Spring 2008

LIFT

The alumni magazine of
Embry-Riddle Aeronautical University

Barbara Bendkowski ('01, DB) launches an amazing career

A dynamic duo spreads the word about aviation to the next generation

Peg Billson ('84, PC) specializes in turning theory into reality

AIR Apparent

After a wild ride in his youth, Jim Hagedorn ('79, DB) returns to his roots to run the family business as CEO of ScottsMiracle-Gro

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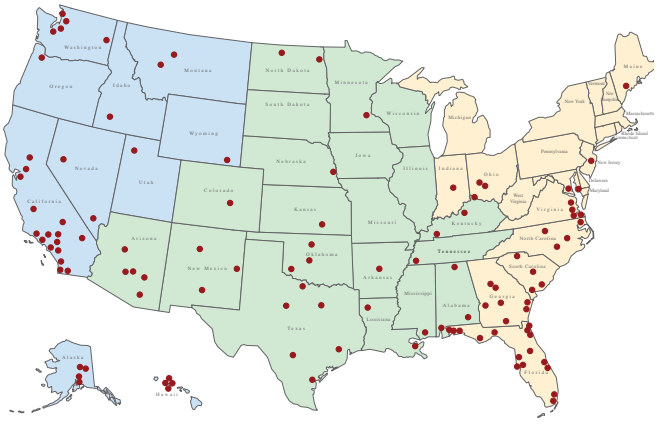

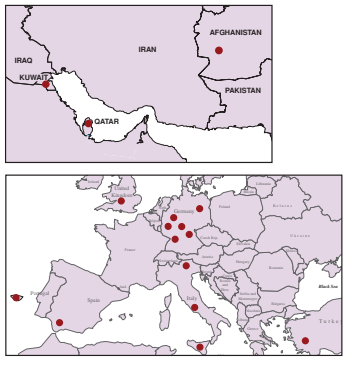

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Letter from the President

In October of last year, we took possession of the first of 10 Diamond DA42 Twin Star aircraft. Incorporating this FAA-designated "technically advanced aircraft" into our fleet is part of our long-held commitment to provide the best and latest technology for our students.

Perhaps at no time in our history has technology played a more pervasive role in education. To excel in today's marketplace, students need the best facilities and latest technology to translate information, ideas and skills into tools for problem solving. At Embry-Riddle, we have continuously worked to make this commitment to technology a reality by actively building our capacity to help students and alumni meet future industry challenges.

And if the success of our alumni is any indication, our commitment is paying off. Whether it's Peg Billson developing the very light jet of the future, Jim Hagedorn cultivating innovative lawn and garden products that dominate the marketplace, or Barbara Bendkowski helping to set the stage for future human exploration of our solar system, our alumni often succeed at the leading edge of science and industry, meeting challenges "where they live."

It's an extraordinary pleasure to see such a vital part of Embry-Riddle's mission alive and well in the lives and careers of our alumni. I would like to thank all alumni who continue to place themselves at the leading edge and succeed in the face of the day's great challenges. You are the finest ambassadors for this great university—and you are the reason we are the world leader in aviation and aerospace education.

Warmest regards!

John P. Johnson, Ph.D.
President

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Silver Wings Chapter wins prestigious Morley Award

Embry-Riddle Prescott's Steven M. Scherp Silver Wings Chapter received the 2007 Lt. Col. Bill Morley Award, presented annually to the chapter that best accomplishes the Silver Wings mission through service.

Affiliated with the Arnold Air Society, an honorary organization of Air Force ROTC cadets, Silver Wings is a national, coed, professional organization open to Air Force ROTC cadets and non-AFROTC students.

Among the Scherp Chapter's accomplishments: a car wash that raised more than $400 to buy supplies for U.S. troops overseas, donations of supplies to AnySoldier.com, coordination with a local elementary school to send 60 thank-you cards to the troops, and decorating a Veterans Affairs hospital.

Embry-Riddle launches Aviation Safety and Security Archives online

In its long-standing mission to make the skies safer for all, Embry-Riddle Prescott has launched the Aviation Safety and Security Archives, an online portal and repository that houses a vast array of materials related to aviation safety and security.

"We intend to serve as a research center for the study of aviation safety and security for the university and the scholarly community at large," says Suzanne DeLong, associate director for Library Collections.

The online Digital Library includes digital versions of accident reports, photos, correspondence and other relevant documents from aviation safety professionals, organizations and accident investigators.

Users worldwide can access and obtain files online from the Digital Library at no charge. Go to **archives.pr.erau.edu** or click on "Archives" at the Prescott Campus Library website.

For research assistance and access to the documents held on the Prescott Campus, contact Arel Lucas, Special Collections librarian/archivist, at **prasasa@erau.edu** or call **(928) 777-3907**.

ALTIMETER

More news and events at Embry-Riddle this quarter:

- **Embry-Riddle received a four-year grant from the U.S. Department of Education totaling $879,596 to launch the McNair Scholars program at its Daytona Beach Campus. The program has been active at Embry-Riddle Prescott since 1999.**

- **Embry-Riddle Prescott received a National Science Foundation (NSF) grant of almost $600,000 to support students in its undergraduate Electrical Engineering and Computer Engineering degree programs.**

New facilities enhance student life

The "suite life" has arrived for students at Embry-Riddle's Daytona Beach Campus, thanks to the recent opening of Apollo Residence Hall and the new Fitness Center.

The 61,000-square-foot Apollo Residence Hall features suite-style rooms to accommodate 256 students, with group study areas on all floors. The building's state-of-the-art technology includes wireless connection


Apollo Hall


Fitness Center

in study and lounge areas, data jacks in individual rooms, keyless entry and building security.

The 12,500-square-foot fitness center, located next to the campus pool near the Student Center, boasts its own state-of-the-art fitness equipment, including free weights, selectorized equipment and cardio machines.

According to Sonja Taylor, dean of students, providing great facilities that encourage students to live on campus translates into higher student success rates. "In every category, the students who live on campus have higher retention rates, higher GPAs and higher graduation rates than those who live off campus," she says.

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No roads needed

"We don't need roads where we're going," was the motto of **Heather Cupitt ('06, DB)** and **Ashley Szasz Turk ('06, DB)**, as they competed in the Air Race Classic—an all-women transcontinental race involving light, general aviation airplanes.

These Riddle Racers took off from Oklahoma City (PWA) in a Cessna 172 and traveled more than 4,500 nautical miles to the finish line in St. John, Newfoundland (CYSJ).

"Embry-Riddle supported us more than we could have imagined," Cupitt says. "From the Flight Department, which donated the plane and fuel, to the Meteorology Department, which provided us with our own weather team, we felt the whole university was behind us."

More than 50 teams competed, attempting to fly the fastest time for their airplane type.

"Our Cessna 172 had 180 horsepower, so our handicap was 112 knots," Turk explains. "We controlled our ground speed by doing things like finding the best altitude for a tailwind."

After flying more than 50 hours, landing in 19 states and two countries, and combating fog, thunderstorms, rain, wind and fatigue, they finished in third place in the Collegiate category.

"This was an aviation experience of a lifetime," Turk says. "Heather and I are grateful we went to such an amazing university that provided this opportunity."

Heather Cupitt (left) and Ashley Szasz Turk flew more than 4,500 nautical miles in the 2007 Air Race Classic.

ALTIMETER

More news and events at Embry-Riddle this quarter:

- **The Embry-Riddle men's soccer team posted the highest team GPA of any men's soccer program at any level in the country, including NCAA I, NCAA II, NCAA III and the NAIA.**

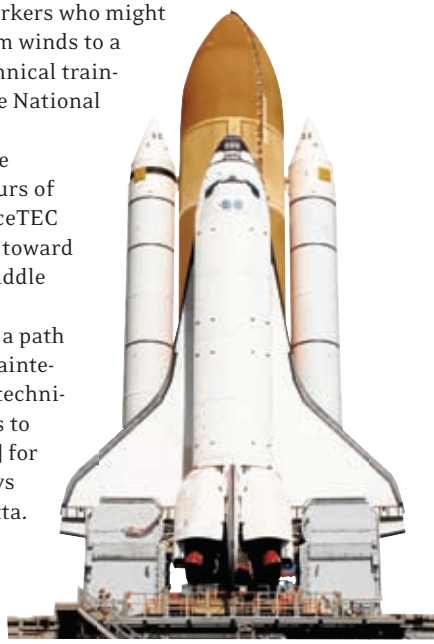
- **Maria Lopez, head coach of Embry-Riddle's men's and women's golf teams, was named 2007 Coach of the Year by the Ladies Professional Golf Association (LPGA) Teaching and Club Professional (T&CP). This is the first time an NAIA coach has been given the award.**

Embry-Riddle agreement with SpaceTEC supports space workforce transition

Embry-Riddle has partnered with SpaceTEC to help create education and training opportunities for workers who might be displaced when the Space Shuttle program winds to a close in 2010. SpaceTEC is an aerospace technical training and certification center sponsored by the National Science Foundation.

Under the new agreement, Embry-Riddle Worldwide Campus will provide up to 24 hours of college credit for workers who obtain a SpaceTEC core certification, giving them a head start toward an undergraduate degree or other Embry-Riddle aviation/aerospace training.

"With Embry-Riddle, we now can provide a path toward undergraduate degrees in aircraft maintenance, aviation maintenance management, technical management or professional aeronautics to better prepare [technicians at the spaceport] for different jobs in the aerospace industry," says SpaceTEC Executive Director Frank Margiotta.



SPACE SHUTTLE GILLES DENIAUD/FOTOLIA.COM

Embry-Riddle adds key leadership at its two residential campuses

Embry-Riddle has added two new leaders to its senior administration—Dr. Richard H. Heist and Dr. Norval F. Pohl.

Dr. Heist was selected as provost and senior vice president at the Daytona Beach Campus. He will oversee all academic matters and work with other senior leadership to provide strategic direction for the university.

At Embry-Riddle Prescott, Dr. Pohl was selected as the new chancellor, the campus's chief administrative officer, responsible for leading a campus of more than 1,650 students and nearly 400 employees.

"Both Drs. Heist and Pohl bring a wealth of experience as academic and university administrators," President John P. Johnson says. "I know that they will contribute greatly to leading Embry-Riddle."

For complete bios, go to the President's website at **www.erau.edu/er/president/index.html** and click on "Organizational Chart."

Dr. Richard H. Heist

Dr. Norval F. Pohl

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At any given time in America's skies, there are more than 6,000 planes in the air—and in a given day, as many as 55,000 find their "lane in the sky." With numbers like these, it's no surprise there are so many air traffic delays. But that doesn't mean things won't improve. In 2005, the Federal Aviation Administration (FAA) approved Automatic Dependent Surveillance-Broadcast (ADS-B) for use throughout the national airspace system. Using precise location data from the global satellite network, instead of the current outdated radar and analog radio technology, ADS-B has been billed as a crucial piece in solving the air traffic puzzle. With ADS-B destined to be the new standard in air traffic management, we asked three air traffic experts to scan the skies and tell us:

Will ADS-B improve air travel over the next 20 years?

Frank Ayers
Chairman, Flight Training Department, Daytona Beach Campus

ADS-B will increase the capacity of the system and the awareness of where all the aircraft are and where they are going, in real time. That will also increase the safety of the system, so it's a win-win for pilots and air traffic managers.

On the other hand, all the airplanes are trying to get into the same limited set of runways, so until there are more destinations for people to go to, there still will be a limit on how much ADS-B can increase capacity.

There may be an intermodal answer to this. We normally transfer from airplane to airplane, but certainly a system of smaller feeder airports that feed [passengers] by light, high-speed rail to a hub airport for larger aircraft might be a very useful way to increase capacity. Solutions to delays and wait-time issues will require "out of the box" thinking on how to integrate the entire intermodal transportation system to allow ADS-B to make things more efficient.

PHOTO BY: ZACH MAHONE

Sid McGuirk
Associate Professor, Air Traffic Management, Daytona Beach Campus

It's absolutely essential that we transition to ADS-B. From a controller perspective, I think you will be able to see the difference in the current standard of separation [between aircraft], which, with current radar, is five miles in the enroute environment and three miles in the terminal environment. With ADS-B, you're within three or four meters from where the ADS-B says you are supposed to be. The separation standards will be reduced and we'll be able to put more planes into the sky. Hopefully, all of these horrendous delays you read about on a daily basis may be diminished somewhat.

Counterbalancing that is the fact that we're building more very light jets (VLJs) every day and no one is building any more airspace. As we crank out VLJ after VLJ and don't crank out any more airspace—or put down any more concrete so these planes can land—the congestion will probably continue, even though we are able to reduce the separation level.

Mark D. Ward ('94, WW)
Group Manager, Systems Support, Eastern Service Area for Air Traffic Organization, FAA

What ADS-B will do for the air traffic industry, especially in close-proximity situations, is allow pilots and controllers to work together to make decisions that positively affect air safety.

In the NextGen—we're talking the year 2016 and beyond—controllers will manage the operation instead of control it. Pilots will have more interaction with the controller. For example, a pilot will be able to say to the manager, "I see you have a lot of traffic here...how about I do this?" ADS-B will allow controllers and pilots to partner in managing air traffic.

I think that for both the pilot and the controller, especially the air traffic manager of the future, having a partnership and being able to know what's going on in the system can't be a bad thing. That can only be positive.

DID YOU KNOW?

Embry-Riddle's fleet on both campuses has been equipped with ADS-B (pictured above) since 2003, four years in advance of the FAA's approval.

ROB KELLY

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Keeping it (very) light

With the unveiling of the Eclipse Concept Jet, Peg Billson ('84, PC) is turning heads—and redefining the cutting edge—in general aviation

Peg Billson ('84, PC), COO of Eclipse Aviation, is no stranger to risk. Whether she's trekking through the high-desert trails of New Mexico or designing an aircraft intended to revolutionize the general aviation industry, Billson is not afraid to take on rough terrain.

"I never look for the easy path," Billson says. "I believe we must be willing to take risks and face occasional setbacks, because it is those challenges that make the rewards even greater."

Her latest challenge was a whopper: Secretly design and build the Eclipse Concept Jet (ECJ)—a single-engine Very Light Jet (VLJ) that would change the way people think about general aviation—and do it in six months.

Billson, who has spent a large part of her career influencing the directions of major aerospace companies—including stints as a vice president at McDonnell Douglas and Honeywell, Inc.—was more than up to the task. "I have always enjoyed being a part of what seems impossible, with no constraints," she says. "This has been one of the most challenging opportunities of my career, but that is part of the drive and excitement."

THE SPEED OF INVENTION

Billson's "drive and excitement"—along with her diverse career experience—would prove useful as she moved to assemble a team that could design the ideal plane for personal travel—and do it quickly. "One of my major contributions was being able to identify the best of the best people to work with, from those I had worked with during the first half of my career," she says.

Her team included a small group of highly skilled contractors, including an aerodynamicist and an interior designer she knew from previous companies.

The team determined every detail of the ECJ, from the number of seats to how far and how high it would travel. "The six of us were proud to know our fingerprints would be on the ECJ," Billson says.

In just six months from its initial design, the ECJ was ready for its first flight. For Billson, it was the first of many high points to come. "The excitement and energy we had was the highest I had ever experienced," she says. "By completing this project in only six months, we proved that the speed of invention is still possible."

RAVE REVIEWS

Almost as quickly as it went public, the single-engine, turbofan-powered, V-tail ECJ took the aviation world by storm. After its public debut at the 2007 EAA AirVenture Convention in Oshkosh, Wis., the ECJ enjoyed rave reviews.

"From the research and the anecdotal responses we've received, it's clear that we nailed it with this project," Billson says. "People are calling it an innovative design but one that can be practically executed."

The ECJ's mass appeal created so much buzz that it was featured on the cover of *Popular Science* magazine, earning Billson some additional bragging rights at home. "That was exciting," she recalls. "My kids still carry the magazine around with them."

GETTING TECHNICAL

Billson credits Embry-Riddle with laying a solid foundation for her career. Having started flying at age 14, she followed her passion and earned a Bachelor of Science in Aeronautical Engineering at Embry-Riddle's Prescott Campus. The combination of the theoretical and practical design challenges she encountered in her classes helped develop her engineering instincts.

"Without the focused education [at Embry-Riddle], I would not have been able to do what I have done in my career," Billson says. "Combined with my professional

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

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The Eclipse Concept Jet

The Concept Jet features a uniquely placed single Pratt & Whitney turbofan jet—atop the fuselage and just forward of a V-tail—to allow for improved balance and aerodynamics and better engine efficiency than other small-jet designs. The jet also can fly 390 miles an hour and up to 41,000 feet, which means it's able to fly higher and faster than propeller-powered airplanes with a similar price tag.

The aircraft's interior also was designed with the personal traveler in mind. Resembling that of high-end sports cars, the passenger cabin is styled in black, orange and grey leather with brushed metal throughout, and includes a bench seat with integrated armrests, fold-over capability and a vertical-tracking capability, to allow for plenty of flexibility and legroom. Passengers also have access to MP3 power plugs for audio entertainment and extra baggage areas that hold up to three full sets of golf clubs or skis.

experience, it gave me what I like to call a 'technical gut,' to know what is possible and what is not."

Her "technical gut" has served her well, including her leadership in the ECJ Project. "I was simply designing an airplane that I wanted to fly, and would be suitable for the majority of people who travel," says Billson, who has her Single- and Multi-Engine Private Pilot ratings. "Being a pilot myself and having a technical opinion allowed me to know what was truly possible for us to accomplish."

MAKING THE IMPOSSIBLE POSSIBLE

Now that Billson and her team have taken the bold step of defining the ideal plane for personal travel, the next step will be translating its best features into a viable product for the marketplace.

For Billson, the timing couldn't be better. "One of my philosophies in life is 'Every great idea has its time,' and I think the time is right for the Very Light Jet (VLJ) market."

While some experts might dispute that assertion, Billson's "technical gut" tells her that point-to-point personal air travel is more than possible; it's probable. "I think it will soon become common to see folks flying around in VLJs," she says.

And Billson plans to be first among them. "I've already picked out the color for my plane," she says. "Candy-apple red."

PROJECTED PERFORMANCE	
Max cruise speed (FL 350)	345 KTAS
Service ceiling	41,000 ft.
Range (IFR + 45 minutes reserve)	1,250 nm
Stall speed (Vso)	61 kt
Takeoff distance	2,200 ft.
Landing distance	1,800 ft.
Time to climb to FL 250	12 min.
Time to climb to FL 410	27 min.

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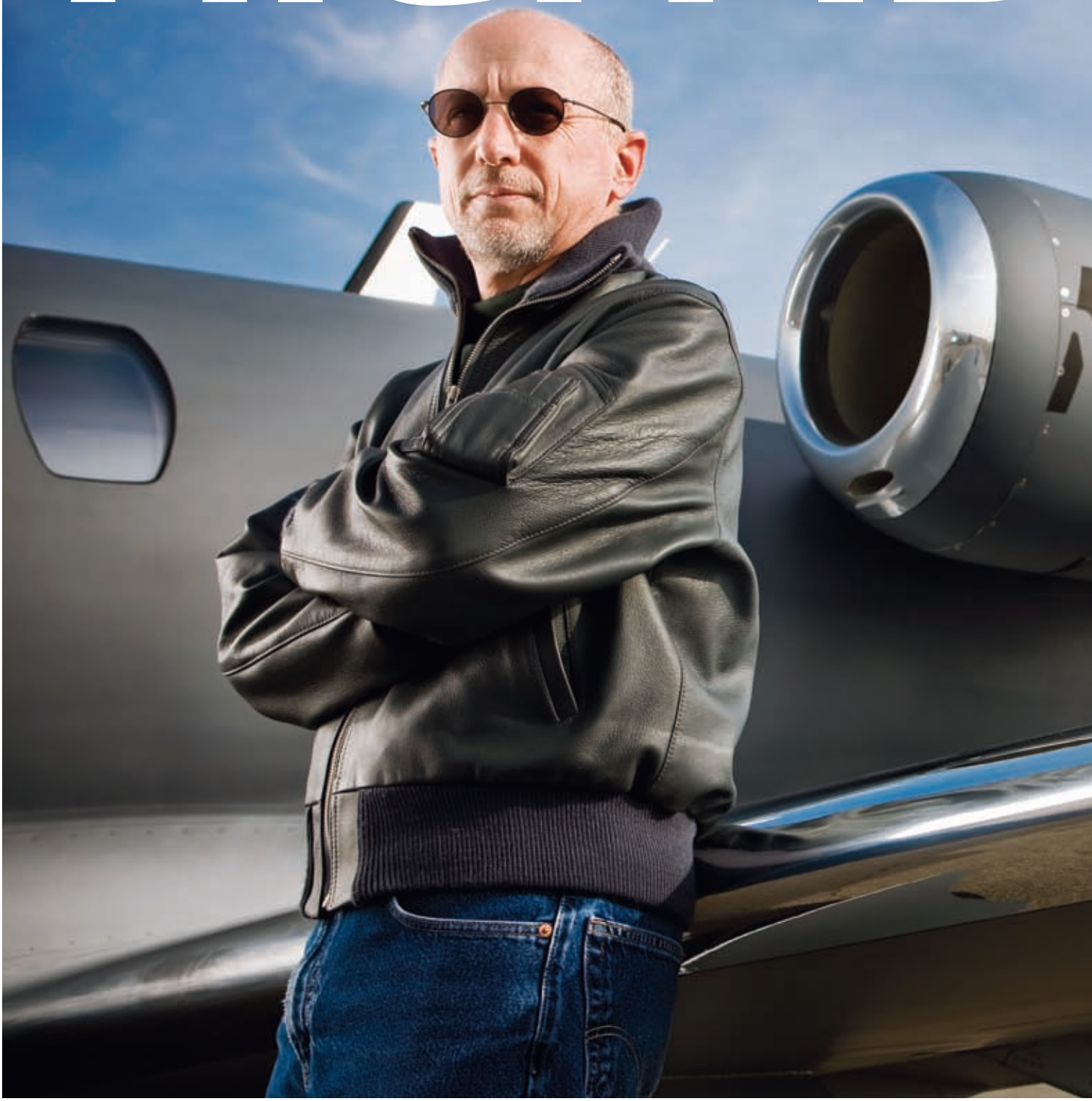

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EALS

by Rebecca Douglas • Photos by Jeff Newton

Jim Hagedorn's passion runs strong—for business, philanthropy and flying

As chairman and CEO of ScottsMiracle-Gro, Jim Hagedorn ('79, DB) has all the markings of a successful corporate executive: $2.7 billion in annual revenues, decidedly dominant market share and plenty of buzz on Wall Street. Underneath the power suits, however, lies a heart with jet fuel pulsing through it.

Hagedorn is a true-blue flyboy.

The same intensely competitive spirit that drives him in business makes him thrive on sticking a landing after coming in high to avoid a tree line. "Being an aviator is a big part of who I am," he explains. "It's the only thing I do that's just for me."

Not everyone, however, shares his fancy for flight—including the Scotts Miracle-Gro board of directors. The very day after Hagedorn was named CEO, he was asked

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to stop flying. For Hagedorn, the issue was non-negotiable.

To be fair, he isn't a stereotypical corporate executive. He's more of a maverick. He doesn't bother softening his thoughts into politically correct euphemisms as he talks about business or as he describes "getting a rush" when his thrust reversers kick in. But he's a safe maverick. He received some of the most disciplined flight training available and maintains an exemplary flight record.

So twice a week, he commutes in his personal CitationJet between his home on Long Island and company headquarters in Ohio. He has also introduced the bottom-line benefits of corporate aviation to ScottsMiracle-Gro. For the first time ever, the company has embraced the business value of traveling according to business needs rather than the airlines' predetermined schedules. Currently, it operates two jets (an intercontinental Falcon 900 and Beechjet) and employs seven pilots.

ONE PART EDUCATION, THREE PARTS PASSION

Despite his enviable corporate success, Hagedorn's career path is not one most guidance counselors would suggest. Sure, he went to a prestigious prep school, but that's where he learned to get by without really trying.

"In some ways, it was efficiency, in others it was laziness," he explains. "I was a pretty crappy student."

At age 15, he dropped out and led a "somewhat vagabond existence" for two years. When he returned home, he cut his long hair to work a blue-collar job in a non-union print shop, where his politics veered from left to right. He also returned to prep school and set his sights on becoming an airline pilot.

Studying Aeronautical Engineering at New York Institute of Technology didn't prove a good fit, so he transferred to Embry-Riddle.

"They [Embry-Riddle] had some grizzled old military instructors who really put you through it," he recalls. "About 25 percent of the kids didn't last two months."

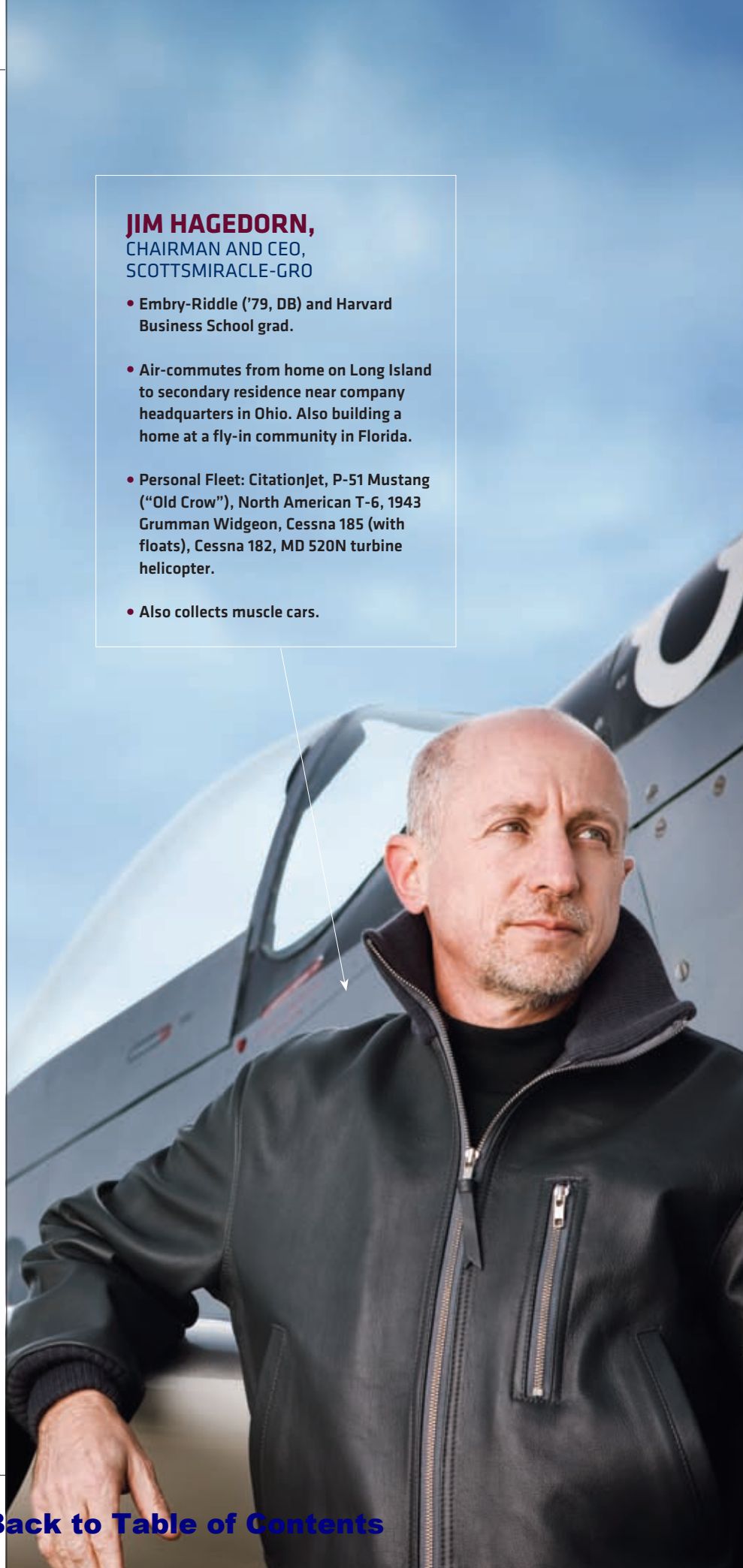
Hagedorn did more than just survive. He became a permanent fixture on the Dean's List.

"At Riddle, I learned a major lesson," he notes. "It doesn't work to just skate through life. You have to do the work."

Hagedorn credits his roommates for inspiring his change of heart about schoolwork: "They were really motivated hard workers. That kicked in my competitive spirit—I wasn't going to let them beat me. We ended up studying all the time. By today's standards, we'd probably be considered geeks."

JIM HAGEDORN,
CHAIRMAN AND CEO,
SCOTTSMIRACLE-GRO

- **Embry-Riddle ('79, DB) and Harvard Business School grad.**
- **Air-commutes from home on Long Island to secondary residence near company headquarters in Ohio. Also building a home at a fly-in community in Florida.**
- **Personal Fleet: CitationJet, P-51 Mustang ("Old Crow"), North American T-6, 1943 Grumman Widgeon, Cessna 185 (with floats), Cessna 182, MD 520N turbine helicopter.**
- **Also collects muscle cars.**



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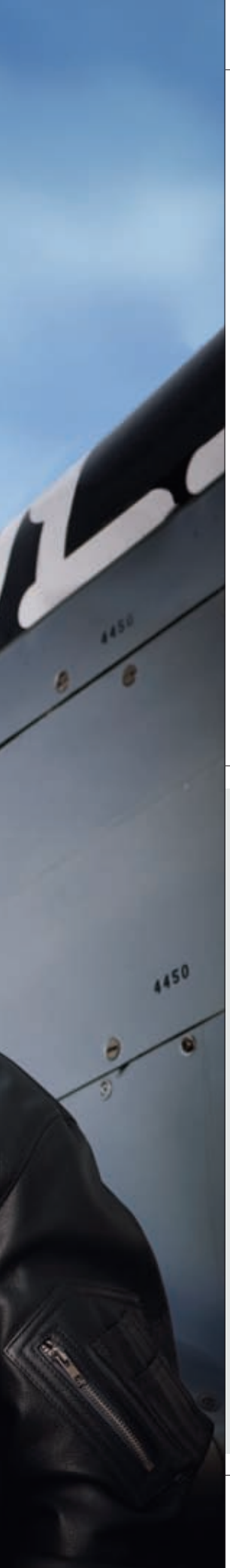

The only negative aspect Hagedorn recalls about Embry-Riddle was its lack of female students. But even that had its advantages. "I stayed true to my high school girlfriend," he says. Today, the couple is married, with children. A former roommate is godfather to one.

IN UNIFORM

Military service was another major influence in Hagedorn's ascent to the executive suite. Seven years in the Air Force—many spent flying F-16s in Germany—not only taught him about rank and hierarchy, it also helped establish him as heir apparent to the family business.

"The military is a great place for people to learn how to work," he explains.

True to form, Hagedorn's entry into the Air Force was anything but typical. Although he began college as a NAVROC (Naval Reserve Officer Candidate), a sign at the Embry-Riddle Flight Center inspired him to take the Air Force qualifying test. Confident of his failure, he told his best friend he was glad he had a spot in the Navy.

"When I got my scores, they were so high, I was sure they weren't mine," he laughs.

Hagedorn was so confident of administrative error, he didn't continue the application process—until, that is, he received a "pink letter" from the colonel of his ROTC detachment (an undeniable sign of something serious).

"I not only had a 'yes' from the Air Force, I had [an enthusiastic] 'hell yes.' And it came with a retroactive scholarship," he recalls.

The award also allowed him to collect on a deal his father offered all six Hagedorn children. "He gave us half of any money we saved him by getting a scholarship," he explains. "I used mine to buy a 530 BMW—a truly rarified car and huge step up from my Volkswagen Beetle."

These days, Hagedorn still finds parallels between his military service and current corporate life. He likens running ScottsMiracle-Gro to being the general of an army. "It's all about competition," he says. "Instead of fighting for land, we fight for market share."

To ensure continued dominance in the economic war, Hagedorn is stocking his arsenal. With a barrage of new organic lines, a series of genetically altered turfs awaiting federal approval, and a special beachfront blend that stays lush and green in saltwater locales, Hagedorn isn't waiting for the battle for market share to come to him. He's taken the lessons he learned at Riddle to heart. He's doing the work and he's flying high.

PHILANTHROPY IS IN HIS ROOTS

His company's products make America's lawns and gardens flourish; his personal generosity is doing the same for aerospace and aviation education.

Jim Hagedorn's recent $2.9 million pledge to Embry-Riddle Aeronautical University is not only the single largest donation in the university's history, it's also the latest in a long line of financial support from the Scotts Miracle-Gro CEO, including funds for scholarships.

The former Air Force fighter pilot also generously contributes his time and talents to the university, serving on the Board of Trustees, chairing its investment committee and acting as spokesman for the alumni giving campaign.

Hagedorn's recent multimillion-dollar pledge will help build a new aviation complex on the Daytona Beach Campus, where he earned a B.S. in Aeronautical Science in 1979. The complex will include an FBO and new maintenance hangar for the university's fleet.

Hagedorn was thrilled to hear that the new flight line will bear his name. "I feel a strong personal connection to the university," he explains. "Having a Riddle flight line named after me—there's just no cooler thing."

Charitable giving is a family tradition Hagedorn learned from his father, Horace Hagedorn, who co-founded Miracle-Gro before it merged with Scotts. He often heard his father's maxim: "You can't keep taking the good stuff out of the earth; you have to put something back." And he knew his dad wasn't talking about fertilizers.

After the senior Hagedorn died in 2005, sources tallied his charitable donations at more than $27 million.

When Jim Hagedorn was in his mid-30s, his family sponsored the education, including college tuition, of 50 underprivileged fifth-graders from Brooklyn. A similar offer was more recently made to a sixth-grade class in Ohio.

"If you have more money than you can reasonably spend, it just makes sense to give it to good causes," Hagedorn explains. "We take a lot of pleasure in supporting Embry-Riddle. It's important for the university to be state-of-the-art. It produces not only pilots but all types of aviation and aerospace leaders. We're proud to help rebuild the soil of such an important thought leader."

Obviously, the proverbial apple didn't fall far from the well-fertilized tree.

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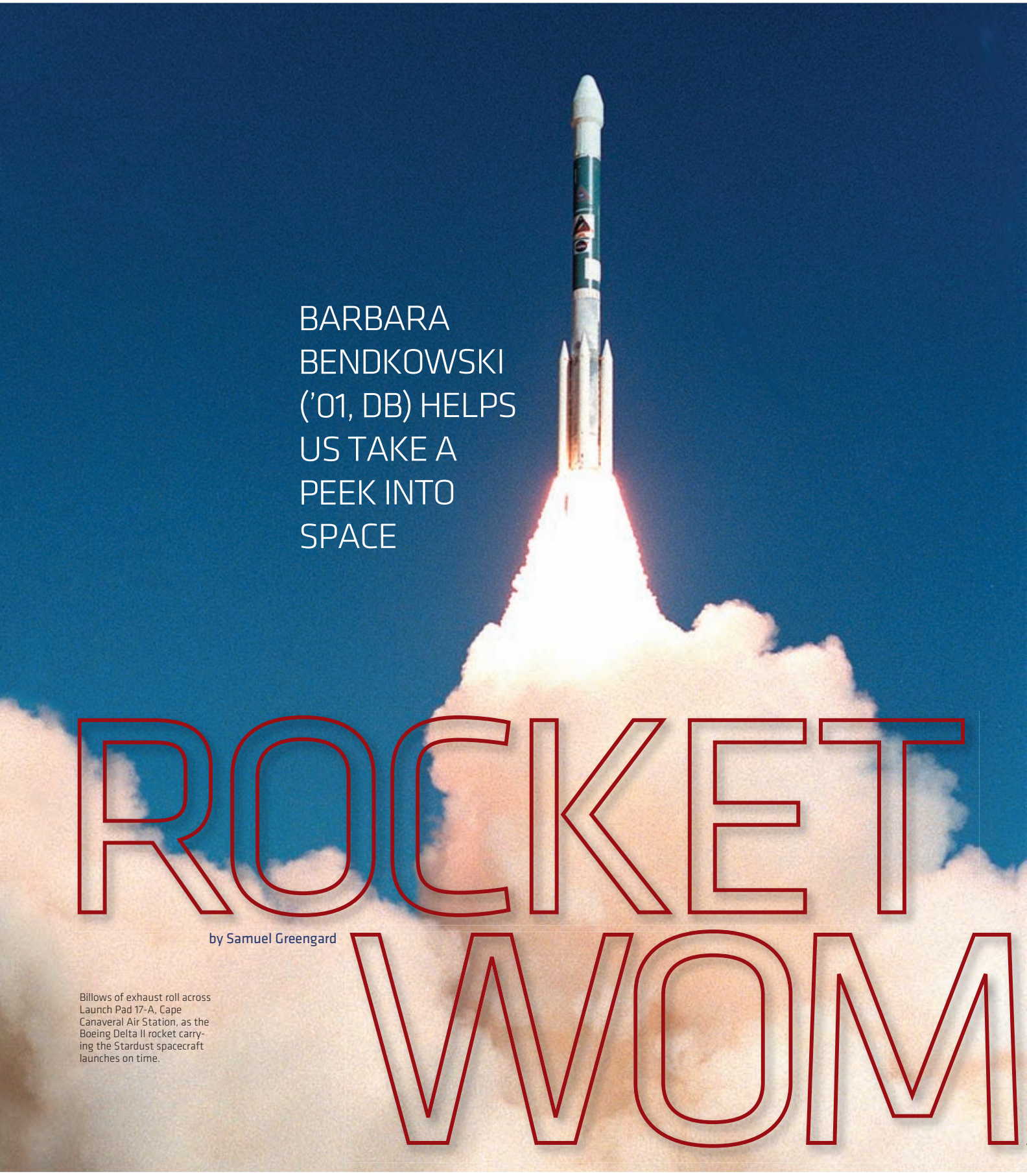

BARBARA BENDKOWSKI ('01, DB) HELPS US TAKE A PEEK INTO SPACE

ROCKET WOM

by Samuel Greengard

Billows of exhaust roll across Launch Pad 17-A, Cape Canaveral Air Station, as the Boeing Delta II rocket carrying the Stardust spacecraft launches on time.

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BARBARA BENDKOWSKI has a tough time keeping her thoughts down to earth. At any given moment, you're likely to find the 2001 Embry-Riddle graduate analyzing the progress of the Mars Phoenix spacecraft or poring over the details of Jet Propulsion Laboratory's Stardust mission. With a degree in Engineering Physics and an unabashed passion for space exploration, the Spacecraft Systems Test Engineer at Lockheed Martin Space Systems Company is blazing a trail as bright as a comet.

"I have always loved space and space travel," Bendkowski explains. "As a child, I begged my parents to send me to space camp, and I have always been absolutely fascinated by the field. Since high school, I knew that I wanted to become an astronautical engineer. It's my calling—there's nothing else I'd rather do than work on the spacecraft used to explore our solar system."

Based at Lockheed Martin's Waterton campus in Littleton, Colo., Bendkowski has provided expertise that has helped propel her to the top of her field. She has worked on an array of high-profile projects, including the Mars Reconnaissance Orbiter (MRO), the Stardust Sample Return project and the Stardust NexT mission. Today, she splits her time overseeing operational tasks, working as a system controller (sending signals to the various space vehicles), and serving as a test engineer in the lab.

Despite such success, Bendkowski is as grounded and centered as ever. "The work we are doing today will lead us to great things in the future. Even if it's hundreds of years from now, we're setting the stage for human exploration of our solar system. It's absolutely thrilling to be a part of the space program and be involved with sending these tiny space vehicles millions and millions of miles to faraway places."

Left: **Barbara Bendkowski ('01, DB)** *Below:* **Randy Scott (left) and Pat Wedeman (right), with Lockheed Martin Astronautics, check the encapsulation on the Stardust spacecraft.**

A SPACE ODYSSEY

On any given day, Bendkowski may find herself handling a variety of duties for an array of projects. One moment, she's sending commands to the Mars Reconnaissance Orbiter from a control console at the Littleton facility. Later, she's in the test lab reviewing technical data for the Stardust spacecraft. The challenge of keeping the various projects moving forward is no simple task. It requires dedication, knowledge

AN

Barbara Bendkowksi photo by Dan Sidor, Stardust photos courtesy of NASA

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BENDKOWSKI'S ORBIT

Here are the projects Barbara Bendkowski has worked on:

→Mars Reconnaissance Orbiter Landing on the surface of Mars in March 2006, it has snapped high-resolution photos, searched for water and conducted other scientific studies.

→Mars Phoenix Lander Scheduled to arrive on Mars in May 2008, it will study ice at the northern pole, analyze soil samples and take photos.

NASA artist concept of Mars Reconnaissance Orbiter above the Red Planet.

→Mars Odyssey Spacecraft Deployed in 2001, the spacecraft orbits Mars and snaps images of the Red Planet.

→Stardust Spacecraft Launched in 1999, the spacecraft collected dust from the nucleus of a comet and returned it to earth for analysis in 2006 (see "Capturing the Heart of a Comet" below).

→Deep Space Network An international network of antennas supporting interplanetary spacecraft as well as radio and radar astronomy.

and vigilance. It also requires coordination with Jet Propulsion Laboratory, which oversees unmanned space missions for NASA.

For example, the Mars Reconnaissance Orbiter, which carries the most powerful camera ever flown on a planetary exploration, requires constantly updated command sets to photograph Martian terrain. The spacecraft, which arrived on the Red Planet in March 2006, also carries scientific instruments designed to find subsurface water, identify surface minerals, and study how dust and water are transported in the Martian atmosphere. Although NASA has created existing templates for building commands, Bendkowski ensures that they're developed in a format that's compatible with the spacecraft. However, they can't interfere with other missions. Building basic commands can take a few days, while more complex sequences may require several weeks.

There's also constant maintenance and updates for space vehicles. Consistency and data quality are essential. "We have to make sure the onboard file systems are clean and that they don't fill up memory cards and hard drives on the vehicle. There's only limited capacity for data, and there's no room for inefficiency," Bendkowski explains. Engineers must also interact with other facilities scattered around the earth, and occasionally use a combination of creativity and brute force to reboot systems and restore applications. "When something goes wrong we have to get things back to the original working state," she adds.

Bendkowski works on the various projects as she's needed. She typically works 80 hours over the course of nine days and then takes off every other Friday in addition to weekends. However, she's always on call and available for extended periods. "A spacecraft doesn't decide to wait until 8 a.m. on a weekday to have a problem. We have to fix something when it goes wrong," she points out.

LAUNCHING A CAREER

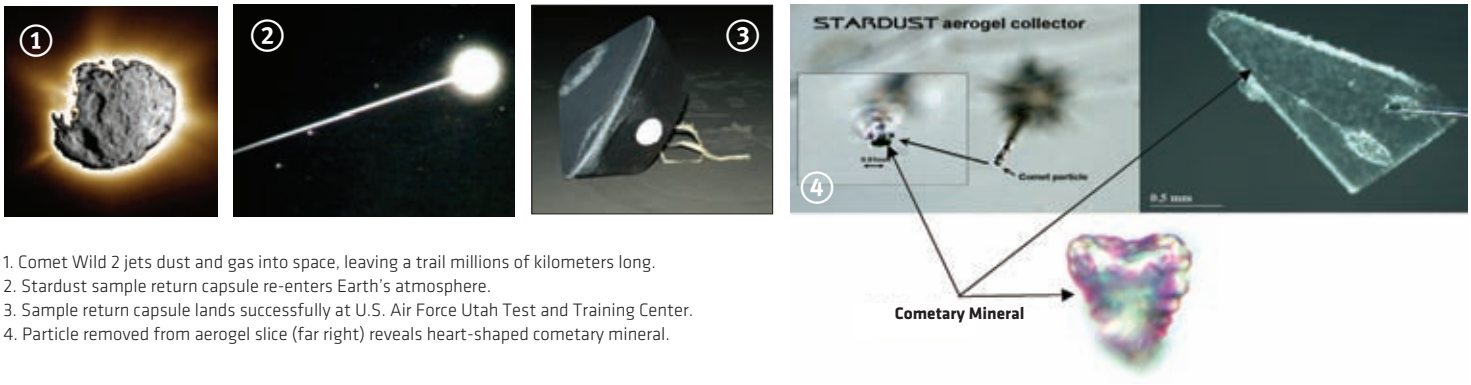
It's not surprising that Bendkowski has a passion for engineering and a yearning for exploration. Her father was an engineer and her mother, born in Poland, was a professional spelunker. She grew up in Michigan and Tennessee, but the family traveled to Florida on more than one occasion to watch rockets launch from Cape Canaveral. Later, she moved to Florida so she could attend Embry-Riddle and pursue her dream of becoming an astronautical engineer.

"There was no better place to go to school for someone who is passionate about space travel," she says. "We had times when we would step out of class, watch a launch and then go back inside. It was an incredible experience and an ideal environment. The professors and instruction were terrific." She particularly enjoyed space studies with professor Lance Erickson and general relativity with professor Chris Vuille. In addition, Bendkowski attended classes at the Kennedy Space Center, including one taught by astronaut Sam Durrance.

After graduating, Bendkowski accepted a position in the Naval weapons program at Lockheed Martin. Two years later, she transferred to Lockheed Martin Space Systems and hasn't looked back. "Barbara has a tremendously positive attitude about work and is always focused on the good of the team," says William R. Adams, Telecommunications Operations Engineer for Lockheed Martin. "She's an excellent systems engineer, able to pull together a number of different inputs and drive toward a solution that works for everyone."

Make no mistake, Bendkowski is a woman on a mission. She hopes to continue working with spacecraft for many years, including manned missions. "It's human nature to explore and we're doing it in places where we can't send a human. I can't think of anything else I'd rather do than work with these spacecraft to discover new things about our universe."

STARDUST: Capturing the Heart of a Comet



1. Comet Wild 2 jets dust and gas into space, leaving a trail millions of kilometers long.
2. Stardust sample return capsule re-enters Earth's atmosphere.
3. Sample return capsule lands successfully at U.S. Air Force Utah Test and Training Center.
4. Particle removed from aerogel slice (far right) reveals heart-shaped cometary mineral.

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DREAM LAUNCHERS

Shawn Raker ('90, DB) and Jamail Larkins ('07, DB) are inspiring dreams of aviation in America's youth and helping secure the industry's future

By Ashlee (Fiser) Ilg ('03, DB)
Photos by Jason Fobart

When you consider the similar paths they've chosen, it's hard to imagine that Shawn Raker ('90, DB) and Jamail Larkins ('07, DB) met by chance. Given their passion for aviation and their determination to inspire young people to pursue their dreams of flight, they seemed destined to become fast friends.

"Jamail and I get along very well because we believe in building a stronger industry, and we are both passionate about doing what needs to be done—to teach young people about opportunities in aviation," Raker says.

For both, building a stronger industry means inspiring more young professionals to make the leap to aviation. Through a bold coordination of promotional, business and nonprofit ventures, they're paving the way for the next generation to launch their aviation careers.

Jamail Larkins and Shawn Raker share a passion for spreading their love of aviation to the nation.

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With his role as an aviation ambassador, Jamail Larkins ('07, DB) helps create a talent pool for the future.

> **"Embry-Riddle has a responsibility to stay on the leading edge of the industry and to provide high-quality graduates."** *–Shawn Raker*

FAST FRIENDS

Raker was flying jets for Delta Airlines when he first met Larkins, then a high school student. It was more than seven years ago, but already both were in the sights of Careers in Aviation, a nonprofit organization dedicated to exposing young individuals to aviation career opportunities. The nonprofit's founders approached both separately to be part of the organization's expansion.

"They [the founders] had already selected Jamail to be their national spokesperson when I volunteered as a fundraiser with them," says Raker, who later became the president of Careers in Aviation when it became the nonprofit arm of his current company, Flight Training Services International (FTSI). "Jamail and I began working together, and our friendship grew as we launched new educational programs, planned speaking engagements and coordinated airshows."

For Larkins, meeting Raker was a pivotal moment in his decision to attend Embry-Riddle. "I was a senior in high school when I met Shawn at Careers, and was debating very heavily about where I wanted to go for college. Shawn recommended Embry-Riddle to me and helped line up a campus visit and an interview with the university president. I immediately fell in love with the atmosphere, the campus and the people, and I was offered the Presidential Scholarship. The rest is history."

THE DREAM LAUNCH

Early on, Raker and Larkins quickly discovered they were on the same page when it came to reaching out to others in the name of aviation: Both were willing to think big.

The result was the Dream Launch Tour, a nationwide effort to promote aviation career opportunities to middle- and high-school students, sponsored by a partnership between Careers in Aviation and Embry-Riddle. To date, Larkins has met more than 100,000 young students on the tour, many of whom may not have considered aviation as a possibility before.

"We know there are other kids out there in situations similar to Shawn's and mine," Larkins says. "Like them, we didn't grow up with the traditional pilot-family story, so we had to be creative to get our start in it. We want to give these young people a connection to the aviation world to turn their dreams into reality too."

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According to Raker, there's no better ambassador for aviation than Larkins. "Jamail is a phenomenal spokesperson for showing young people all of the available opportunities in the industry. He has been fortunate to have made a lot of great appearances and had a lot of exposure for the aviation programs we support."

Like the time Larkins appeared on *The Late Show with David Letterman.* Raker remembers traveling with him to rural New Jersey for the show's taping. "He asked me to be his crew chief and help take care of his aircraft while he was performing for the show. While he was on the big screen, I was working behind the scenes," Raker chuckles.

DOWN TO BUSINESS

While launching new programs to help spread the word about aviation-related careers, Raker and Larkins also got down to the business of aviation. As an Embry-Riddle alumnus and president of FTSI—a leading provider of civilian and military flight training and testing solutions—Raker was especially interested when he learned that Embry-Riddle was no longer developing its advanced civilian pilot training program, CAPT. He immediately seized the opportunity to acquire it as part of FTSI.

"I was attracted to the CAPT Program because I knew it was providing the necessary training for civilian flight training," Raker says. "I also saw the oncoming need for pilots around the world and knew CAPT would fit the domestic and international markets."

Larkins also recognized the opportunity with the CAPT Program. "I got involved with the program for a few reasons—the first was because I'd have the chance to work with Shawn. I also knew it had the foundation of Embry-Riddle's more than 80 years of experience and top training curriculums."

With Raker's years of experience in professional training and Larkins' ability to promote and raise awareness to the general aviation community, they closed the deal in about six months, making CAPT a subsidiary of FTSI.

PROVIDING FOR FUTURE GENERATIONS

In the same spirit of the Dream Launch Tour, Raker and Larkins also are inspiring others to pursue careers in aviation by helping provide them with the means to do it. In June 2007, they committed $375,000 to establish the *Careers in Aviation Endowed Scholarship* at Embry-Riddle.

Their purpose for the endowed scholarship is twofold—to enable future generations of students to make their dreams a reality, and to meet the growing needs of the aviation industry.

"If we can provide more opportunities for more young people to achieve their dreams in the aviation industry, then I know we will make a positive impact in the industry," Larkins says.

As the aviation industry continues to expand globally, and with 25 percent of the workforce soon being eligible for retirement, it will become critical to find trained specialists to fill key positions. Raker and Larkins are committed to helping institutions such as Embry-Riddle prepare to meet these growing industry needs.

"Embry-Riddle has a responsibility to stay on the leading edge of the industry and to provide high-quality graduates," Raker says. "We must have educated and trained people in all areas of the industry, and this scholarship will provide those opportunities."

As Chairman of the Board at Careers in Aviation, Larkins sees its growing partnership with Embry-Riddle as a vital step in creating a reliable pipeline of talent to the industry. "Embry-Riddle will play a critical role in filling that gap in the aviation and aerospace workforce to make sure there is qualified talent in all areas of the industry. That's why one of our biggest goals at Careers is to build our endowment support to help future Embry-Riddle students," he says.

Like all devoted alumni, Raker and Larkins never stray too far from their alma mater when talking about their mission. "Our efforts often point back to Embry-Riddle, as we help young people realize that a career in aviation is possible," Raker says. "That's why we established the endowed scholarship—to be sure everyone understands that education is an important piece in preserving this industry."

Shawn Raker's ('90, DB) enthusiasm for aviation is as contagious as his smile. As president of Careers in Aviation, he's helping to make sure the next generation is exposed to all of the amazing opportunities the industry has to offer.

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New faces on the fundraising team

Embry-Riddle Aeronautical University has added two new faces to its fundraising team—Bernadine Douglas and Christopher Lambert.

Bernadine Douglas joins the university as assistant vice president of Institutional Advancement. She will manage fundraising programs and oversee the university directors of development.

"Bernadine brings a strong work ethic and understanding of how to work successfully in a complex organization," says Dan Montplaisir, vice president of Institutional Advancement. "We welcome the contribution she will make in expanding our ability and capacity for major gift fundraising."

Christopher Lambert joins the university as director of development. An experienced estate and trust planning attorney, Lambert will work with university leadership to identify and cultivate donors, and solicit annual fund and major gift donations from alumni, friends and corporations in support of the university.

"Chris brings a strong professionalism and background in building relationships with those who want to make a difference with their investments," Montplaisir says. "He will focus on the Daytona Beach Campus' funding priorities and work closely with the College of Business as it moves into a new 14,000-square-foot facility."

TO SOAR

ALUMNI GIVING

• In the first year of Embry-Riddle's *Raise the Rate, Just Participate!* Campaign, the Daytona Beach and Prescott campuses raised their alumni giving rates by 2 percent and 1 percent, respectively.

This year, to reach our goal, we need 2,700 alumni to make a gift of any size. If you'd like to help Raise the Rate and take your alma mater to new heights, go to givingto.erau.edu and click "Give Now."

Prescott professor's legacy gift honors family

Denny Lessard, chair of the Aeronautical Science Department at Embry-Riddle Prescott, has always been about family. But when Lessard thinks family, he thinks beyond the immediate to include those earlier generations of Lessards who spent their lives making Arizona a better place to live.

The Lessard Family Endowed Scholarship in Flight honors five generations of the Lessard family—like Alphonse and Virginia (pictured here) and Grover and Claire (below)—who have served and helped build a stronger Arizona.

So it was only natural that when Denny and his wife, Deborah, decided they wanted to show their dedication to Embry-Riddle and its students, they put a family spin on it. With a testamentary gift through their family trust, the Lessards established the Lessard Family Endowed Scholarship in Flight.

"This trust represents five generations of Lessards, living and working in Yavapai County," Lessard says. "From mining and ranching, to civil service and education, the Lessards have served their communities and helped develop the future of Arizona."

Once fully funded, the Lessard Family Endowment will provide scholarships for flight training and other related expenses to Arizona students seeking an Aeronautical Science Degree in preparation for a career in aviation as a pilot. But perhaps more important, the endowment will build a brighter future for Arizona.

"The Lessard family has always believed in and supported their country, state and fellow residents who made Arizona a great place to live and work," Lessard says. "This endowment is dedicated to the education of future Arizona generations, so that they may have the opportunity to make further and greater contributions to their country and state through aviation."

By including Embry-Riddle in their estate, the Lessards have joined the Legacy Society, a growing membership that maintains a heritage of achievement and success for many generations of pilots, engineers and business leaders.

Embry-Riddle supporters are eligible for Legacy Society membership when they inform the university, confidentially and in writing, that they have made a provision for a future gift through a bequest in a will or by naming Embry-Riddle a beneficiary in a trust, life insurance policy or retirement plan.

If you'd like more information about how you can join Embry-Riddle's Legacy Society, contact Dan Montplaisir, vice president of Institutional Advancement, at (386) 226-4928.

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ISTAT gift keeps student press and media running

The International Society of Transport Aircraft Trading (ISTAT) Foundation contributed $60,000 to help repair student offices housing the *Avion* student newspaper and the campus radio station, WERU. Both offices were heavily damaged during the 2006 Christmas Day tornado.

During the NBAA Convention in Atlanta, David Sutton, managing director of FedEx Aircraft Acquisitions and Sales (pictured below at center), and Roland Moore (pictured below at right), attorney for ISTAT, presented the check to Embry-Riddle President John P. Johnson. A plaque will be permanently displayed in the Embry-Riddle Student Center to recognize this contribution.

TO SOAR

TO SOAR

Campaign attainment to date:*

**As of Nov. 30, 2007*

Embry-Riddle students get Rolls-Royce treatment

Thanks to a recent scholarship contribution, Embry-Riddle students will benefit from a $50,000 scholarship established by Rolls-Royce Corporation.

Above at left, David Waggoner ('86, DB), president of Defense Services and vice president of Customer Business at Rolls-Royce, presents Dan Montplaisir, vice president of Institutional Advancement at Embry-Riddle, with a check in support of this scholarship during Oshkosh AirVenture 2007.

Embry-Riddle Prescott breaks ground on Haas Chapel From left to right, Dan Carrell, former chancellor; John Olsen, Trustee Emeritus; Dr. David Rummel, former Trustee; Tamra Shadoan, Bill Haas' daughter; Nicollette Shadoan, Bill Haas' granddaughter; and Andy Fraher, associate dean of students, break ground on the new Fred and Fay Haas Chapel. The 3,800-square-foot structure will provide students and the campus community a place for fellowship and spiritual growth.

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 **Jan. 15, 2009** (for students seeking Fall 2009 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.

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"Riddle Roarin' in the '20s" at OctoberWest

Alumni celebrated a "Riddle Roarin' in the '20s" during 2007's OctoberWest celebration.

At the annual reception at the Hassayampa Inn, alumni reunited with friends and networked with industry professionals. They kicked back and relaxed to live music during the Alumni Party at Spruance House. More than 100 people teed off in the sold-out Golf Tournament, supporting the Champions of Character scholarship program. Alumni also enjoyed a great view of the Prescott Air Show, where the Golden Eagles Flight Team was featured in the Embry-Riddle VIP tent.

Visit the eaglesNEST at **www.ERAUalumni.org** to see photo albums of alumni at OctoberWest.

ALTIMETER

Want the latest alumni news? Go to alumni.erau.edu/eaglenews.

• Can't find your photo from Homecoming or OctoberWest? Check out the eaglesNEST at www.ERAUalumni.org and select "Photo Albums."

Message from the Executive Director

"Welcome Home!" was a common phrase heard across the Prescott and Daytona Beach campuses during the OctoberWest and Homecoming Weekends. We enjoyed hosting you at the special events and hearing your personal and career success stories, and we invite you to come back "home" anytime. To our Worldwide alumni, we welcome your suggestions for future Worldwide reunion events.

To the Fall 2007 graduates, we extend a "Congratulations!" and encourage you to keep in touch with us as you pursue your careers around the globe. Be sure to visit the eaglesNEST online community at **www.ERAUalumni.org** for upcoming events, mentorship opportunities and more.

We also share a profound debt of gratitude to the 20 alumni who have given their lives in the current war in Iraq. The Embry-Riddle community was saddened yet proud to have dedicated the Alumni War Veterans Memorial Plaque in honor of their service. (See the full article on page 22.) We also are grateful to the ROTC students who contributed to this project.

And finally, we know we will "see you soon!" Whether it's during the Presidential Tour or a local event in your city, we look forward to celebrating our unique Embry-Riddle heritage.

Sincerely,

Wayne Munson
Executive Director of the Office of Alumni Relations

Alumni in Dubai More than 60 Embry-Riddle alumni, friends and students gathered at the Sheraton Dubai Creek in the United Arab Emirates for a special gala on Nov. 14, 2007, during the Dubai Airshow. The event, sponsored by Khalid Al Mulla of Al Mulla Group of Companies—whose son attends the Daytona Beach Campus—provided an opportunity for alumni to network and become involved with the UAE Alumni Group.

Michele Berg, associate director of Alumni Relations, recognized nine alumni for their career achievements and presented them with a special award. In addition, Obaid Hableel ('87, DB) (pictured here) received an award for his positive leadership of the UAE Alumni Group.

Alumni and guests also enjoyed a message by Associate Chancellor Dr. John Watret, who spoke on behalf of University President Dr. John P. Johnson.

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Daytona Beach Campus goes 'Prime Time'

Alumni joined students, staff and friends in Daytona Beach to celebrate Homecoming Weekend Nov. 7-10, 2007. Kicking off at Red Tail Bar and Grill on Wednesday evening and winding down at the Alumni Breakfast on Sunday morning, the reunion was fun-filled and action-packed. At the Hangar Party and all over campus, alumni reunited with old friends. "It certainly was a joy to return to the Daytona Beach Campus and see all the positive changes," says Jesse Clark ('92, PC), leader of the San Diego Alumni Group.

The Homecoming Parade featured Grand Marshall, retired Col. Richard "Rick" G. Harrington ('76, DB), a President's Advisory Board member and former Trustee.

Other weekend highlights included a formal beachside Alumni Dinner Dance, an aerial demonstration by Embry-Riddle acrobatic pilot Matt Chapman in his Eagle 580, and a special Memorial Plaque dedication to honor alumni veterans (see story on page 22).

Visit the eaglesNEST at **www.ERAUalumni.org** to see photo albums of alumni during Homecoming Weekend.

Seven students—including two each from the Prescott and Daytona Beach campuses and one ROTC student—were selected to attend the Wing's Club Luncheon in New York City on Thursday, Dec. 13, 2007. This annual event, sponsored by Dorothee Miller, president of Aero International Associates, provides students with an opportunity to meet aviation industry leaders and is part of the Alumni-Student Connection program.

Rick Hale shows his American Spirit

Rick Hale ('84, DB), CEO of Winner Aviation located in Vienna, Ohio, received the National Business Aviation Association (NBAA) American Spirit Award in recognition of his service to the business aviation community.

In a testimony before Congress, Hale responded to funding proposals to implement new user fees for small to midsize businesses. According to NBAA President and CEO Ed Bolen, Hale "illustrated for Congress what business aviation is all about and explained the real impact of user fees on businesses across the country."

Hale advocated general aviation's support for air traffic control modernization, but called for "pay at the pump" fuel taxes rather than user fees or new taxes.

"It is an honor to be recognized as someone trying to make a difference in our industry," says Hale, pictured at left (center) with Dan Montplaisir (right), Embry-Riddle's vice president of Institutional Advancement, and Jamail Larkins ('07, DB). "I am strongly involved with general aviation and was willing to represent other small to midsize business aviation companies like mine."

British Flyers in Lakenheath Members of the No. 5 British Flyers Training School (5BFTS) joined local alumni and Embry-Riddle students and staff from the Worldwide Campus at Lakenheath Air Force Base for a special luncheon at the Officers Club on Sept. 16, 2007. The 5BFTS members shared stories and experiences of their training at Embry-Riddle in Clewiston during World War II with the alumni and students.

An artful graduation Nearly 60 graduates from the Embry-Riddle Worldwide Campuses at Luke, Sky Harbor and Williams Gateway celebrated their commencement at the Phoenix Art Museum on Oct. 27, 2007. Following the ceremony, graduates and their guests were invited to a luncheon co-hosted by the Office of Alumni Relations. The new alumni also enjoyed a complimentary tour of the art museum.

A high performer Peter Zaccagnino ('92, DB), CEO of High Performance Aircraft Training (HPAT), takes to the air in an L-39, one of the aircraft he uses for civilian flight training and aircraft testing. In addition to the L-39, Zaccagnino uses, among others, Lancairs and Mig-21s to conduct supersonic research, unusual-attitude and upset-recovery tests.

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Honoring Embry-Riddle's fallen heroes

With ROTC cadets in rank and a full color guard from all services, Air Force ROTC Wing Commander Ken Sturgis led the dedication ceremony for the Embry-Riddle Aeronautical University Alumni War Veterans Memorial Plaque at the Daytona Beach Campus.

Dedicated on behalf of alumni from all campuses during the concluding event at this year's Homecoming, the plaque honors Embry-Riddle's 20 alumni who have died in the war against terrorism since Sept. 11, 2001.

The plaque, conceived by U.S. Air Force 2nd Lt. Robert Clark ('07, DB), lists the names of Embry-Riddle's fallen, along with logos from the Department of Defense, the Department of Homeland Security and the Department of Justice. The memorial will be permanently placed at the center of Daytona Beach Campus near the Legacy Walk and the Miller Instructional Center. "We wanted to commission a memorial plaque to be dedicated in a place of honor on campus as an inspiration to all," Clark says.

The plaque also speaks powerfully to Embry-Riddle's mission to educate and support those who defend the nation. Dr. Thomas Connolly, chancellor of Embry-Riddle's Daytona Beach Campus, says, "The names of our fallen alumni will be forever visible to all of our students, faculty, staff, alumni and visitors as a statement of our appreciation for their professional and personal sacrifices, and as a reminder of the cost of our freedom."

In speaking to the cadets and students attending the dedication, Alumni Relations Executive Director Wayne Munson said, "Since 1926, our alumni have done their jobs in both good and challenging times. They have participated in all our nation's conflicts, giving selflessly to our defense. This plaque is a statement of what is. But you, who are a statement of what will be, must draw from this day and this plaque the strength of your convictions, the confidence of your professionalism and the hope of your youth. While today we mark a reflective moment in the continuity of our university, we also create a moment of hope for the future."

Chancellor Connolly authorized the plaque—designed by Granite Art Design of New York—on behalf of the president and other chancellors. The Office of Alumni Relations will maintain and update the plaque when necessary.

Fallen Heroes

2001

David M. Charlebois ('83, DB)
Bachelor's in Aeronautical Science
Co-Pilot, American Airlines

2002

Christopher M. Blaschum ('98, WW)
Bachelor's in Professional Aeronautics
Lieutenant Commander, U.S. Navy

Curtis D. Feistner ('02, WW)
Master's in Business Administration
Major, U.S. Army

2003

Tamara L. Archuleta ('02, WW)
Study in Aeronautical Science
First Lieutenant, U.S. Air Force

William R. Watkins III ('02, WW)
Master's in Aeronautical Science
Lieutenant Colonel, U.S. Air Force

Aaron J. Contreras ('94, PC)
Bachelor's in Aeronautical Science
Captain, U.S. Marine Corps

John D. Smith ('03, WW)
Master's in Aeronautical Science
Chief Warrant Officer, U.S. Army

Eric B. Das ('03, WW)
Master's in Applied Aviation Systems
Captain, U.S. Air Force

Kyran E. Kennedy ('02, WW)
Master's in Aeronautical Science
Chief Warrant Officer, U.S. Army

Brian D. McGinnis ('02, WW)
Certificate in Aviation Maintenance
Sergeant, U.S. Marine Corps

2004

Patrick Dorff ('99, WW)
Bachelor's in Professional Aeronautics
Chief Warrant Officer, U.S. Army

Travis W. Grogan ('04, WW)
Bachelor's in Professional Aeronautics
Chief Warrant Officer, U.S. Army

Patrick D. Leach ('92, WW)
Bachelor's in Professional Aeronautics
Chief Warrant Officer, U.S. Army

2005

Christopher J. Scherkenbach ('05, WW)
Bachelor's in Aeronautical Science
Chief Warrant Officer, U.S. Army

David Ayala ('06, WW)
Bachelor's in Aeronautical Science
Chief Warrant Officer, U.S. Army

2006

John S. Vaughan ('06, DB)
Bachelor's in Aviation Business Administration
Second Lieutenant, U.S. Army

Jamie D. Weeks ('05, WW)
Bachelor's in Professional Aeronautics
Chief Warrant Officer, U.S. Army

2007

Charles E. Wyckoff Jr. ('02, PC)
Bachelor's in Aeronautical Science
Sergeant, U.S. Army

Keith Yoakum ('03, WW)
Bachelor's in Professional Aeronautics
Chief Warrant Officer, U.S. Army

Joey D. Link ('07, WW)
Bachelor's in Professional Aeronautics
Technical Sergeant, U.S. Air Force

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News to Share?

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

Career News

1970s

Don Matthews ('72, DB) is the operations manager for Turner Construction Company. He and his wife, Velma, have three children, Lance, Josh and Victoria, and live in Pittsburgh, Pa. After 35 years of flying, Don received his CFI certificate in December 2007.

Bob Herold ('78, DB) is a captain for FedEx flying the A-300, based in Memphis, Tenn.

James F. Borden ('79, DB) is the inspector/trainer of the F-22 Raptor engines on the F-22 Raptor Depot Heavy Maintenance Center at Tinker AFB, Okla.

CAMPUS LEGEND:

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

1980s

1 Jonathan Stern ('81, DB) was designated a Washington, D.C., "SuperLawyer," a designation that recognizes the top 5 percent of lawyers in the region. He has a national aviation and insurance coverage law practice based in Washington, D.C., with Schnader Harrison Segal & Lewis LLP.

2 Bill Soldan ('83, DB) is the president and CEO of Aero Alliance Insurance Services Inc., based in Atlanta, Ga. His company, now in its fifth year of operation, opened a new office at Dekalb Peachtree Airport (PDK).

Col. Richard P. Samuels, USAF ('85, PC) was awarded the Bronze Star after returning from Iraq. Col. Samuels' wife, Erin, and sons, Patrick and Connor, live in Fort Leavenworth, Kan., where he is a member of the Advanced Operational Arts Studies Fellowship.

3 William "Buck" Welch, Ed.D. ('85, DB), is the manager of Cessna Aircraft Company's Product Safety Department. He has worked for Cessna for more than 20 years, and lives in Wichita, Kan., with his wife, Pam, and daughter, Morgan.

4 Thomas H. Broome III ('86, PC) is an Embraer captain at American Eagle Airlines since July 2007. He lives in Irving, Texas, with his wife, Mary-Sue, daughter, Marissa (9), and son, Troy (3).

5 Col. Marcus Messina, USMC ('86, WW; '07, WW) (at left in photo) will graduate from the Marine Corps War College in 2008 with a Masters in Strategic Studies. He is currently a Communication and Data Systems Officer for the USMC.

Harry Chambi ('87, DB) is a first officer on the Boeing 767/757 International for American Airlines.

Lt. Col. Mike Coburn ('88, DB) is a KC-10 evaluator pilot in the Air Force Reserves and a B-777 first officer with American Airlines.

Michael Kaufhold ('88, WW) is the vice president of business development and sales for

American Technology Corporation. He leads the company's global LRAD® and NeoPlanar® sales efforts.

Kevin Anderson ('89, WW) is the director of the Telecommunication Community Resource Center for the University of Missouri Extension, based in Poplar Bluff, Mo.

Rich Gierbolini ('89, DB) is a supervisory transportation security inspector (Aviation) for the TSA International office of Global Strategies, based in Frankfurt, Germany. He is also an active drilling Naval Reserve Intelligence Officer assigned to Special Operations Command Europe.

1990s

James Ahrens ('90, DB) is a senior Web developer for Space Gateway Support at the Kennedy Space Center. He lives in Cocoa Beach, Fla.

Joe Sprague ('90, DB) is the staff vice president of Inflight Services for Alaska Airlines, based in Seattle, Wash. He and his family live in the Seattle area.

Will Dickenson ('91, DB) is a 757/767 first officer for UPS Airlines.

Keith D. Plumb ('93, DB) was named president and chief operating officer of Executive AirShare, based in Kansas City, Mo.

Jeremy Pisell ('94, DB) is the program manager of the G1159 (Gulfstream II/III) at FlightSafety International, DFW Center.

Chad Winings ('94, DB) is the sales manager of New Cessna Citation Sales in Indiana, Michigan and Kentucky for Leading Edge Aviation Solutions.

Jeffrey P. Bourk ('95, DB) is the executive director of the Branson Airport. He lives in Branson, Mo., with his wife, Michelle, also a licensed corporate pilot, and their daughter, Katie (3).

David M. Rumney ('95, PC; '06, WW) is the senior systems engineer for Science Applications International Corp. (SAIC), supporting the Army's 160th Special Operations Aviation Regiment (Airborne). He specializes in the development and fielding of avionics, mission sensor and weapons systems. He lives in Harvest, Ala.,

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with his wife, Nicolette, and their daughter, Rebecca (2). They are expecting their second child in April 2008.

J. Grant Moubry ('97, DB) is an associate for the law firm of Armstrong Teasdale LLP and a member of the firm's Intellectual Property Practice Group.

Juan DeVevo ('98, DB) is the guitarist for the two-time Dove Award winning Christian music group Casting Crowns.

Lisa Anderson Spencer ('99, WW; '03, DB) is the director of TransSolutions' office in Washington, D.C.

2000s

Wayne D'Amico ('01, WW) is the chief pilot/acting director of operations for Seaborne Airlines, based in the U.S. Virgin Islands. He flies the DHC-6 equipped with Wipline 13000 floats. He has ratings for airplane multi-engine land and sea B-737 and BA-3101.

Tiger Pongpairoj ('01, PC) flies the Airbus 320 for Qatar Airways. He is the first Thai National to work for the airline.

Alex Ikonya ('03, DB) is a first officer for Kenya Airways flying the B-737-300/700/800.

Kelly Austin ('04, DB) is the associate vice president for Student Affairs, acting vice president for Student Affairs at the University of Pittsburgh, Johnstown campus. Kelly and his wife, Allison, have two sons, Aiden (2) and Ethan, born Oct. 5, 2007.

LTJG Randall Black ('04, DB) flies C-130s as a Lieutenant in the U.S. Coast Guard, based in Sacramento, Calif. He has more than 1,000 hours with over 700 of those in the C-130.

Thomas "Ted" Danek ('04, WW) is the city administrator for the City of Spokane, Wash.

2d Lt. Jonathan Sundman ('05, PC) received his Air Force pilot wings in a ceremony at Fort Rucker, Ala., on Dec. 14, 2007. He was promoted to 1st Lieutenant on Dec. 19, 2007. His next duty will be flying the UH-1N "Huey" at Malmstrom AFB, Mont.

Donald Gale Rowlett ('07, WW) is the director of airport operations and is earning his master's degree at Embry-Riddle. He and his wife, Tanja—who recently published a book—are expecting their next child.

Joe Zollo ('07, PC) works in the Flight Safety Department for American Airlines. He is involved with the Flight Operations Quality Assurance (FOQA) and the Pilot Aviation Safety Action Program (ASAP) programs.

Family News

1980s

Bud Blower ('80, DB) and his wife, Sue, are proud of their son Patrick (15), who achieved the rank of Eagle Scout. Bud is the chief pilot for VF Corp., based in Greensboro, N.C.

John Cieslak ('89, DB) and his wife, Carol, had a daughter, Zoey Mae, born on Oct. 31, 2007.

1990s

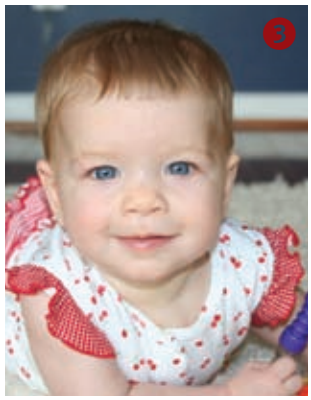
Jeff Engel ('93, DB) and his wife, **Tanya** ('95, DB), had a daughter, Elena Morgan, on Aug. 7, 2007. Jeff is a Flexjet Challenger 300 captain and Tanya is a project manager for AT&T. They live in Dallas, Texas.

2000s

Timothy Van Nes ('01, DB) and **Carrie (Klingenberg)** ('01, DB) had their first daughter, Julia Renee, in January 2007. They both work on solid rocket boosters at the United Space Alliance at Kennedy Space Center.

Bill Ekstrom ('05, DB) and his wife, Christina, had their first son, Caleb William, on Sept. 12, 2007, who joins his sister, Emma. The family lives in Trumbull, Conn.

Eric Moore ('07, WW) and his wife, Cathlene, had their first child, Tyler, in February 2008. Eric is a manufacturing engineer with the 787 Dreamliner program in Everett, Wash. The family lives in the Puget Sound area.



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Weddings & Engagements

1990s

John DeLawyer ('95, PC) married Kim Nash on Sept. 1, 2007. He is an aircraft salesman for Cutter Aviation and Kim is an occupational therapist for University Health System. They live in San Antonio, Texas.

Josh Kovac ('95, DB) married Hannie S. Fisher in October 2007. He is a medically retired captain and F/A18 pilot for the U.S. Marine Corps and currently works with Grob Aerospace Inc. The couple lives in Morro Bay, Calif.

Mary Ann Morris ('98, DB) and Eric Kaumheimer will be married on April 26, 2008. Mary Ann and Eric work for GE Aviation in Cincinnati, Ohio, where Mary Ann is a pricing leader in Marketing and Eric is a Six Sigma Black Belt in Sales.

2000s

Michelle Lucas ('00, DB) married Ken Ham on Aug. 3, 2007. She is a space station instructor and lives in Friendswood, Texas.

Brent Terwilliger ('00, DB; '05, WW) married Mary Moskowitz on Oct. 13, 2007, in Oswego, N.Y.

Adam Eardley ('03, DB) and **Sylvia (Rodriguez) Elledge** ('03, DB) will be married in the summer of 2008. Adam is a pilot for Continental Airlines and Sylvia is a Mary Kay consultant. They live in Ormond Beach, Fla.

IN MEMORY

1960s

Gene Wallace "Buck" Talbott ('60, MC) July 16, 2007

1970s

Gerald H. Stein ('74, WW) June 19, 2007
Michael Jaworski ('79, DB; '80, DB) Nov. 27, 2007

1980s

Michael Klemm ('80, DB) July 10, 2007
John M. Beaubrun ('84, WW) Oct. 28, 2007
Gen. Russell E. Dougherty ('86, DB) Sept. 17, 2007
John K. Backhus ('88, WW) Nov. 6, 2007
Tissa Wimalasekera ('88, DB) May 28, 2007

1990s

Francis "Trey" Joseph Gregory Sherer III ('93, WW) June 9, 2007

2000s

Charles E. Wyckoff ('02, PC) June 6, 2007
David Schlosser ('05, PC) July 15, 2007
Akrash J. Kuruvilla ('06, DB) Aug. 18, 2007
Richard B. Phelps ('07, WW) June 6, 2007
Tyler Price ('07, PC) July 15, 2007

Dr. Bruce Alan Ashcroft, Aug 23, 2007

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The Annual Fund

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Embry-Riddle Aeronautical University
600 S. Clyde Morris Blvd.
Daytona Beach, FL 32114

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