

LIFT

The alumni magazine of
Embry-Riddle Aeronautical University

Peter Zaccagnino
(’92, DB) pushes
the envelope to
test aviation safety

Mark LaPole (’84,
PC) helps the space
program search
beyond the stars

It’s the start of
an ambitious
Endeavour for
**Benjamin Alvin
Drew** (’95, WW)

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ON THE COVER: Sophomore Air Force ROTC Cadet Bradley McElvain attends Commencement Ceremony at Embry-Riddle—Prescott on May 3, 2008. Photo by Kenneth W. Anderson Photography.



LETTER FROM THE PRESIDENT

FOR NEARLY 70 YEARS, Embry-Riddle has enjoyed a very special relationship with the U.S. military. In fact, the Embry-Riddle we know today owes much to its long-standing partnership with the Armed Forces.

In the early days, we trained military pilots and mechanics for World War II—more than 25,000 when all was said and done—and we were also there for the Korean and Vietnam wars. Those key years of helping the military prepare to defend America played a vital role in our growth and helped propel us to the leading position we now enjoy.

As someone who grew up in a military family—my father was a career Army officer and my uncle an Air Force pilot—I am especially proud of our continuing role as a provider of education and training to the military.

Clearly, our partnership remains as strong as it has ever been. Our Worldwide Campus serves the educational and training needs of thousands of military personnel every year, wherever in the world they are deployed. Home to thriving ROTC programs, our residential campuses boast

the largest Air Force ROTC program in the nation and rapidly growing programs in the Army and Navy-Marines.

In this issue of *Lift*, you will see just a few of the many ways that Embry-Riddle's military alumni have used their education and training to make a difference in the world. Whether it is flying state-of-the-art helicopters and vintage P-51 Mustangs, launching in Space Shuttles or designing space vehicles that are changing the way we look at the universe, Embry-Riddle's military alumni are at the center of some of the most important human endeavors we are engaged in today.

Please join me in celebrating the men and women of the U.S. military and the special role they have played in our great history.

Warmest regards,

John P. Johnson, Ph.D.
President

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Awards in Arizona

Embry-Riddle business students beat big rivals for second year in a row

An Embry-Riddle team of business students from the Prescott Campus took second place in the Phi Beta Lambda State Leadership Conference in Phoenix, an annual competition that attracts students from Arizona colleges and universities.

For the second year in a row, Embry-Riddle defied expectations and surpassed better-known programs from Arizona State University and the University of Arizona.

The Embry-Riddle team took home the most awards in events in which nearly 100 students from eight schools competed in business law, decision-making, economics, financial analysis, management concepts and statistics. Competition judges came from major companies such as IBM and Southwest Airlines.



Embry-Riddle's award-winning business students.

FAA helicopter research flights

Student team demonstrates new safety technology

Working with Tomlinson Aviation Inc. of Ormond Beach, Fla., and Systems & Electronics of Chicago, Embry-Riddle has completed the first of a series of FAA-sponsored research flights demonstrating new safety technology for helicopters.

Funded with a grant of \$620,000 from the Federal Aviation Administration, the project is evaluating Health and Usage Monitoring Systems (HUMS) equipment that uses onboard sensors to monitor flight conditions and the health of helicopter components.

"Thanks to this technology, helicopter components in poor health can be retired early, and healthy components can receive a life-limit extension," says Dr. Pat Anderson, the Embry-Riddle Aerospace Engineering professor who is directing the HUMS project. "Thus, HUMS will help helicopter operators increase safety while, at the same, time lowering operating expenses."



ERAU's research flight project team.

ALTIMETER

More news and events at Embry-Riddle this quarter:

- **President John P. Johnson has been named to the Flight Safety Foundation's Board of Governors—the first university representative to join this prestigious board.**
- **Embry-Riddle will receive nearly \$2 million in grant funding from the FAA to establish an "Integrated Airport."**
- **Embry-Riddle's Daytona Beach Campus is the first sponsor to receive FAA Level 6 qualification for its two Frasca DA-42 Flight Training Devices.**



Fuel for change

Embry-Riddle students conduct aviation biofuel research

With aviation fuel costs on the rise and no relief in sight, students in the Society of Aviation Technicians at Embry-Riddle Aeronautical University have launched a research project to test the performance characteristics of biofuel in an aircraft engine.

The Embry-Riddle students are using a Lycoming four-cylinder aircraft engine to evaluate E85 biofuel, a blend of 85 percent ethanol and 15 percent gasoline that the U.S. Department of Energy considers the best alternative to petroleum.

Students from a variety of degree programs, including Aerospace Engineering, Aviation Maintenance Science and Homeland Security, are taking part in the study.

"This multidisciplinary approach plays to the strengths we have here at Embry-Riddle," says Arthur Eldridge, admissions officer for the Aviation Maintenance Science Department and advisor to the Society of Aviation Technicians. "The university encourages students and faculty from different disciplines to work together in areas that foster greater learning opportunities while yielding significant industry data."

Embry-Riddle wins Collier Trophy

Embry-Riddle Aeronautical University is among the winners of the 2007 Collier Trophy for being part of a team of organizations that collaborated to develop the automatic dependent surveillance-broadcast (ADS-B) system, a new technology that promises to greatly improve the safety, capacity and efficiency of the national airspace system.

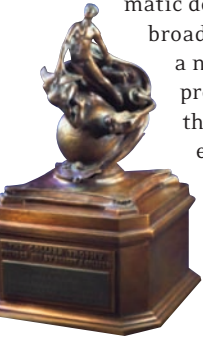
As the nation's largest collegiate aviation program, Embry-Riddle pioneered the implementation and testing of ADS-B in its aircraft.

The flight training fleets at its campuses in Daytona Beach, Fla., and Prescott, Ariz., are fully equipped with the new technology.

"We're proud to have been a leader in implementing this revolutionary technology," says Dr. John P. Johnson, president of Embry-Riddle. "It is fair to say that it has reduced the risk of midair collisions dramatically at both of our campuses."

With ADS-B, both pilots and controllers see radar-like displays with accurate traffic data from satellites, updated in real time. The improved situational awareness enables pilots to fly at safe distances from each other with less assistance from air traffic controllers.

The Collier Trophy is given annually by the National Aeronautic Association to companies and individuals for "the greatest achievement in aeronautics or astronautics, with respect to improving the performance, efficiency, and safety of air or space vehicles." Past recipients have included Orville Wright, Chuck Yeager, the Apollo 11 crew, Burt Rutan and the developers of GPS.



ALTIMETER

More news and events at Embry-Riddle this quarter:

- **The University Continuing Education Association awarded its Distinguished College Course Award to Embry-Riddle Worldwide Online for its undergraduate meteorology course content.**

- **Thomas I. Herrera, an Embry-Riddle Worldwide student at Whidbey Island, was awarded "Marine of the Year."**

- **Beth McCubbin captured the school's first-ever individual national championship in track for the 1,000-meter run.**

Taking the classroom downrange

Worldwide Campus provides education in Afghanistan and Kuwait

True to its commitment to provide educational opportunities where they are needed most, Embry-Riddle Worldwide is "taking the classroom downrange." At its Afghanistan and Kuwait campuses, Embry-Riddle is providing educational programs to Bagram, Camp Buehring and other off-site bases in the region.

Under such extraordinary circumstances, Embry-Riddle has employed some creative thinking to give the nation's deployed military men and women the same quality of instruction as their stateside counterparts.

For example, by having its instructors remotely assist in arranging courses to be administered at Forward Operating Bases that cannot be accessed by nonmilitary personnel, Embry-Riddle has been able to offer on-ground courses to students who otherwise would not have been able to attend a course in the classroom.

Deployed online students are benefiting from creative approaches, too. Since online students are sometimes challenged by inconsistent Internet access, Embry-Riddle is piloting its "Blackboard Backpack" program, in which service members in remote locations are able to download courses to their personal laptops and participate as if attending the online course. Students will have access to discussion questions, assignments and peer interaction, and once they are in an area where Internet connection is possible, they can upload their assignments into their Blackboard classroom.

If enrollments are any indication, the efforts to serve the nation's deployed are paying off. The Afghanistan campus has had more than 200 enrollments since August 2007, with more expected on the horizon.

"Providing for the educational needs of our military men and women, wherever they are deployed, is a critical part of our mission at Embry-Riddle Worldwide," says Chancellor Marty Smith. "We'll do whatever it takes to make sure they have what they need to succeed."



Embry-Riddle Worldwide's "Blackboard Backpack" program allows military students to take courses while deployed in remote locations.

A new breed of smaller, cheaper jets is poised to change the face of aviation. They're called very light jets, or VLJs. Weighing less than 10,000 pounds, they can use runways as short as 3,000 feet—and they cost a fraction of the traditional private jet.

A revolution in the making? Some industry insiders tout VLJs, with their affordability and point-to-point convenience, as the next great boom for the industry. Others call the VLJ phenomenon a potential “dot-com with wings.” Whatever the prognosis, there's no shortage of manufacturers lining up to lighten up. Companies such as Cessna and Eclipse Aviation have order backlogs in the thousands.

With the future for VLJs still very much in the balance, we asked our three experts to weigh in and tell us:

Will very light jets (VLJs) change the way we fly?



Peg Billson ('84, PC)
Chief Operating Officer, Eclipse Aviation

→ **VLJs are** time machines because they allow us to add value to our time by spending less of it traveling *to* our destination and more of it *at* our desired location. Just as we jump in a taxi today with very little notice, we will do the same with these air taxis, or air limos. And because the fuel efficiency of VLJs is equivalent to that of an SUV, they are an affordable choice for travel.

Of the 10,000 airports across the U.S., only 30 are used by the majority of commercial air transport flights. The purpose of point-to-point air travel is to avoid these 30 airports, and that is what VLJs provide. Finally, the FAA is supporting the innovation required for the successful VLJ market by ensuring safety and compliance



A new breed of very light jets like the Eclipse 400 (pictured) could make the use of private jets a real possibility for greater numbers of travelers.

with its regulations. Continued focus on the Next Generation aircraft control system and the ADS-B implementation will expand the power of VLJs.



Dr. Daniel Petree
Dean, College of Business, Daytona Beach Campus

→ **Theoretically, VLJs** are a revolutionary way to travel. However, they are clearly in a stage of infancy in terms of potential growth, and it is still too early to determine how successful they will be. While it's true that VLJs favor a low capital investment and can save time for travelers, we have not seen enough data to determine how successful air taxis and on-demand air services will be. There are still major issues that must be resolved—including air traffic management

and safety requirements. VLJs have the potential to change both the amount of flying that's done and the means by which we fly, but it is still a question whether they are fiscally or financially viable.

Long term, I believe they will be less of a novelty and more of a realistic part of aviation phenomena, but the long term is fairly long. I know that futurists would like to see a jet parked in every garage, but we are a long way away from that.



Michele Summers Halleran
Associate Professor, Aeronautical Science, Daytona Beach Campus
FAA Industry Training Standards Research

→ **I definitely** believe VLJs have a niche in the market and will change the way we fly. They offer convenience with which commercial airlines cannot compete. A VLJ's ability to fly point-to-point is much more attractive to the person with a business agenda who has to maximize his or her time. They also can go to smaller airports closer to the passengers' destination, which is crucial at a time when fuel prices

are rising and commercial flights are becoming more limited. While I don't think VLJs will overtake the business jet market, I do believe they will expand the options for short-term travel. And because pilots receive the same type-rating training and must meet the same requirements, they are just as safe. VLJs must be evaluated and certified by the FAA, just like every other business jet and commercial aircraft.

Do you think VLJs will change the way we fly?

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

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High performer

Peter Zaccagnino ('92, DB) pushes the envelope to deliver new standards of flight safety

Peter Zaccagnino has turned “pushing the envelope” into a personal philosophy and a successful career. As the president and chief pilot of High Performance Aircraft Training/Testing Inc. (HPAT), a company that tests the limits of today’s sophisticated aircraft to help pilots fly smarter and more safely, Zaccagnino gets to apply his “see-what-we-can-do” attitude daily.

“Instead of looking at reasons why you can’t do something,” he explains, “we find out how you can make it happen.”

Zaccagnino “makes it happen” by pushing unique aircraft—such as MiG-21s, Lancairs and L-39s—to their limits and then providing that key information to civilian pilots during training. “We’re testing a plane’s entire envelope of operation—even beyond its envelope of operation—to determine what can and cannot be done when flying it,” says Zaccagnino, who is a Department of Defense-approved pilot. “For example, we find out if a plane can be flown into icing, or if a pilot can spin the plane and survive.”

All this systematic daredevilry serves a very serious purpose: to keep pilots safe and at the top of their game when flying high-performance aircraft. “Our tests are comprehensive so we can establish best practices for that specific plane,” Zaccagnino says. “We make sure the plane is safe to fly when a non-test pilot gets into it.”

A SMALL COMPANY DOING BIG THINGS

Zaccagnino’s high-performance pursuit sends him all over the globe, something he thrives on. In one five-week period he covered most of Europe, northern Canada and even traveled to the Arctic Circle. “I’m always doing many things at once,” he says happily. Whether it’s flight testing, engineering a new design or modification, or developing new business, Zaccagnino is always ready for the next move. “I never want to wait for others to do something first, when I know I can do it.”

For example, Zaccagnino is leading the charge in supersonic flight testing for civilian airplanes. “It is the next step in civilian aviation and we intend to be the leader in spearheading this effort. People have asked

me why we want to do supersonic research and testing and my answer is, ‘Someone has got to do it. Why not me?’”

Today, with 35 employees and contractors working at any given time, HPAT may be considered a small company to take on such a challenge, but Zaccagnino is undaunted. “You don’t have to be a huge billion-dollar corporation to lead such a significant project,” he says. “I really think we will be the go-to company for how to facilitate supersonic flight—from the technology, to the research and development, to the regulations. We may be small, but we’re going to do big things.”

GETTING BACK TO AIRPLANES

Zaccagnino has always felt he would end up doing big things. When he graduated from Embry-Riddle in 1992 with his degree in aeronautical engineering, the aviation industry was in a lull, but he



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

Peter Zaccagnino ('92, DB)

- Flown around the world several times
- More than 10,000 hours flying time, with 6,000 in turbine aircraft
- Owns several planes, including an Aeronca Champ and a MiG-21



pressed forward to find his niche. “I always knew I wanted to run my own company, so I pursued jobs that I knew would help the big picture I had for myself,” he explains.

Zaccagnino’s first job gave him an education in business, but kept him far from the cockpit. “It was a great learning experience, but I knew I had to get back to airplanes,” he says. “I began teaching aviation students at a local college and, at the same time, bought a Cessna to start training a handful of flight students. This first Cessna escalated into establishing a traditional flight school, and soon I was also testing race planes and flying internationally as a Gulfstream captain.”

During those 200-plus international flights, Zaccagnino saw his chance to do what he had been preparing for all along. “The need for high-performance training was apparent—especially internationally and in unique aircraft,” he says. “Since my days as a student at Embry-Riddle, I had been preparing to run my own company. By getting all the experience I did up to this point, I knew I could ‘walk the walk’ and had the background to know what I was doing in my company.”

Zaccagnino, who still uses his *Aerodynamics, Aircraft Design, and Stability and Control* textbooks, credits his

education at Embry-Riddle for making a “huge impact” on his career success. “When companies know they are talking to an aeronautical engineer from an established university, it means something. My education at Embry-Riddle has opened so many doors for me because I can speak the language of engineering.”

LIVING IN THE FUTURE

While Zaccagnino has opened a lot of doors using his Embry-Riddle education, he’s not one to look back for long. “I don’t revel in what I’ve already done. I am always looking forward to see what I will accomplish next,” he says. “To be successful, I believe you have to live in the future.”

For the near future, Zaccagnino will defend the gold-medal championship he won last year in the Reno Air Race. Beyond that, there are those plans to lead in the area of supersonic flight testing, as well as an aggressive global expansion program for HPAT. “We are already in the process of establishing a base of operations in both India and Europe and we are optimistic about expanding into Asia,” Zaccagnino says.

It may seem like a tall order, but Zaccagnino, not surprisingly, is used to living on the edge of what’s possible.



**ERAU HAS
PROUDLY
SERVED THE
U.S. MILITARY
FOR DECADES,**
and its tour of
duty is just
beginning

FOR DECADES, EMBRY-RIDDLE HAS MARCHED IN STEP WITH THE U.S. MILITARY. The university's 1939 resurgence was, in fact, a patriotic response to provide qualified Allied aviators for World War II.

These days, Embry-Riddle trains and educates America's best and brightest in times of war and peace. With the largest Air Force ROTC program in the nation, rapidly growing Army and Navy ROTC programs, and a Worldwide Campus that serves military personnel all over the globe, Embry-Riddle remains a primary provider of education and training for servicemen and servicewomen, wherever they are deployed.

Not surprisingly, ERAU alumni rise through the ranks in all four branches of the U.S. military—and they often do great things after they've served. Here are a few of their stories:

ONCE A MARINE, ALWAYS A MARINE



**Mstr. Gunnery Sgt.
Rafael Calderon**

During 26 years of active duty, Rafael Calderon ('00, WW) saw both sides of the U.S. Marine Corps. After 10 years in specialized artillery, he was reassigned to recruiting—bad news for a self-described “grunt.”

“I was a die-hard field Marine,” Calderon recalls.

“I had no interest in being a pencil-pusher. But the Cold War was ending and my nuclear bomb skills weren't in demand. Little did I know how challenging a desk job could be.”

Being a storefront recruiter not only required him to master office technologies (starting with basic typing), he also had to develop new interpersonal skills. Between Desert Storm, Kosovo and Panama, it wasn't an easy time to recruit.

“The Marine Corps is a fighting organization,” he explains. “When I started recruiting, Desert Storm was considered the second Vietnam, and society was not ready to go to war.”



Despite such challenges, Calderon met recruitment goals for 100 consecutive months. “I stressed the intangibles of the Marines,” he recalls. “It's the best fraternity in the world and a great organization—if you qualify.”

As director of recruiting operations for the Southeast, he rose to the rank of master gunnery Sergeant—and gained new appreciation for the rigors of “desk Marines.”

Although he had achieved the highest possible enlisted pay grade, the 39-year-old Marine felt a void in his credentials. So before retiring in 2004, he earned undergraduate and graduate degrees in technical and human resource management, respectively. “All paid for by Uncle Sam,” he stresses.

Calderon chose Embry-Riddle for its stellar reputation and impressive commitment to education; but it also fit his busy work schedule. “There were plenty of times I would go directly from an aircraft right to class,” he recalls.

REPORTING FOR DUTY

These days, the 52-year-old is on the other side of the lectern as a naval science instructor for a high school ROTC program and an adjunct instructor at Embry-Riddle's Atlanta campus. He also teaches online courses for another university and provides pro bono career counseling at the Cobb County Correctional Facility.

LIVING HER DREAMS

As long as she can remember, 1st Lt. Nikki Turner ('06, PC) wanted to fly helicopters. "I put it on such a pedestal, I was scared it couldn't measure up," she notes. "But it has been everything I dreamed of!"

Currently, Turner is flying medical evacuation missions in Black Hawk helicopters and serving as an aircraft maintenance executive officer for CH-47s and UH-60s. She recently ran a weeklong 249 semi-automatic machine gun range in the field.

"Nothing is more exciting than flying in the military," she raves. "It's much different than civilian flying. You monitor five different radios, weather and altitude minimums are lower, you fly in formation under night-vision goggles ... and then there's the mission. Accomplishing real-life missions is very fulfilling."

Turner's commission began with flight school at Fort Rucker in Alabama, immediately after graduating from Embry-Riddle's Prescott Campus in 2006. "Flight school was very regimented, much like Riddle's flight program," notes the former Student Government Association president. "Training at Riddle prepared me for the high military standards."

Since graduating from flight school with honors, Turner has been stationed at



Army 1st Lt. Nikki Turner

one of the Army's fastest growing installations, Camp Humphreys, in South Korea.

She says Embry-Riddle's ROTC cadet training—especially the leadership program—has been instrumental to her success in the Army. "ROTC sets you up for success whether you're planning on a military career or not," she explains. "It teaches you discipline, leadership and teamwork."

She also credits the university's overall approach: "Embry-Riddle was a very challenging school. It not only pushed me academically, but also personally. It gave me the confidence to know I was capable of accomplishing great things if I put forth the effort."

BACKDOOR AIR FORCE CAREER

When Lee Lauderback ('72, DB) ran Arnold Palmer's flight department, people said he had the best job in the world. As chief pilot of Stallion 51 Corporation in Kissimmee, Fla., he says the very same thing, but with even more enthusiasm.

Lauderback relished his 17 years with Palmer. He not only flew top-notch corporate aircraft, he also forged a close personal relationship with the golf legend himself. At first, it was the dream job for the single, athletic 23-year-old; but Palmer's "unbelievable pace" eventually conflicted with Lauderback's changing lifestyle.

"We averaged about 200 days per year on the road, and my wife and son needed more time," he explains. "As much as I loved it, it was time for me to do other things."

"Other things" meant joining and eventually purchasing Stallion 51, a flight operation devoted exclusively to P-51 Mustangs, the famed single-seat fighters from WWII. What started with one Mustang and a single contract from the Navy Test Pilot School grew into a booming three-hangar complex with everything from orientation flights and instruction (including unusual attitude training) to aircraft management. Aircraft sales,

EMBRY-RIDDLE AND THE U.S. MILITARY: A TIMELINE

1930s

1940s

1950s

1960s

1970s

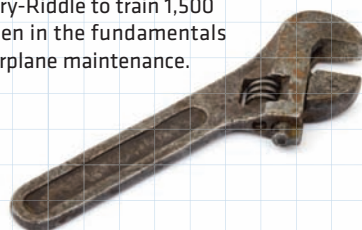


1939–1945

The Allied Nations send more than 25,000 young men to Embry-Riddle's Florida centers to become pilots and technicians.

1951

With the Korean War at hand, the Air Force contracts with Embry-Riddle to train 1,500 airmen in the fundamentals of airplane maintenance.

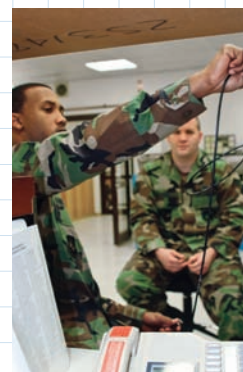


1970

Embry-Riddle establishes World-wide Campus at Fort Rucker, Ala.

1972

- Embry-Riddle establishes Air Force ROTC program at Daytona Beach Campus.
- Embry-Riddle contracts with Department of Defense to be sole provider of aviation-related degree programs to U.S. military in Europe, a relationship that continues to this day.



medical services and merchandising—all focused on the P-51—are also offered.

“One of my early goals was to be a military fighter pilot,” Lauderback explains, “but I didn’t have 20/20 vision. The military wasn’t granting any medical exemptions then, so I had to let my dream go.”

It never died, though. And when Lauderback flew a P-51 Mustang in the ’70s, he immediately knew that’s what he wanted to do. He didn’t know how to make a living doing it, but he was inspired to find a way. He even tried (unsuccessfully) to convince Palmer to purchase a P-51.

Lauderback flies his dream aircraft several times a day at Stallion 51. He also flies about 18 air shows each year as an original member of the elite Heritage Flight team, an official branch of the Air Force Air

Combat Command featuring current and historic aircraft together in formation. Of his 19,000-plus hours of total time, more than 7,500 are logged in Mustangs.

During 21 years in business, Lauderback has hired several Embry-Riddle alumni and welcomes résumés from fellow Eagles.

WINGS OF GOLD

Flying jet fighters is the ultimate goal for many military pilots, but not Navy Lt. Junior Grade Bryan Sommer (’05, DB). For him, it’s all about the rotors.

“There’s nothing like hovering 10 feet off the water,” Sommer explains. “Flying is freedom; helicopters extend it even further because you can fly in any direction.”

Not surprisingly, simulated search-and-rescue missions have been highlights of his 10-month training in San Diego. In November, the 31-year-old will join HMS-70, a new Helicopter Maritime Strike squadron based in Jacksonville, Fla. From there, he’ll likely be deployed to a carrier or “small boy”—a cruiser or destroyer—for antisub warfare or antisurface fleet support.

He’s excited about flying the MH-60R, a glass-cockpit Seahawk. “New version aircraft don’t come along very often, so it’s an incredible opportunity,” he says.

Sommer’s commission is different from that of many Embry-Riddle alumni; he began in the enlisted ranks. “At 18, I wasn’t ready for college,” he recalls.

In the Navy, he chose to be an aviation electrician, which required the most training of all his options. After four years of service, he reenlisted and taught avionics. He also took night classes. Although several college extension programs were



Navy Lt. Junior Grade Bryan Sommer

available on base, Sommer was drawn to Embry-Riddle’s national recognition as “the premier aviation school,” he says.

Soon, Sommer was selected to participate in the Navy’s STA-21 program (Seaman to Admiral for the 21st century), which allowed him to attend college full time. He chose Embry-Riddle again, even though the Navy would only cover the equivalent of public tuition. He reported to the Navy ROTC program at Daytona Beach (then in its second semester) and began college as a “non-traditional” student.

“With the support of my wife and daughter, it was the right time for me to be in college,” he notes. “And, I may eventually pursue a master’s in safety.”

After graduating in 2005 and receiving his wings in 2007, Sommer began serving his eight-year commitment. He’s approaching his 13th year in the Navy.

“The military isn’t for everyone,” he says. “But for those who choose it, and make the most of it, it’s very rewarding. I love what I do; the wings of gold on my chest are the culmination of a lot of training and hard work.”

Photo of Lee Lauderback by Paul Bowen

Lee Lauderback and his falcon, Mohawk.



For nearly 70 years, Embry-Riddle has joined forces with America’s Armed Forces to provide educational and training opportunities. Here are some of the highlights:

1980s



1980

Embry-Riddle establishes Air Force ROTC program at Prescott Campus.

1982

Embry-Riddle establishes Army ROTC program at Daytona Beach Campus.



1985

Embry-Riddle establishes Army ROTC program at Prescott Campus.

2000-Present



2002

Embry-Riddle contracts with U.S. Air Force to screen pilots at Air Force Academy.

Embry-Riddle trains Air Force, Air National Guard and international flight officers at Kirtland AFB.

2008

Embry-Riddle’s Worldwide Campus develops innovative delivery systems to offer academic and training programs to servicemen and servicewomen deployed in Afghanistan and Kuwait.

2003

Embry-Riddle establishes Navy-Marines ROTC program at Daytona Beach Campus.

MAN ON A MISSION

BY SAMUEL GREENGARD • PHOTOGRAPH BY RAY NG

MARK LAPOLE
PROGRAM MANAGER,
BALL CORPORATION

- Manages high-profile, space vehicle projects, including the world-renowned Hubble Telescope and the next-generation James Webb Space Telescope, designed to look at the universe in the infrared spectrum.
- Worked on the following space vehicle projects: Deep Impact, the Kepler Mission, Cloudsat and CALIPSO.
- When not saving sophisticated space equipment from the technical glitches that often occur in space environments, rescues blind and deaf Great Danes here at home.



ON

Mark LaPole ('84, PC) keeps the American space program focused on the future

IF Mark G. LaPole, Ph.D., ('84, PC) has learned one thing in his years of designing and building space vehicles, it's that a well-grounded approach goes a long way toward exploring the vastness of the galaxy. Over the past 20 years, as program manager for Ball Corporation, LaPole has tackled an array of high-profile projects, including the Hubble Telescope, the Webb Telescope, Deep Impact, the Kepler Mission, Cloudsat and CALIPSO.

Standing at the forefront of human exploration is no small matter. "I believe the work I do is important and it is changing our fundamental understanding of physics and the earth we inhabit," explains the Embry-Riddle Prescott alumnus who received his degree in Aeronautical Engineering. "These are extremely exciting times. We are reaching beyond Einstein now. He would be amazed at what we have achieved."

To be sure, LaPole is no ordinary aerospace engineer, and his work stretches far beyond the mundane. Working with state-of-the-art technology—including super-fast computers, high-powered lasers, low-noise electronics, state-of-the-art optics—and tight budgets, he is helping define the future of the American space program while pushing the limits of personal and human understanding. "I am hooked on this line of work. It marries my love of physics with engineering," he explains.

SPACE MATTERS

Coping with tight budgets and high aspirations is no simple task. LaPole describes himself as the kind of person who works with "a computer, a screwdriver and a soldering iron." Yet, he also must be adept at dealing with smart, creative and sometimes stubborn engineers and scientists.

"In any moment I may take on the personality of manager, coach, engineer, scientist, technician, shrink, peacemaker, bully or pincushion," he says.

For the past six years, LaPole has supervised service and repairs of the Hubble Space Telescope program, which has involved more than 1,000 engineers and support staff. The team developed sophisticated telerobotics to replace worn-out batteries and gyros—though the initiative was eventually scrapped because of the reuse of the Space Shuttle. In addition, Ball Corporation has built two repair kits for existing instruments as well as two new optical instruments. The optics, when installed in October, will provide the space telescope with capabilities 30 to 50 times as great as at present. "Hubble will steal the science headlines for a decade," he predicts.

LaPole is also involved with the development of the James Webb Telescope, a next-generation device that will provide glimpses of the universe within the infrared spectrum, as opposed to the ultraviolet and visible capabilities of the Hubble. This will allow the Webb Telescope to peer further back in time as it examines the universe. "Webb will offer great capabilities, but because of its design and orbit, it can't be serviced or updated by humans," he notes. As a result, NASA may eventually move to telerobotics to service it too.

The challenges inherent in these projects—as well as many of the others LaPole has managed—have meant pushing engineering to new limits. Ball was responsible for correcting the Hubble Telescope's initial focus flaw, and it has built seven instruments, plus the repair and replacement hardware for two others. The company also has worked to improve service cycles by integrating more advanced modular systems. In the past, detectors and electronics on space missions such as the Hubble were more than five years behind the current state of technology. "We have reduced this to around six months," LaPole says.

BEYOND THE STARS

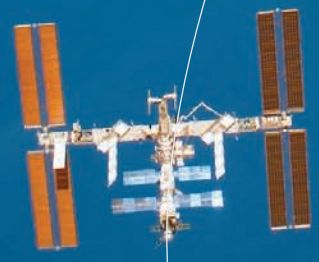
Attracted by the Apollo moon program at age 6, LaPole's interest in engineering and space flourished. He credits his education at Embry-Riddle as the foundation for his successful career. "In a small school, there is no place to hide. What that means is you leave complete. The structured curriculum guarantees that all the skills you need are integrated and intact," he says.

After spending six years in the U.S. Air Force—working at Edwards Air Force Base in California, Cape Canaveral in Florida and at The Air Force Technical Applications Center in Florida, LaPole accepted a position at Ball as a programs manager and systems engineer in 1990. Through all the missions and initiatives, he has retained a sense of the joy that brought him to the profession in the first place. "I still get to touch the flight hardware. I like dirty hands and the smell of jet fuel," he confesses.

For LaPole, who enjoys the Colorado outdoor lifestyle, reaching for the stars isn't an abstract concept. It's something that continues to play an integral role in his life. He says, "I'm proud of the work I've done and what we have been able to accomplish. We've played an important role in keeping generations of space vehicles operating and the space program moving forward."

HOW AN
EMBRY-
RIDDLE
EDUCATION
PREPARED
ASTRONAUT
BENJAMIN
ALVIN DREW
('95, WW)
FOR
TAKE-OFF

THE M R T O



Interviewed by Odartey Williams ('04, DB)

BENJAMIN ALVIN DREW didn't always want to be an astronaut. It wasn't until he saw the Apollo 11 crew land on the moon at the "ripe old age" of 6 that he knew he wanted to fly in space. Inspired and ready for take-off, Drew quickly discovered that the means to the dream began in the classroom. "People told me that I needed to hit the books," he recalls, "and study everything."

Fast-forward 32 years to August 2007. With two bachelor's and two master's degrees under his belt, Embry-Riddle–Worldwide alumnus Col. Benjamin Alvin Drew achieved his dream, logging more than 305 hours on Space Shuttle *Endeavour* during his first spaceflight on Mission STS-118.

On Feb. 5, 2008, at the Daytona Beach Campus, Drew shared his inspirational story with the Embry-Riddle community as the guest of honor at Embry-Riddle's first Black History Month Banquet. The Air Force colonel then took some time to speak with *Lift* about his years at Embry-Riddle—and how it helped launch him into space.



Inset: Space Shuttle *Endeavour* is docked to the Space Station's Destiny laboratory in a photo taken during the mission's third space-walk on Aug. 15, 2007.



Col. Benjamin Alvin Drew enjoys the weightlessness of space travel.

Space photographs courtesy of NASA



Col. Alvin Benjamin Drew ('95, WW)

- Command pilot with 3,300 hours flying time in more than 30 types of aircraft.
- Flew nearly 90 combat missions between the invasion of Panama and the first Gulf War, including operations JUST CAUSE, DESERT SHIELD/DESERT STORM and PROVIDE COMFORT.
- Traveled 5.3 million miles over 12 days, 17 hours, 55 minutes and 34 seconds on Space Shuttle Mission STS-118.

Q: **Lift:** Why did you choose Embry-Riddle–Worldwide to pursue your graduate studies?

Col. Drew: It was the time in my career when I was ready to get an advanced degree. I was out in Las Vegas and Embry-Riddle had a campus there. It was the only university offering the technical degree I was after. I was coming out of Aerospace as an undergraduate, and I wanted to further that education. Embry-Riddle had a wide range of courses and instructors with a very good reputation.

Lift: How did your degree from Embry-Riddle–Worldwide help you achieve your goals?

Col. Drew: First off, it got me my degree so that I could continue to grow up in the Air Force. Second, at the time, I was running a test squadron working as a test pilot in the Air Force and it helped me a lot in terms of getting reacquainted with all the theory and the technology behind what I was testing. The same thing is true as an astronaut. You do a lot of the same things—testing, working with technology—and having those courses helped me out.

Lift: What was your role in Mission STS-118?

Col. Drew: My primary role was Cargo Transfer. We had about 5,000 pounds of equipment—from experiments, clothes, food, water, air and supplies for the Space Station—that had to be transported up there. Also, I had about 4,000 pounds of gear to bring back down: experiments we didn't want to just throw away and things we like to recycle and eventually take back up to space. That's one of the few things the Shuttle does that no other spacecraft can do: bring down high-value items [that are] to be returned to space. So I got to be the moving man for 10 straight days with my clipboard and checklist.

Lift: From a pilot's perspective, what does it feel like to take off in the Space Shuttle?

Col. Drew: It is not quite like anything you've ever experienced before in an airplane. First, the take-off is vertical, which is a little bit rare—unless you're used to it in helicopters. The acceleration is constant all the way up until you get to 17,500 miles an hour, and so you are being pressed in your seat. For those familiar with afterburners, it's a lot like an afterburner climb, or take-off, for eight-and-a-half minutes.

And the rumble! Just the amount of power being unleashed when the solid rocket boosters ignite. The best way to describe it is feeling like a million subwoofers under your couch are suddenly going off at once. You just feel the vibration. It shakes you right to your bones.

Lift: How does it feel looking back at Earth from space?

Col. Drew: It is breathtaking. I am sure you have seen a million pictures of the Earth from space. To be in that scene, to be immersed, to see the blackness of the sky, that thin shell of atmosphere that separates us from the void of space, and the planet moving underneath you at 17,000 miles an hour. It's very fast, and it feels like it when you are up there. It just stops you in your tracks.

Lift: Was the mission everything you thought it was going to be?

Col. Drew: It was exactly like I thought it would be, which surprised me. Most everything else I've done in aviation, there's always been some surprise. But three or four days into this mission, it occurred to me that there really were no surprises: the views were spectacular like I thought, being weightless was like I thought it was going to be.

And I thought about it: Why am I not surprised? Then I figured out that I had been in the office for seven years with 100 other astronauts, each coming back and telling me exactly how it works—so I had a realistic set of expectations before I left.



While the guest of honor at Embry-Riddle's first Black History Month Banquet, Drew pauses to sign an autograph for Simon Kimana, an Embry-Riddle student.





“If you have passion
for aviation, **no matter
what aspect of it,**
Embry-Riddle is the place to go do that.”

Looking back, I wish I had written what I thought space would be like—before I had the chance to be “corrupted” by the astronaut crew [laughs]—to see how that jibed with what I really experienced.

Lift: What message do you have for students thinking about pursuing an Embry-Riddle degree?

Col. Drew: If you have passion for aviation, no matter what aspect of it, this is the place to go do that. The instructors, the faculty, the staff and fellow students understand it. It’s a place where you can go network and be in that community with people who have a real passion for aviation. I studied as an undergrad at the Air Force Academy, which had much the same thing, where you are around people who understand what you are after and can help you get down that path. This is one of the very few places in your education where you can make that happen.

Lift: And what about those students who dream of becoming an astronaut? What advice would you give them?

Col. Drew: If you want to become an astronaut, apply to be an astronaut. Applications are free. It takes a few hours to fill out the stack of papers that they give you.

Also, you have to practice being an astronaut. It is a long process, but you may be surprised. Even if you think you don’t have the education yet, you should still apply, because they’ll write you back and let you know what’s weak in your résumé. I applied back in 2000 with the intent of learning what would keep me from becoming an astronaut. I had no inclination that they would hire me! It shows what I know.

Lift: What message do you have for your fellow Embry-Riddle alumni?

Col. Drew: “Keep it flying.”

First Crosby Scholarship awarded

With a backdrop provided by NASCAR's U.S. Army-sponsored #08 car, Embry-Riddle Aeronautical University awarded the first Capt. Herbert C. Crosby Scholarship.

The \$1,000 award went to Benjamin John Boxler ('08, DB), a cadet in Embry-Riddle's ROTC program, who was commissioned into the Army's engineering branch after he graduated in May.

The scholarship honors Capt. Herbert C. Crosby, who died in a crash in South Vietnam in 1970 while serving as a helicopter pilot with the 1st Aviation Brigade during the Vietnam War.



Phase II is under way

Embry-Riddle holds groundbreaking of Phase II of Hagedorn Aviation Complex

Embry-Riddle Aeronautical University's \$125 million construction drive at its Daytona Beach Campus took another big step forward March 27 with the groundbreaking of Phase II of the James Hagedorn Aviation Complex.

The event was held to recognize and thank Embry-Riddle alumnus and trustee Jim Hagedorn, the chairman, CEO and president of Scotts Miracle-Gro, for his pledge of \$2.5 million to help build Phase II, which will cost approximately \$26 million and add structures totaling 95,000 square feet to the campus. Phase I of the aviation complex, the College of Aviation building, was completed in 2002.

"Thanks to the generous lead gift of Jim and Karli Hagedorn, this world-class aviation complex will ensure that Embry-Riddle students have the best instruction and technology our industry requires," says Dr. John P. Johnson, Embry-Riddle president.

While still in the planning stages, the Phase II complex will house the flight lab component of the Aeronautical Science department, which includes flight planning and dispatch areas that function like actual airport fixed-base operations, as well as classrooms, bays for instructor pilots, and offices for faculty and staff.

The complex also will feature hangar space for both flight-training-fleet maintenance operations and the Aviation Maintenance Science department, which provides the best-prepared aviation maintenance technician-leaders in the industry.

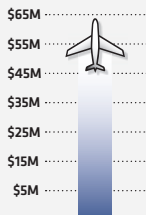
"Embry-Riddle has the most advanced flight education curriculum in the world," says Dr. Tim Brady, dean, College of Aviation. "With these new buildings, our facilities will be as high-tech as our programs."



TO SOAR

Campaign attainment to date:

\$61.2M



*As of June 30, 2008

Dedicated to education

Christine and Steven Udvar-Hazy dedicate new library at Prescott Campus

On May 3, 2008, two of the most prominent names in aviation and education became a lasting fixture on Embry-Riddle's Prescott Campus. Before a throng of new Embry-Riddle graduates and their families, faculty, staff and various supporters, Steven Udvar-Hazy and his wife, Christine, ushered in a new era at Embry-Riddle as they helped dedicate the new Christine and Steven F. Udvar-Hazy Library and Learning Center.



Christine and Steven Udvar-Hazy stand in front of the library that their generosity made possible.

“This library, which was really just a dream seven or eight years ago, has finally become a reality,” said Steven Udvar-Hazy, founder, chairman and CEO of International Lease Finance Corporation. “As the student population continues to grow here and the university adds more programs, this library will serve a key function in that progress.”

“We’re very proud of it,” adds Christine Udvar-Hazy. “This dramatic building, centered

beautifully on campus, is a remarkable testament to what this university is about: a place for knowledge gathering and personalized education.”

In 2002, the Udvar-Hazys made a historic gift to help construct two of the Prescott Campus’ most distinctive landmarks: the Library and Learning Center and the Academic Complex Building. Their generosity launched a new era

of campus growth that came to be known as the “Prescott Campus Renaissance.”

At the dedication ceremony, Steven Udvar-Hazy thanked others for their key role in the Prescott Campus progress. “While our gift might have sparked campus growth, there were many other donors whose years of faithful service and financial support made it possible. I would like to extend my hand to them in thanks for their support of this magnificent library and amazing campus.”

Two new fundraisers enhance Embry-Riddle efforts

Embry-Riddle Aeronautical University has added two new fundraising professionals to its team: Matthew Brasmer and Rebecca Chapman.

Matthew Brasmer joins the university as director of major and planned gifts, serving Embry-Riddle’s campuses in Daytona Beach, Fla., and Prescott, Ariz., as well as the Worldwide Campus. He assists donors in developing sound gift plans that serve their financial goals and the university’s immediate and long-term vision.



Brasmer comes to Embry-Riddle from Iowa, where he operated a consulting firm and previously served as a fundraiser with the University of Iowa Foundation during its \$1 billion-plus capital campaign.

A retired naval aviator and commander, Brasmer served as a P-3 pilot in four fleet squadrons and often engaged in worldwide Cold War antisubmarine warfare operations. He is a graduate of Loyola University of Chicago.



Rebecca Chapman joins the university as director of corporate and foundation relations, with responsibility for managing and maximizing mutually valuable relationships between the Daytona Beach Campus and philanthropic foundations and corporations, particularly aerospace and aviation companies.

Chapman comes to Embry-Riddle from the Walt Disney Co., where she held management positions for 18 years. Before her career at Disney, she was a national bank examiner with the U.S. Treasury Department and controller for an oil and gas service corporation. She has a bachelor’s degree in accounting and an MBA from West Virginia Wesleyan College.



Make a Difference. Right Here. Right Now.

When you make a gift to Embry-Riddle’s Annual Fund, you have a direct and immediate impact on students.

Every day, your support:

- Provides scholarships and fellowships to allow deserving students to complete their studies.
- Creates new opportunities for students to participate in research and meet “real-world” challenges in the classroom.
- Buys new equipment and keeps students on the cutting edge of technology.

Contributions to Embry-Riddle’s Annual Fund do all these great things and much more daily in the lives of students. That’s why there’s no better way to make a difference today than to make a gift to the Annual Fund.

For more information—or to make your gift—visit givingto.erau.edu.



Mica receives Eagle Society Award

At the Alumni Reception held in the Rayburn Office Building at the U.S. Capitol, Embry-Riddle President Dr. John P. Johnson, Provost Richard Heist and Alumni Executive Director Wayne Munson presented the “Eagle Society Award” to The Honorable John L. Mica, U.S. House of Representatives, Florida, 7th District. Dr. Johnson noted Congressman Mica’s knowledge and expertise in administering Transportation as well as Aviation and Aerospace committee activities. At the reception, co-hosted by the Embry-Riddle National Capital Alumni Group, more than 70 alumni and university staff members got together for a productive evening of networking. The reception was a feature of the ongoing President’s Tour to meet and greet alumni and corporate friends.



ALTIMETER

More news and events from Embry-Riddle alumni:

- **Get the latest Embry-Riddle news. Go to alumni.erau.edu/eaglenews.**
- **The eaglesNEST has added new services and benefits to help alumni build a stronger online community. Go to www.ERAUalumni.org today and turbocharge your social network.**

Letter from the Executive Director of Alumni Relations

Dear Alumni,

I hope you have enjoyed reading about the many alumni who have been a part of Embry-Riddle’s special role in supporting the military. This issue of *Lift* is not only a tribute to these and other alumni, but also an inspiring reminder of our university’s lasting traditions and historic influence. From training WWII aviators and mechanics to today’s F-16 fighter pilots, Embry-Riddle has been committed to the development of military aviation.

We realize that while the handful of alumni featured in this magazine represents stories of triumph, tragedy and heroic experiences, there are many stories yet untold. We want to hear more of these inspiring life stories from you. Were you one of the 25,000 cadets Embry-Riddle trained during WWII? Are you an active member of the U.S. military pursuing an education at one of the Worldwide Campuses or a retired member of the ROTC programs? In sharing your story, you provide opportunities to bring credit to all alumni.

We remember, too, that no great achievement comes without sacrifice. We honor those who have died in pursuit of their dreams and in performing their duty on our behalf. It is because of the unwavering dedication of Embry-Riddle and its alumni that we enjoy the benefits that we do today.

With great pride in you,

Wayne Munson
Executive Director, Alumni Relations

Photo courtesy Pensacola News Journal, Copyright 2008



Embry-Riddle Worldwide 2008 graduates march into the atrium of the National Museum of Naval Aviation in Pensacola, Fla.

Sun 'n Fun for all

Nearly 200 Embry-Riddle alumni, faculty, staff and guests caught some rays and enjoyed the many festivities during the annual Sun 'n Fun alumni reception on Saturday, April 12. The event, hosted at the Lakeland Linder Regional Airport, included a seminar from 9:30 to 11:30 a.m. by Glenn Carter, director of Academic Support for the Orlando Worldwide Campus, about the opportunities available for alumni at the central Florida campuses. A catered lunch followed for all guests until 1:30 p.m. The afternoon air show featuring the USAF Thunderbirds followed the event, and many alumni stayed for the thrilling show.

In addition to having an ideal view of the Fly-In display and aerial demonstrations, alumni had the chance to meet with university celebrities, jet dragster driver Elaine Larsen and aerobatic pilot Matt Chapman. Chapman wowed spectators in his CAP 580 airplane, named the Embry-Riddle Eagle, marking his one-year anniversary since his debut performance as official sponsor of Embry-Riddle at Sun 'n Fun 2007.

As is the tradition at alumni events, an eagle sculpture was awarded to Ben Cook ('01, DB), who currently flies F-15s for the USAF. Because Cook is currently deployed, his father accepted the eagle sculpture on his behalf. Heritage Alumni from the Miami Training Center shared stories of their experiences and Embry-Riddle's history with alumni of all generations.

At the end of the day, alumni traveled home with more than they came with. Whether it was a gift from alumni vendors (Geico auto insurance or VedaloHD sunglasses) information from nearby Worldwide Campuses, business cards from fellow alumni, or photos of old and new friends, none of the guests left empty-handed.



Alumnus pilots A-380 Super Jumbo

Embry-Riddle alumnus Suren Ratwatte ('83, PC; '99, WW), was one of the first pilots in the world to fly the new Airbus A-380 Super Jumbo.

A captain with Emirates Airlines, Suren flew the prototype aircraft out of the Airbus home airfield in Toulouse, France, on June 18. The flight was part of the "Initial Operating Experience" for the first cadre of Emirates Airlines pilots who would fly the A-380s nonstop flight from Dubai International Airport to JFK International.

Suren, who has been with Emirates since 1989, has flown the Airbus A-300, A-310, A-330, A-340 and the B-777 for the company. Before returning to the air, he was also a human factors manager.

Marking his 25th year after graduating from the Prescott Campus, Suren hopes to attend OctoberWest this year and reconnect with classmates from '83.



Ready for Homecoming?

Alumni from all campuses and training centers are invited to celebrate at OctoberWest and Homecoming Weekend. Make plans today to reunite with former classmates and enjoy exclusive alumni events. Check out the schedule of events and register to attend online at www.ERAUalumni.org/homecoming08. Or call 800-727-ERAU (3728) for more information about these exciting weekends:

OctoberWest

Oct. 2-4, 2008 – Prescott Campus

Homecoming Weekend

Nov. 5-9, 2008 – Daytona Beach Campus

Note: These schedules of events are subject to change.

Officers in training

The ROTC programs were well represented at this year's commissioning ceremonies at the Daytona Beach Campus.



At the Prescott Campus commencement, Diana Dillard (left) celebrates her recent commission with returning alumnus 1st Lt. Chester Peyton ('06, PC), who swore her in during the prestigious ceremony.

Residential campus graduation celebrations



Recent graduates "saddle up" for a good time at the Spring 2008 Prescott Campus Alumni Welcome Reception.



Former Daytona Beach Chancellor Dr. Tom Connolly celebrates with new alumni and their families at the Daytona 500 Experience Alumni Welcome Reception.

Aloha, graduates



Celebrating with their families, 51 graduates from Hawaii Worldwide Campuses walked at the commencement ceremony held at The Officers Club at Hickam Air Force Base on June 7. On the evening prior, nearly 70 alumni and new graduates enjoyed Mai Tais, live island music and a scenic flight over the Island of Oahu at the annual Alumni Seaplane Event.

Have news?

To be sure your announcements are included in the next issue of *Lift*, become a member of the eaglesNEST, the FREE online community created exclusively for Embry-Riddle alumni at www.ERAUalumni.org. Members can post their career news, wedding announcements and family updates online at the eaglesNEST "Class Notes" pages any time. To be included in *Lift* magazine, please also submit them to Ashlee (Fiser) Ilg ('03, DB) at ashlee.ilg@erau.edu.

CAMPUS LEGEND:

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

Brig. Gen. Charles E. Martin ('88, WW) retired from his second career with the Federal Aviation Administration after 11 years as an operations inspector. He has begun his third career as the director of safety and regulatory compliance for Haverfield Aviation, Inc., and has been appointed as a designated pilot examiner.

Jeffrey S. Osterlund ('89, DB) was awarded the AIAA 2007 Space Operations and Support Award for his participation in the Space Shuttle on-orbit thermal protection tile repair team activities. The award was presented during the AIAA 2007 Space Conference and Exposition on Sept. 19, 2007.

2 Maj. Jay Rudy, USAF (ret.) ('89, WW), and Linda Rudy were presented the "local hero" award during the 2008 BMW Ultimate Drive Supporting Susan G. Komen for the Cure at The Import Car



Career News

1960s

Harold Kosola ('63, MC) and his company, Kosola and Associates, Inc., have been featured in several aviation publications in recognition of his aircraft repair expertise, including *The AutoPILOT*, *AqAir Update*, *Aviation Market Center* and others. To date, he has been awarded more than 60 STCs for aircraft ranging from Boeing 727s to the Piper Pawnee. Kosola was also recently inducted into The National Agricultural Aviation Hall of Fame for his contributions to the agricultural aviation industry.

1970s

Col. Chuck Graf, USAF (ret.) ('75, DB), returned to Florida after being out of the area for 35 years. A Daytona Beach native, Chuck and his wife, Liz, both grew up in Daytona Beach. Chuck was one of the first members to join AFROTC Det. 157 when it came to Embry-Riddle's Daytona Beach Campus in 1971 under the leadership of Lt. Col. Al Hilton. After a 25-year career in the Air Force and 10 years in the defense industry, Chuck and Liz built a home and relocated to Palm Coast, Fla., where they happily live now. Chuck works part time as a principal engineer for Lockheed Martin Corp.

1980s

1 Mark "Leonard" Berry ('85, DB) is an MD-80 captain for American Airlines, based in St. Louis (former TWA Check-Airman B767/757, B727, MD80). He also finished his first novel, *Pushing Leaves Towards the Sun*.

Phil Sasak ('85, PC) is a captain on the Boeing 737 for Continental Airlines, based in Cleveland, Ohio. He and his wife, Karen, have two children in high school, Dean and Amelia, and two dogs, Lindy and Kaysee.

Store in Melbourne, Fla. The nationwide event raised money for research and awareness for breast cancer.

1990s

Julie Beegle Beadle ('91, '95, DB) is the director of operations at Piedmont Triad Airport Authority in Greensboro, N.C.



3 Jean-Marie "Sean" Le Douarin ('94, DB) is a *protocole official* for the French Ministry of Defense. On June 14, 2008, Le Douarin accompanied U.S. President George W. Bush at the Mont Valérien memorial in Suresnes, France, honoring members of the French Resistance executed by German Soldiers during World War II.

Brig. Gen. Darren McDew ('94, WW) was nominated by U.S. President George Bush for appointment to the rank of major general in the U.S. Air Force. With close to 26 years of military service, he has held positions ranging from pilot to pilot instructor and Air Force aide to the President at the White House.

Veronique Koken ('96, WW) was selected as the second-in-command astronaut for the "America's Launch" mission, to commemorate the 50th anniversary of the Friendship 7 mission. She will be launched with up to 10,000 pounds of space science experiments in February 2012 in an effort to increase opportunities for engineering students to work on space science experiments and small satellites.

Andrew Broom ('97, '00, DB) is the director of media and public relations for Hawker Beechcraft Corporation.

Scott Rapacki ('97, DB) is the alliance program area manager for the Eastern United States at Chevron Global Aviation, based in Houston, Texas.

Geoffrey F. Weiss ('97, WW), a senior air battle manager in the USAF, was promoted to Lieutenant Colonel on June 1, 2007. On June 4, he graduated from the School of Advanced Warfighting at Quantico, Va., with a Master of Operational Studies degree, his third advanced degree. Over the past year, his writings on a range of defense-related topics have appeared in the *Air and Space Power Journal*, *U.S. News & World Report*, *Popular Science* and the *Air Force Times*. He is assigned to the 552nd Air Control Wing at Tinker AFB, Okla.



2000s

Lt. Clay Clary, U.S. Coast Guard ('00, DB), has been assigned to Coast Guard Air Station Atlantic City, N.J. He is an aircraft commander on the HH-65C Dolphin and flies search-and-rescue

and homeland security missions throughout the mid-Atlantic.

Lt. Jonathan Denney ('00, DB) served in the Persian Gulf with the U.S. Navy aboard the *USS Harry Truman*.

Mike Beard ('03, WW) is the managing partner of Value Based Project Management (VBPM) in Buena Park, Calif. He worked for Douglas Aircraft for more than 21 years, 15 years managing a field office in Southeast Asia, and six years in program management.

4 Chris McMenemy ('03, DB) graduated from the Columbus, Miss., AFB T-38 training in May 2008. He will continue F-16 training at Luke AFB, Ariz., and then will be a full-time F-16 pilot for the 177th Fighter Unit based in Atlantic City, N.J. He and his wife, Marie, have a 2-year-old son, Christopher, and are expecting their second child in November.

Dave Green ('04, WW) was the chief inspector for aircraft maintenance quality assurance at Pope AFB until his retirement from the USAF in 2005. He is the airport business manager and supervisor of airport operations for United Airlines at Philadelphia International Airport. He lives in Wilmington, Del., with his wife and two sons.

1st Lt. Charles Hatton, USMC ('04, DB), was recently designated a naval aviator while serving at Naval Air Station, Kingsville, Texas. He was presented with the coveted "Wings of Gold," marking the culmination of months of flight training.

Lt. J.G. Bryan E. Globke, U.S. Navy ('05, DB), was designated a naval aviator while serving with Training Squadron 21, Naval Air Station, Kingsville, Texas. Globke was presented the "Wings of Gold," marking the culmination of months of flight training.

John Olson ('05, PC) is the vice president of business development for Wing Aviation Charter Services.

5 Buddy McNeal ('07, WW) is training to fly C-17s at Undergraduate Pilot Training in the 37th Flying Training Squadron, Columbus Air Force Base, Miss., 14th Flying Training Wing. He completed his first area solo in the T-6 Texan. He will receive his wings in March 2009.



Family News

1990s

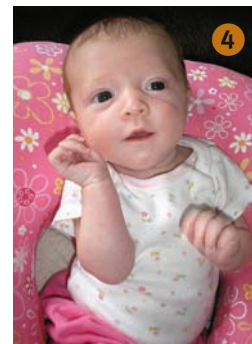
1 Chris Furlan ('90, DB) and his wife, Alesia, had a daughter, Kelly Nicole, on Oct. 23, 2007. Chris is a tax, estate planning and corporate transactions attorney with the Miami, Fla., offices of Foley & Lardner LLP.

2 James Coletti ('96, DB) and **Jodi Coletti** ('02, WW) had their third child, Vincent William, on Aug. 1, 2007. He weighed 8 lbs., 6 oz., and was 20 inches long. They also have a 5-year-old daughter, Alexis, and a 3-year-old son, Joey.

3 Franco Salluce ('97, PC) and his wife, Jennifer, had their first daughter, Sophia, on Oct. 27, 2007.

2000s

4 Patrick Collins ('00, DB) and **Angelica (Hafner)** ('02, '04, DB) had their first child, Emma, on March 9, 2008. Patrick is the manager of maintenance planning for AirTran Airways and Angelica works for the City of Atlanta's Department of Aviation in security management.



IN MEMORY

1940s

Joe Garcia ('41, CL) Jan. 23, 2008.

Donald S. Lopez ('42, TN) March 3, 2008.

1950s

Warren H. L'Heureux ('56, MC) Feb. 13, 2008.

1960s

Leo Normoyle ('61, MC) Jan. 19, 2007.

1970s

Dennis Morris ('74, WW) March 16, 2007.

1980s

Ziad Al-Haremi ('84, DB) April 17, 2008.

William Blankinship ('87, DB) April 12, 2008.

1990s

Dwayne L. Moore ('93, WW) March 13, 2008.

Maj. Brad Thornhill Funk ('98, '07, PC) May 1, 2008.

Darrin Ogletree ('99, DB) Jan. 16, 2008.

2000s

Chief Warrant Officer Chris M. Allgaier ('01, WW) May 30, 2007.

1 **Dennis Ferreira** ('03, DB) Feb. 21, 2008.

Jeffrey D. Hudson ('03, WW) Jan. 31, 2008.

Roland S. Dodson ('04, WW) Jan. 17, 2008.

Sgt. William H. Jefferson, Jr. ('04, WW) March 22, 2008.

Lt. Alexander Prezioso ('06, DB) March 14, 2008.

Pierre Gorin ('07, PC) April 16, 2008.

Others

James Blakely (Friend of University) Jan. 30, 2007.

Gheral Brownlow (Board of Visitors, PC) March 24, 2008.

Dr. Vance Mitchell (Professor of Aviation Sciences, DB) Feb. 21, 2008.

Dr. J. Roger Osterholm (Professor of the Humanities/Social Sciences, DB) May 2008.



Suzan Yozgat (Acquisitions Librarian for Hunt Library) Feb. 19, 2008.

HONORED

Jack R. Hunt (1918-1984)

Known as the “father of the modern aviation university,” Jack R. Hunt will be included on the EAA Memorial Wall, presented at a ceremony during the 2008 EAA AirVenture Oshkosh aviation celebration. As founding President of Embry-Riddle Aeronautical University, Hunt transformed Embry-Riddle into the only nonprofit, fully accredited university in the world exclusively dedicated to aviation and aerospace education.

RETIRED

Professor Emeritus Chandler Titus (“T”),
Aviation Maintenance Science

Esteemed professor who in 1958 originated the “Teaching Repair Station” at Embry-Riddle, an innovative teaching and repair program that has seen more than 1,300 engines overhauled by AMS students. Fred Mirgle, department manager of the AMS program, reflects on Titus’ contributions to Embry-Riddle: “There will never be another ‘T’ and no one has made a greater contribution to the safety of our flight department. He has touched thousands of lives as an educator and mentor, and has played a major role in the success of the AMS department through the innovative ‘Teaching Repair Station’ and his total commitment and passion for Embry-Riddle and the students it serves.”

Weddings & Engagements

1950s

1 **Jay M. Rollnick** ('56, MC) married Jenny on Feb. 4, 2008, in Boynton Beach, Fla.

1980s

2 **Jack Welch** ('86, DB) married Erin Whittier on April 28, 2007. He is a software engineer for MiTek Industries and they live in Lakeland, Fla.

2000s

Michael Lorino ('00, DB) will marry Bethany Stilder.

Phil Bellomy ('05, DB) and Erin Neikirk were married July 5, 2008, in Palm Harbor, Fla.



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 - Add YouTube videos to your profile page
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 - Get the news you want with RSS feeds
 - Link your Facebook, MySpace or LinkedIn member pages to your profile page
 - Decide which email messages you want from the University
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