11, 2005. They also have a son, Sam. Todd works for Bell Helicopter and they live in Texas.

Thaddeus Howell ('99, DB) and his wife had their first child on Nov. 21, 2005.

2000s

Joshua ('01, PC) and **Tina (Whittaker) Madovoy** ('01, PC) had a son, James Tyler, on Oct. 23, 2005, at Fort Campbell, Ky.

Rocky Di Silvestro ('03, DB) and his wife, Sarah, purchased their first home in Chicago. They have two children, Faith and Dominic. Rocky works for Skyway Airlines.

Brian White ('03, EC) and his wife, Alison, are expecting twins in 2006. Brian is pursuing a graduate degree in Aviation Safety.

Evan Wildinger ('04, EC) had a son, Jackson Joseph, born on March 12, 2005. He is a corporate pilot with Vesta Insurance Company, flying a Citation VI out of Birmingham, Ala.

2000s

Abi Gonzaga ('00, EC) is a service support representative for Honeywell International. She is also a second lieutenant in the Texas Air National Guard based at Camp Mabry in Austin, Texas, as a staff weather officer.

Charlie Miller, Jr. ('00, EC) started the Prestonwood Pilots Association, a Christian Pilots group, at his home church in Plano, Texas. All pilots, student pilots and aviation enthusiasts are invited to join. Contact him at sft@airmail.net for more information.

Rich Mitchell ('00, EC) is a senior vice president of Corporate Strategy for American Commercial Lines Inc.

Cara Cannon ('01, PC) works full-time doing muscle atrophy research at BioServe Space Technologies in Boulder, Colo. She plans to start medical school in fall 2006.

Cindi Martin ('01, EC) is a manager at Natrona County International Airport, a general aviation and commercial service airport. She lives with her family in Casper, Wyo.

Daniel Davis ('02, EC) is a manager of Computer Security Operations in the Enterprise Information Security organization at United Airlines. He has worked for United Airlines since 1994.

Laurie Goossens ('02, DB) is a financial advisor with Morgan Stanley. She is available to provide free financial assessments and portfolio reviews to Embry-Riddle alumni and aviation professionals and enthusiasts. Contact her at Laurie.Goossens@morganstanley.com for more information.

David Montour ('02, EC) was promoted to a program management position within Future Combat Systems at Boeing St. Louis.



Amanda O'Brien ('02, DB; '05, EC) is an underwriter and account executive for CIT Group's Business Capital, Loan Purchasing Group. Her work includes underwriting loan syndications for companies in the auto industry, as well as steel and housing manufacturers.

Kevin Thorsell ('02, DB) graduated from the U.S. Air Force SUPT at Laughlin AFB, Texas, in October 2005, and will be flying the C-17A Globemaster III at Charleston AFB, S.C. He and his wife, Heather, celebrated their second wedding anniversary in September, and their daughter's first birthday in December.

Jeff Curry ('03, EC) is a general manager of Raytheon Aircraft Services (RAS) in San Antonio, TX.



Lindsay Hamilton ('03, DB) has completed training on the EMB-170 and is certified as a First Officer for Republic Airlines.

Ron Kanoff ('03, '05, EC) retired from the U.S. Navy in June 2005. He started his own company, Raven Aviation, LLC. He is also a flight engineer on John Travolta's Boeing 707 and is flying with Travolta on their fifth trip around the world.

Carol Bacque ('04, DB) works for United Space Alliance at the Kennedy Space Center in Florida. She is working on the Orbital Maneuvering System/Reaction Control System for the space shuttles. She began her master's degree in Technical Management at Embry-Riddle in January 2006.

Lucas Crouch ('04, DB) graduated from U.S. Air Force Undergraduate Pilot Training and received his silver wings. He will fly the C-130E Hercules at Yokota Air Base, Japan. During pilot training, he flew the T-6A Texan II at Laughlin AFB, Texas, and the TC-12B at NAS Corpus Christi, Texas.

Nicole Garrett ('04, DB) is a human factors design and systems safety engineer for Lockheed Martin Systems Integration-Owego, based in upstate New York.

Charles G. Gordon ('04, EC) works as an adjunct instructor for Embry-Riddle's Las Vegas and Colorado Springs Extended Campus centers. He is a retired state trooper and pilot of the Nevada Highway Patrol.

Joshua Hunter ('04, DB) is working in New Orleans for a Hurricane Katrina cleanup contractor.

Jessica Jones ('04, DB) is an aeronautical analyst for the National Geospatial-Intelligence Agency, based in St. Louis, Mo.

Weddings & Engagements

1990s

Tammy Clem ('91, DB) married Neal Miller on June 18, 2005.

Antonio Sevillano ('95, DB) married Diana de la Torriente on Nov. 28, 2003, in Miami, Fla.

James McIrvn ('96, EC) and **Ann Marie Lucius** ('02, EC) will be married in spring 2006. They will live in Universal City, S.C.

Russell Blackwell ('98, DB) will marry Staci Smith in August 2006. Russell is a pilot for Chautauqua Airlines, based in Greensboro, N.C., and lives in Charlotte.

2000s

Jennifer Hinebaugh ('02, EC) and Michael Mulrooney will be married in spring 2006. They live in Ormond Beach, Fla.

Donald Nin ('02, PC) was married Jan. 16, 2006.

William Ekstrom ('05, DB) married Christine Bracker in Port Orange, Fla., on Jan. 7, 2006. They live in Connecticut, where William works for CitationShares as a flight coordinator.

IN MEMORY

1940s

Doyle C. Alexander ('43, RF) Sept. 27, 2005

1950s

John Gauger ('58, MC) Aug. 27, 2005

1960s

William Tyree ('62, DB) June 16, 2005

1970s

Norman J. Walker ('77, DB) Aug. 16, 2005

1980s

Niels Willem van Gemenen ('80, DB) Aug. 3, 2005

David Eric Gustafson ('81, DB) Aug. 8, 2005

Stephen Carey Fenner ('84, DB) Sept. 8, 2005

Brad A. Neal ('87, DB) July 8, 2005

Jay Kealhofer ('87, DB) Nov. 13, 2005

1990s

Hendrick Huyding ('92, DB) Oct. 13, 2005

Eric Beard ('99, EC) Jan. 6, 2006

2000s

Terry Boom ('00, PC) Oct. 16, 2005

Craig Banker ('01, PC) Nov. 14, 2005

1st Lt. Ray "Charlie" Owens, Jr. ('01, EC) March 31, 2005

Craig M. Schulz ('03, DB) Nov. 9, 2005

Chief Warrant Officer 2 David Ayala ('05, EC)

April 6, 2005

Chris Scherkenbach ('05, DB) June 28, 2005

Krystal Koch ('06, DB) July 30, 2005



ASCP Wings Club Luncheon

The Alumni-Student Connection Program hosted the Wings Club Luncheon at the Yale Club in New York City. This year, four students from each of the residential campuses were selected, based on their academic achievements, university involvement and career goals, to represent the university at this prestigious event. The students were able to network with top aviation professionals, including CEOs of major air-



lines and aerospace corporations. In addition, the group enjoyed the sights, sounds and tastes of the big city—from first-class dining, to a casual social event with local alumni, to a live performance of *Phantom of the Opera* at the Majestic Theater on Broadway.

The Alumni-Student Connection is a new program designed to build positive relationships between alumni and students attending Embry-Riddle.

Pictured above: Senior and graduate students taking part in the Alumni-Student Connection Program in front of Radio City Music Hall during their first-class trip to New York with Alumni Relations Assistant Director Michele Berg and Executive Director Wayne Munson. To find out how you can volunteer your time with the Alumni-Student Connection Program, contact Michele Berg at (386) 323-8025 or e-mail her at michele.berg@erau.edu.

ALTIMETER

More news and events from Embry-Riddle alumni:

- **Nearly 100 alumni have volunteered their time and career experience through the new eaglesNEST Alumni Mentoring service.**
- **Nearly one-third of incoming first-year students at the residential campuses have benefited from the Alumni Endorsement Grant Program.**
- **The class of 2004 has more registered eaglesNEST members than any other class year.**

Message from the Executive Director

On the walls of our Alumni Relations Office hang pictures depicting many of the names we've long associated with this great university—Riddle, Embry, Hunt, Lehman—reminding all of how Embry-Riddle came to be the vibrant comprehensive university it is today. And alongside those great names are photos of many of the alumni who have remained an active part of the Embry-Riddle family through the years.

I am always inspired by these photographs. Together, they “draw a line through time,” connecting Embry-Riddle’s storied heritage with its future promise. Tracing Embry-Riddle’s history and growth through these pictures, I can see that much of our progress comes from the dedication and involvement of alumni like you. Without you and your involvement, Embry-Riddle wouldn’t be the leader in aviation and aerospace education.

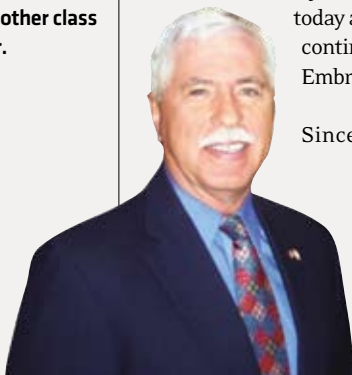
That’s why we are always looking for new ways to serve you and keep you involved with Embry-Riddle. Over the past year, we’ve launched a new alumni magazine, added services to the eaglesNEST online community, increased informative e-mailings and hosted special events all over the country—all with the goal of keeping you informed, interested and involved.

And there are many ways you can become involved. For example, you can assist in identifying candidates for admissions or setting up internships, become a mentor to current students and recent graduates (a new service now available on the eaglesNEST), or even have a hand in hiring eligible and qualified applicants for your organization.

However you choose to participate, we’re here to help you make the most of the time you spend with your alma mater, because the time you spend with Embry-Riddle today is an investment in its future. Just as you have followed the example of those alumni honored along our walls, the students of today are preparing to follow your example. With your help, we’ll continue to add to the long line of dedicated alumni who make Embry-Riddle great.

Sincerely,

Wayne Munson





The wisdom of experience

eaglesNEST offers new mentoring service to help alumni get ahead

While there's little doubt that career wisdom comes with work experience, there's also nothing wrong with getting a head start with a little guidance from one's friends. That's the rationale behind Embry-Riddle's new online mentoring service, which allows alumni to connect with other more experienced alumni for academic and professional advice. The service is available to alumni of all professions, class years, degree and professional development programs, and campuses.

"We always remember those special people who guided us in our studies and jobs," says Wayne Munson, executive director of Alumni Relations. "This service is exciting because it will give our alumni the opportunity to help guide the next generation of students."

The Alumni Mentoring service is free and available in the eaglesNEST online community at www.ERAUalumni.org. All alumni, particularly those who participated in the Alumni Sharing Knowledge (ASK) Directory, are encouraged to take part in this new mentoring service.

In memory

Eric Beard ('99, '05, EC), 1957–2006

Eric Beard, a high-profile air show performer who for years thrilled audiences in his Yak-54, Russian Thunder, died in an airplane accident near Skagit Regional Airport in Burlington, Wash., on Jan. 6. Eric was flying a small courier plane, a Piper Seneca, from Bellingham to Burlington. In 2004, Embry-Riddle began sponsoring Eric in his air show appearances.

Eric was born in Athens, Ga., in 1957. He spent his earliest years just outside Atlanta, dreaming of planes and flying. After a move to Colquitt, Ga., Eric began flying at the age of 14, taking flying lessons at a crop-dusting strip. His early love of flying was demonstrated at the strip by fueling and cleaning airplane engines in exchange for flying time.

Eric made his home in Auburn, Wash., where he worked for Boeing and flew part time for AirPac Airlines charter service. During his career, he also worked for NASA on space shuttles and Titan rockets. To find out more about this great friend of Embry-Riddle, go to www.russianthunder.com.



Spotlight on alumni

David Trojan ('00, EC) is investigating crash sites of World War II aircraft in Hawaii...

Connally Edozien ('01, DB) is playing Major League Soccer for the New England team "Revolution"...

Navy Lt. Kevin Davis ('96, DB) is training for the Blue Angels' 60th anniversary performance as one of the newest F/A-18 demonstration pilots...Read the full stories about these and other extraordinary alumni by going online to the eaglesNEST at www.ERAUalumni.org and viewing "News & Events."



Your Alumni Relations Team

Wayne Munson
Executive Director
Wayne.Munson@erau.edu
(386) 226-7600

Jennifer Hinebaugh ('02, EC)
Assistant Director
Jennifer.Hinebaugh@erau.edu
(386) 226-6159

Lucy Schneider
Office Manager
Lois.Schneider@erau.edu
(386) 226-6919

Pamela Daniels ('00, '01, DB)
Assistant Director
Pamela.Daniels@erau.edu
(386) 226-6155

Michele Berg
Assistant Director
Michele.Berg@erau.edu
(386) 323-8025

Barbara Martens
For Prescott Campus
Barbara.Martens@erau.edu
(928) 777-4200

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space, from aeronautical science to space physics, and from applied meteorology to communication. Add our **Extended Campus'** far-reaching flexibility, state-of-the-art residential campuses in **Daytona Beach, Fla.**, and **Prescott, Ariz.**, and the resources of our **Career Services Office**, and you'll agree there's much more to Embry-Riddle than meets the sky.

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