

LIFT

The alumni magazine of
Embry-Riddle Aeronautical University

Embry-Riddle's
Coast Guard
alumni help
protect air and sea

Embry-Riddle's
first blind graduate,
Barry Hyde ('07,
DB), never gave up
on his dreams

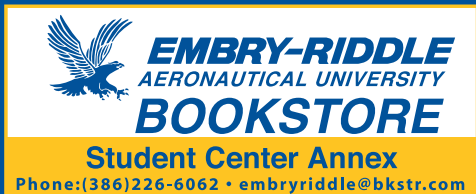
Professor Ray
Bédard helps flight
students play with
the idea of learning

ON AIR

Meet the man behind the mic, Embry-Riddle
grad Jerry Doyle ('79, DB)

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The alumni magazine of Embry-Riddle Aeronautical University

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LETTER FROM THE PRESIDENT



IN THESE TOUGH ECONOMIC times, it may surprise you to know that your alma mater is still growing to serve students and industry. At the beginning of the year, we began demolition of the Gill Robb Wilson Flight Complex to make way for the second phase of the James Hagedorn Aviation Complex, which will triple the amount of space available for flight training and classrooms.

Our growth and preparation for the future is a sign of our financial strength and our determination to remain true to our educational and research mission—especially during difficult times. When things get tough, we must invest in the things that matter most. We will continue to commit ourselves to providing the best in education and research, so that we may properly prepare those who will shape the future prosperity of our great industry.

In this issue of *Lift*, you will read about alumni who have taken what we like to call our “onward and upward” attitude to heart. In our cover story, Jerry Doyle tells how he has turned the challenge of trying new things into an art form. From flying fighter planes, to starring on a hit sci-fi TV show, to hosting the eighth largest talk

radio show in the country, Doyle has done it all—and with great success.

Perhaps no one better represents the Embry-Riddle spirit than Barry Hyde, an alumnus who endured a harrowing recovery from a near-fatal airplane crash to become the first and only blind student to graduate with a Master’s in Aeronautics from Embry-Riddle. It’s an inspiring story and proof that one’s passion for aviation can literally change lives.

I hope you enjoy reading this issue of *Lift*. From these pages you’ll see that the spirit of Embry-Riddle is alive and well in the world—and a cause for celebration as we prepare our students to become alumni who will shape the brighter future that is certain to come.

Warmest regards,

John P. Johnson, Ph.D.
President

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Moving forward, faster

Center for Advanced Aero-Propulsion established at Embry-Riddle

Capitalizing on its strength in aerospace engineering and participation in a recent multi-year, multi-million-dollar grant from the State of Florida, Embry-Riddle announced the establishment of a Center of Excellence devoted to advanced research in aeronautics and propulsion systems.

As part of the consortium of four Florida universities that were awarded a three-year, \$14.5 million grant in July to establish the Florida Center for Advanced Aero-Propulsion (FCAAP), Embry-Riddle will work collaboratively to develop innovative next-generation technologies for aerospace and aviation commercial use and build closer working relationships with industry leaders.

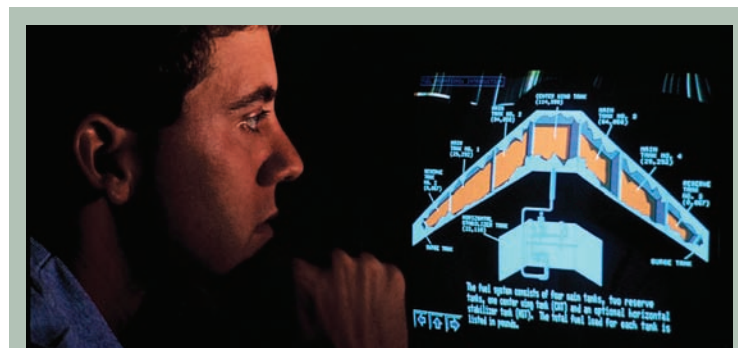


Lighting the way

Embry-Riddle leads FAA group developing new airport lighting system

Embry-Riddle researchers and other universities are working for the FAA Center of Excellence for General Aviation Research to improve nighttime safety at small general aviation airports. The innovative, low-cost and highly portable Remote Airport Light System (RALS) uses LED lights and retro-reflective markers.

The RALS idea originated with the FAA Center of Excellence for General Aviation Research, a consortium of universities, corporations and government agencies led by Embry-Riddle. "Considering that a standard FAA-approved lighting system can cost anywhere from \$100,000 to \$1 million, our test system is a bargain at only \$3,000," says Dr. Chris Grant, director of Embry-Riddle's research team and associate dean of the College of Engineering.



30 million value, in dollars, of research conducted each year at Embry-Riddle

ALTIMETER

More news and events at Embry-Riddle this quarter:

- **Gov. Charlie Crist appointed Embry-Riddle Professor Dr. Mark Friend to the Florida Public Task Force on Workplace Safety.**
- **Dr. Jim Ramsay, professor of the Homeland Security degree program at Embry-Riddle Daytona Beach, recently received the highest national award presented by the American Society of Safety Engineers, the nation's largest and oldest professional safety organization.**



Going green

Embry-Riddle engineers take on EcoCar Challenge

A team of faculty and student engineers from Embry-Riddle Aeronautical University, the EcoEagles, has been selected to participate in EcoCar: The Next Challenge, a three-year competition sponsored

by the U.S. Department of Energy, General Motors, Natural Resources Canada and other sponsors.

One of only 17 U.S. and Canadian teams, and the only school from Florida

selected for the prestigious competition, the Embry-Riddle engineers will have the opportunity to create innovative solutions to reduce the impact of automobiles on the environment and energy dependence.

“It’s a great achievement to even be selected for this competition,” says Dr. Darris White, mechanical engineering professor and faculty advisor. “Our success as national champions of the SAE Formula Hybrid international competition two years in a row prepared us to take it to this next level.”



An underwater win

Prescott students take home underwater robotics prize

Three first-year students from Embry-Riddle’s Prescott Campus won first place in the university division at the National Underwater Robotics Challenge.

Aerospace engineering majors Eduardo Moreno, Cory Ravetto and Rene Valenzuela designed and built their winning vehicle, “Medusa,” in only three months.

The robot’s domed shape—*medusa* is Spanish for “jellyfish”—stood out among other contestants’ box-shaped entries and also won the judges’ award for most unique design at the three-day competition.

Aside from a few electronic parts, the Embry-Riddle students manufactured all hardware for the robot.

“Because there were only three of us, we had to do everything. It taught me a lot about engineering,” says Valenzuela, who worked on the robot’s sensors and video camera and “drove” the vehicle.



ALTIMETER

More news and events at Embry-Riddle this quarter:

- Embry-Riddle Prescott’s Army ROTC program took first place in all three categories of the State of Arizona Ranger Challenge Competition.
- Two Embry-Riddle student teams took first place in the FAA’s Design Competition for Universities for their proposals on alternative fuel and GPS use at airports.

Reason to celebrate

Festival commemorates Wright brothers’ mechanic

With the first Charles Taylor Commemorative Aviation Festival, the Charles Taylor Department of Aviation Maintenance Science (AMS) celebrated the birth of flight with a demonstration of the replica Wright Flyer engine, built by Terry Hesler, owner of Hesler Machine Tool in Dayton, Ohio.

The festival is the brainchild of Charles Taylor Department Chair Fred Mirgale (’69, DB). “Every May we celebrate Charles Taylor’s birthday, but there aren’t many students here, so I decided we’d have a festival in the fall when many more students and staff could enjoy it.”

In addition to the engine demonstration, students were able to fly a Wright Flyer simulator built by the AMS department and see a range of other exhibits, including a Wright wind tunnel built by Mirgale, a Velie engine from a Monocoupe aircraft purchased by Embry-Riddle in 1929 and restored by the AMS engine repair station, a Piper Cherokee airplane used by Embry-Riddle in the 1980s as a trainer, a powered parachute, a Schweizer 300 helicopter displayed by Bristow Academy and an early hang glider.

Mirgale, who was named Professor Emeritus in 2001, says the festival will have a different focus each year.



Terry Hesler and his replica Wright Flyer engine.

While Embry-Riddle has long been known for its research in aerospace, it's also gaining recognition in other areas such as human factors, virtual languages and alternative energy.

Whatever the research subject—from developing flight training programs, to wind turbine testing, to designing living spaces for a future Mars settlement—Embry-Riddle students are right in the middle of it, collaborating with professors and developing solutions for the present and the future. Here are just a few of Embry-Riddle's:

Student researchers creating new knowledge

RYAN FURTADO ('08, PC)

Profile: From Merced, Calif., earned a B.S. degree in aeronautical sciences in May 2008. Under the guidance of Professor Ray Bédard (see “A Gamer” on page 16), he worked with other students for a year and a half to help develop a classroom program using Microsoft systems.



Courtesy Bill Thompson

The Project: Incorporate into classrooms simulation research based on students' perspectives and interests. Furtado worked with Microsoft Flight Simulator X to create what he says is “a hands-on teaching experience that is more effective than PowerPoint lectures.” In the simulation, students can fly cross-country, learn theory, practice procedures and become familiar with flight preparation.

The Reward: Furtado learned mission and courseware design. He led the effort to attend an International Flight Simulation Conference in Seattle in 2007 to demonstrate the Microsoft project. It also led to a grant from NASA to work on the project and an invitation to visit one of Microsoft's simulation studios.

MICHAEL DESMOND ('07, DB)

Profile: From Clayton, Del., a graduate student in mechanical engineering who earned his B.S. in the same field from Embry-Riddle in 2007. His research will be applied toward his Master's thesis.

The Project: Testing the flutter of wind turbine blades, as an intern at National Renewable Energy Laboratory (NREL), Golden, Colo. Desmond is working to determine frequencies at which wind turbine blades vibrate and flutter (“like when you hold your hand out from a moving car and the wind moves



Courtesy Michael Desmond

your hand,” says Desmond) to gain information to reduce flutter, perhaps changing the shape of blades. “Ultimately, the goal is to develop wind turbines that can survive 20 years or more, operate cost-effectively at lower wind speed sites, and increase national capacity.”

The Reward: Learning to think about physical practicalities, such as modal shapes, experiment design and data acquisition. Research “gets you in a mindset to think about solving problems,” he says.

TARA ALLEN ('08, DB)

Profile: Graduate student in human factors and systems at the Daytona Beach Campus, where in May she received her B.S. degree in human factors and psychology. From Brooksville, Fla., she was one of three paid summer interns in 2008 at 4 Frontiers, arranged through NASA's Exploration Systems Mission Directorate and the Florida Space Grant Consortium.



Mars illustration by Tara Allen

The Project: Design of living space for a settlement on Mars for 4 Frontiers, a firm in New Port Richey, Fla., that ultimately aims to establish the first permanent, economically viable and self-sustaining settlement on Mars. Allen designed interior spaces of a circular building in a proposed Mars settlement for a crew of 24 men and women.

“I wanted to make it unique to Mars, but resemble what you would have on Earth,” Allen says. The designs had windows onto the Mars landscape, lighter colors to make rooms look larger, pictures from home and greenery, including edible plants. Beds were blow-up mattresses from Earth, and furniture was made of materials that could be grown in a Mars colony, such as bamboo.

The Reward: Learning to think 15 to 20 years out.



Zach Mahone

One of Tara Allen's Mars settlement prototypes

Air and sea

Embry-Riddle's Coast Guard alumni brave ocean and sky to serve and protect America

Despite being the smallest armed service branch of the United States, the U.S. Coast Guard serves a large mission. As the nation's front-line agency for enforcing laws at sea, the Coast Guard protects the coastline and ports, preserves the marine environment and saves lives every day of its service.

Embry-Riddle alumni have established a strong tradition of service in the Coast Guard. Whether in the water or flying above it, our alumni have built distinguished careers protecting our shores and the airspace above them. Here are three of their stories.

SEMPER PARATUS—'ALWAYS READY'

His missions may look like scenes from TV or the movies, but Lt. Clay Clary ('00, DB) is no Hollywood actor. He prefers working in the real world. That's why he chose the U.S. Coast Guard. "I knew I wanted to serve our country and help people," Clary says. "When I learned about the real-world missions that the Coast Guard does, I knew it was what I wanted to do. It gives me a great sense of satisfaction when I accomplish real challenges and save lives every day."

During his first tour in Los Angeles, Clary flew for drug enforcement operations off the coast of Central and South America. "Two of my deployments were like scenes straight out of *Miami Vice*. We were chasing bad guys as they were trying to throw drugs out of their boat to get rid of evidence," Clary says.

Today, flying an HH-65 Dolphin helicopter for search-and-rescue missions based out of Atlantic City, N.J., the stakes are just as high. In January, Clary was one of the first responders to the US Airways jet that landed in New York's Hudson River.

During another recent emergency off the Delaware coast, a 60-foot barge was taking on water in Category 1 hurricane conditions. "It was absolutely the worst weather I've ever flown in," Clary recalls. "It took three attempts to lower our rescue swimmer onto the boat and successfully pull up the crew members." And he wasn't even finished that day. Almost immediately after the Delaware mission, he and his crew had to go back out to rescue a sailboat passenger off the coast of Maryland. "The weather had worsened by this point, and I had to be very careful that the wind downdrafts didn't make us collide with the 20-foot waves below us."



Clay Clary ('00, DB)

When he's not flying over water, Clary is protecting the airspace around the country's capital as part of one of the Coast Guard's newest missions in Homeland Security. "We are ready to respond to anyone who violates the airspace around the capital," he says. "It's just another way the Coast Guard is always ready to protect our country."

Clary credits his education and pilot training at Embry-Riddle for preparing him to respond to the Coast Guard's daily challenges. "The depth of knowledge I received at Embry-Riddle gave me the background and skills for going into the military," he says. "I am grateful for my education because it prepared me to be an all-around professional pilot."



Capt. Stephen Goldhammer (Ret.), USCG ('73, WW)

LIKE FATHER, LIKE SON

At age 11, Capt. Stephen Goldhammer (Ret.), USCG ('73, WW), knew he wanted to follow in his father's footsteps and join the U.S. Coast Guard. After completing the U.S. Navy Flight Training through the Coast Guard Aviation Cadet program, Goldhammer received his wings and commission on the same day. His father pinned the wings onto his uniform and, for the next

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



Photo by Chris McGrath/Getty Images

Clay Clary ('00, DB) was one of the Coast Guard rescuers on the scene in January when US Airways flight 1549 made an emergency landing in the Hudson River. The Airbus 320 crashed shortly after take-off from LaGuardia Airport en route to Charlotte, N.C. All 150 passengers survived.

year and a half, they served the country alongside each other, doing search-and-rescue missions, training flights and oil pollution patrols based out of Brooklyn, N.Y.

“It was a real treat to be stationed and flying together,” Goldhammer says. “As far as I know, it was the only time a father and son flew together in the Coast Guard’s history.”

Over the next four years of working 65 hours a week and flying the Sikorsky HH-52A amphibious helicopter and Grumman HU-16E amphibious aircraft on active duty every fourth night, Goldhammer knew he wanted to further his education.

“To get promoted to higher ranks in the Coast Guard, I had to have a college degree. It was always in the back of my mind that I would someday finish my education,” Goldhammer says. “The opportunity came at just the right time.”

The “right time” came when his wife, Marilyn, saw an ad in the local newspaper for a new program offered by Embry-Riddle at its Miami-Homestead Campus. Goldhammer quickly enrolled in the Aeronautical Science program and spent the next two years attending class when he could between flight duties. “It was difficult for me to attend all of my classes, but my professors offered a special arrangement,” Goldhammer says. “If I missed a class, I was able to get a cassette tape recording for 50 cents, and I took the exams when my schedule permitted.”

Today, as a retired Coast Guard aviator, Goldhammer spends time teaching his own children the lessons and values he learned from his father. “I am always teaching my kids the value of education. It takes hard work, but the piece of wallpaper you get is worth it.”

AN ADVENTURE AT SEA

When Stephen Stoll ('91, WW) enlisted in the U.S. Coast Guard in 1969, he was chasing his dream of being a firefighter. “I always

wanted to be a firefighter but instead I enlisted in the Coast Guard,” he says.

Stoll began his career stationed in Norfolk, Va., on a ship that had just returned from Vietnam. For the next two and a half years, Stoll worked with the National Weather Service personnel on the ship. “I did weather observations and oceanography out in the middle of the North Atlantic Ocean,” he explains.

After his stint in the Coast Guard, Stoll spent the next five years realizing his dream of being a firefighter in Maryland. Then, at age 30, he had the opportunity to return to the Coast

Guard. “I’d reached a pivotal point in my life,” Stoll says. “I had the opportunity to become a lieutenant at a new fire department or return to the Coast Guard. I chose the Coast Guard.”



Stephen Stoll ('91, WW)

That choice led to a career of great adventure. From sailing across the equator to do research in Antarctica, to responding to a wide variety of harrowing emergency missions, Stoll used his weather forecasting skills to help pilots accomplish search-and-rescue, drug intervention and secret service missions. “When pilots go out, they must have precise

weather data to make their rescue successful,” Stoll says. “It was very exciting to be connected with the group who makes those phenomenal rescues.”

Along the way, Stoll earned his Master of Aeronautical Science degree from Embry-Riddle in just 17 months—with a 4.0 GPA while working full time and raising three children.

“It was a very demanding time, but I was preparing myself to retire from the Coast Guard to pursue other areas,” Stoll says. “My education at Embry-Riddle really enhanced my understanding of and appreciation for the entire aviation industry.”

With his new degree in hand, Stoll retired from the Coast Guard and was hired by the National Weather Service, where he moved “pretty quickly” to become a general forecaster. “I’m sure I wouldn’t have been promoted without my master’s degree,” he says.

He moved to Montana and put a new twist on an old dream by working in fire and weather meteorology. Part of his duties includes traveling all over the country to provide weather forecasts to firefighting crews who are involved in major wildfires.





By Leigh Flayton
Photography by Jeff Newton

ON THE AIR

JERRY DOYLE'S
COLORFUL CAREER PROVES
THAT LIFE IS WHAT YOU MAKE IT

T

HERE'S AN OLD JOKE ABOUT performers who aren't attractive enough to make it on television or in the movies—it's said they have a "face for radio."

But if you're radio talk show host Jerry Doyle ('79, DB), you can do practically anything, and in his case anything is flying an F-16, B-17 and the Space Shuttle simulator; working on Wall Street; running for Congress; and, yes, even starring on TV. Over the course of a varied and colorful career, the Embry-Riddle alum has proven that he has the Midas touch for much of what he undertakes, although Doyle, 52, chalks it up not to Midas but a touch of ADD.

"I have the attention span of a hummingbird," he recently told *Lift* from his home in Las Vegas. "You get to a certain place. You do a lot of things. You meet a lot of people along the way and people just open these windows from time to time and you say, 'You know what? I'm going to try something different.' And I've tried to stay on that non-flight plan for my life."

This uncharted path has taken the Brooklyn, N.Y., native into places that would make a lesser man stay put. But it all started at Embry-Riddle, a time and place that Doyle recalls fondly.

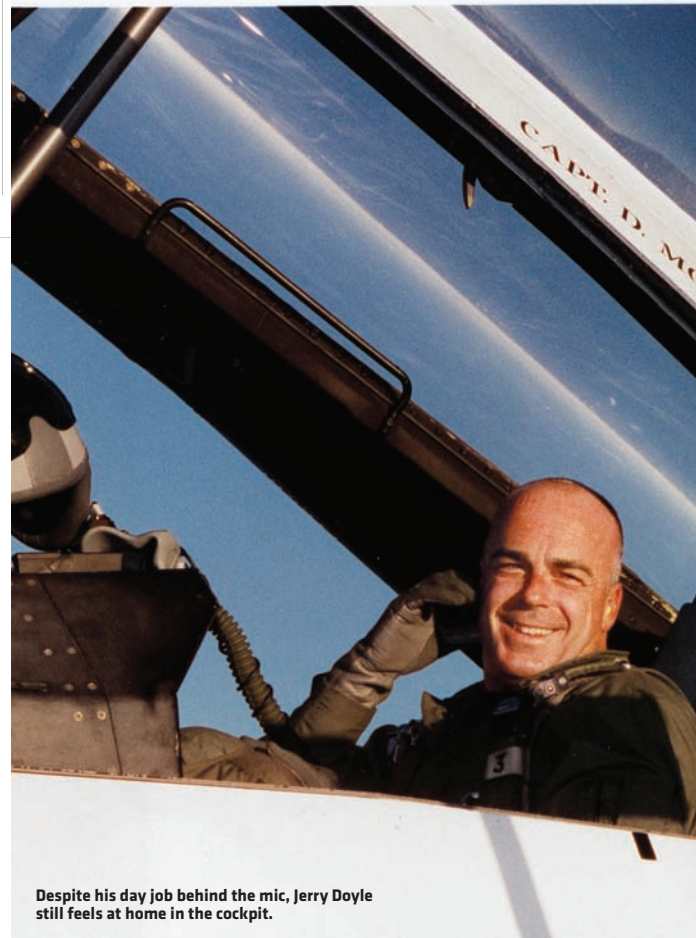
"I had a blast," he says. "It was back then when the Wright brothers were still flying and we had a trailer out of the flight line and one Ops building and a Stewart sandwich machine ... it was a very cool time to be down there. I love Daytona Beach. When they told me I was graduating I said, 'I can't graduate now! I just learned how to pace myself during Spring Break!'"

GETTING OFF THE GROUND

These days, Doyle still enjoys the airborne life. His eyes aren't what they used to be—he says he'd need charts "the size of the Hubble Telescope" to fly solo—so he usually flies with an instructor or friends. He also frequents NASA sites and Edwards Air Force Base in California, where he co-sponsored the 25th anniversary of the first flight of the F-16.

"To be on the base and hang with the pilots and stay at the VOQ [Visiting Officers Quarters], and to actually see what these guys and gals do every day, that's the stuff for me," he says. "Acting was the bonus. It opened doors. I've been to 15 shuttle launches and about half a

Jerry Doyle starred for five years as Michael Garibaldi in the Sci-Fi hit *Babylon 5*.



Despite his day job behind the mic, Jerry Doyle still feels at home in the cockpit.

dozen landings. It's all because I was on a plywood space station on a sound stage."

Doyle admits he's had some lucky breaks. He started out selling planes for Falcon Jet. Then he went to work on Wall Street, where he spent more than a decade. Next stop: Hollywood. Within a month, Doyle landed a job as an actor in the soap opera, *The Bold and the Beautiful*, which led to his starring role as Michael Garibaldi in the Sci-Fi hit *Babylon 5*.

"When I think of all the people that actually studied acting and did Broadway and off, awful Broadway, and summer stock and paid their dues," he says, "I was the schmuck who showed up and just said, 'I'm here to be on TV.' And the first pilot I auditioned for I got cast in. And the pilot got picked up. And we went to series. And we stayed on the air for five years, which is what the run of the show was supposed to be. It was just, 'Wow!' I was lucky to be in the right place, right time, that role, my day."

AND WE'RE ON THE AIR

There have been some setbacks, though, including an unsuccessful bid for political office, a move that Doyle says effectively ended his acting career.

"I could read the tea leaves," he says. "I ran for Congress in 2000 as a Republican in Hollywood. The big, lovable, liberal tent of Hollywood, once you come out of the closet ... it's easier to come out as a heroin addict than as a Republican. I could see that I was not being welcomed back."

No problem. Doyle soon got a call from Mark Masters, CEO of Talk Radio Network, which broadcasts noted radio personalities like Laura Ingraham and Michael



“ When you’re an actor, you hire a stranger to talk about your problems every hour and you pay a lot of money—it’s called a shrink. Now I get paid a lot of money every hour to talk to strangers about my problems. It’s way better. ”

Savage. Masters was a fan of *Babylon 5* and contacted Doyle about possibly getting the show back on the air, but what happened instead was kismet.

“[Masters] called me one day and asked if I wanted to fill in for a radio host on a Saturday night,” Doyle says. “And I said, ‘Yeah, let’s go.’ So like the new guy, I got there two hours early. And the engineer’s going, ‘Who’s the idiot?’ I went on the air and unloaded. Then I looked at the clock and it was 15 after the hour; I had two hours and 45 minutes left and I had said everything I wanted to say. I just emptied the clip. Then I panicked. And then I slowed down, thought about what I’d said, gave out the phone number to get people involved. I got through it. I was the puppy who just got pulled from the litter. I went home and went to sleep.”

By 2004, however, he had his own program, “The Jerry Doyle Show,” which today averages 3.25 million listeners a week on 230 stations, and is the eighth largest talk radio show in the country.



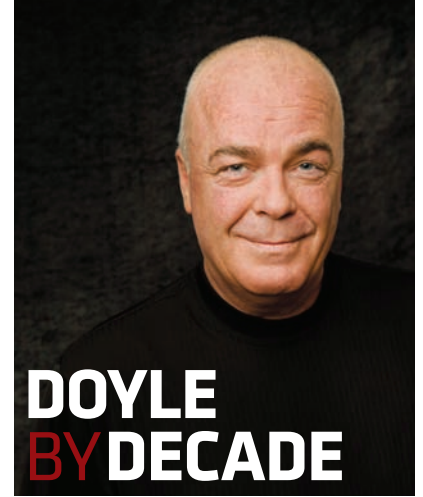
Jerry Doyle takes his friend Bruce Haffner, co-star from the *Babylon 5* days, for a ride in an F-16.

Doyle says he’s a different kind of talker, though.

“A lot of talk radio is Republican talk radio,” he says. “It’s there to get Republicans elected. My deal is I go after everyone across the board, regardless of political affiliation. I think it’s a bit like a Howard Beale [from the classic film *Network*] screeed every day: ‘I’m mad as hell and I’m not going to take it anymore.’”

Doyle has been delivering his screeed for five years—he famously left the Republican Party on his show about four years ago, calling himself an “Equal Opportunity Exploiter”—and for now the guy who’s always up for trying something different is staying put.

“As long as I find it stimulating and fun,” he says. “When you’re an actor, you hire a stranger to talk about your problems every hour and you pay a lot of money—it’s called a shrink. Now I get paid a lot of money every hour to talk to strangers about my problems. It’s way better.”



DOYLE BY DECADE

1970s

JERRY IN THE PILOT’S SEAT



1980s

JERRY DOES WALL STREET



1990s

JERRY GOES HOLLYWOOD



2000s

JERRY AT THE MIC



The *Jerry Doyle Show* airs live Monday through Friday 3 to 6 p.m. (EST). Visit jerrydoyle.com for a list of participating radio stations in your area or to download a podcast of the show.

LIVING

A man with a mustache, wearing sunglasses and a blue button-down shirt, sits on a black stool. A black dog sits on the ground next to him, looking up at him. The background is an outdoor setting with a blue sky and some buildings and vehicles in the distance.

Preflight safety is more than a dissertation topic for Barry Hyde ('07, DB), Embry-Riddle's first blind student to graduate with a Master of Science in Aeronautics

Barry Hyde credits his guide dog, Lincoln, not only for helping him navigate through daily life, but also for introducing him to his fiancée, Nancy Riedel. Riedel previously worked for Southeastern Guide Dogs, the nonprofit organization that trained and placed Lincoln with Hyde.

PROOF

BY REBECCA DOUGLAS • PHOTO BY JENSEN LARSON

WHEN BARRY HYDE ('07, DB) lost his sight, and nearly his life, in a catastrophic airplane accident at age 26, everyone thought he was finished with aviation.

Boy, were they wrong.

After a grueling two-year recovery full of physical and emotional obstacles, Hyde began plotting an alternative to his boyhood dream of becoming a commercial pilot.

First, he made history by becoming the first FAA advanced ground and instrument ground instructor who is blind. Next, he became the first blind student to earn a Master's degree in Aviation Science and Aeronautics from Embry-Riddle—which he did with a perfect 4.0 GPA. Currently, he's finishing his Ph.D. in Business Administration from Northcentral University, an online partner of Embry-Riddle; and he recently accepted a position as an adjunct professor for Daniel Webster College.

FOR BOTH advanced degrees, Hyde specialized in aviation safety and operations. His doctoral dissertation is on the proper execution of preflight checklists—a highly personal topic, as he cites improper preflighting as the primary cause of the accident that nearly killed him more than a decade ago. “I want to help prevent other pilots from experiencing what happened to me,” Hyde explains.

FATE-CHANGING FLIGHT

Hyde was riding right seat as a safety pilot in a 1965 Piper Twin Comanche for a pilot who wanted to practice his instrument skills. The two took off from Concord, N.C., where Hyde worked as a flight instructor, bound for Lewisburg, W.Va.

“About 22 minutes after takeoff, the engines started spitting and missing,” Hyde recounts. “A few minutes later, the right engine stopped. About 10 minutes after that, the left engine up and quit. We had a baseball field picked out [for an emergency landing], but the airplane glided like a rock and we didn’t make it.”

It was Hyde who keyed the mic and sent the last radio transmission: “Niner-four Yankee is going in.”

The Comanche crashed into a patch of trees between two houses—approximately 100 feet short of the intended field and 30 miles from Roanoke, Va. Hyde’s seat broke on impact, both wing tips (with the auxiliary fuel tanks inside) were sheared off and the tail section completely separated from the fuselage. When paramedics arrived, both of Hyde’s lungs had collapsed. They intubated him on-site before airlifting him to the nearest hospital, where he was pronounced dead on arrival.

DEFYING THE ODDS

After doctors managed to “bring him back,” life-support machines kept him alive.



a trachea tube, stomach tube and IV, but no memory for another three months. He not only had to learn to walk again; he had to learn to do so blind.

“I believe God spared me for a reason: I want to help other pilots become safer. That’s why I tell them: ‘Don’t trust anyone but your mother, and you best keep your eye on her, too.’”

Because the aircraft had a lap belt but no shoulder harness, Hyde’s head had repeatedly hit the control panel. Most of his injuries were consequently concentrated from the neck up, including two cracks in his cranium, the full detachment of his nose, four breaks in his jaw, the complete separation of the roof of his mouth, a broken vertebra and four missing teeth. His left eye was lodged behind his cheekbone; his right eye completely covered itself with a cataract. In addition, his right leg was broken in four places.

Hyde’s father, a construction worker and national rodeo champion, passed out cold when he saw his son’s battered, swollen face.

For 20 days, Hyde lay comatose. When he returned home after almost three months in the hospital, he had

More than a decade later, he still needs anti-seizure medication three times daily and his sense of taste and smell, along with his sight, have never returned.

WHAT WENT WRONG

As Hyde healed, he began to piece together what caused the accident. The combination of in-flight power loss and the lack of a fire after impact made him conclude that the Comanche’s main tanks had run completely dry. When Hyde took into account the aircraft’s estimated fuel burn, overall tank capacity and fueling records, it became clear to him the aircraft had not been topped off and the mistake was *not* caught during preflight.



Accident investigators found no evidence of fuel in either main fuel tank; an undetermined amount of fuel was found in the auxiliary tanks.

“Our accident *never* should have happened,” he stresses.

In presentations to high school students attending Embry-Riddle’s summer programs and experienced pilots alike, Hyde highlights the interrelated and interdependent nature of job duties and how they impact safety. He cites everyone from the flight school owner and airport operator to the line crew and front desk clerk as factors in his accident.

He also considers the pilot’s attempt to diagnose their problem midair a pivotal mistake. “He said that we couldn’t be out of gas, that it had to be a mechanical problem,” Hyde explains. “The controllers gave us three closer airports to land at, but he wanted to press on to Roanoke because they had rental cars and a maintenance facility.”

Primarily, though, Hyde stresses the importance of thorough preflighting before every flight—without exception, no matter what the circumstances.

In retrospect, he wishes he wouldn’t have deferred to the pilot in command, who was more than twice his age and had more twin-engine time. “The plane was already running, so I got in,” he recalls.

“I believed a fellow pilot when he said we were topped off, and it almost cost me my life. Now I’m proof, in the flesh, of what can happen if someone doesn’t do their job properly.”

ALWAYS AN AVIATOR

When Hyde climbed into the Twin Comanche on that fateful day, he had 1,600 flight hours in his logbook and an interview scheduled with US Airways Express the following week. Abandoning his dream of becoming an airline pilot after the accident was difficult, to say the least. At times, mustering the strength to face another day seemed like an insurmountable challenge, and he even entertained thoughts of suicide.

Studying at Embry-Riddle, however, proved to be therapeutic. It comforts him to know that his safety presentations, tutoring in the flight labs and research about the importance of proper preflighting may help prevent unnecessary accidents.

“Just being on campus, hearing the airplanes landing and taking off, talking with pilots—it all helped him heal,” explains Hyde’s fiancée, Nancy Riedel. “Sometimes he falls asleep listening to the radio chatter from Embry-Riddle’s ramp and dispatch tower.

“Aviation is such a big part of who he is. I don’t think that will ever change. He really enjoys hearing a nice beefy twin engine and his face still lights up whenever he flies. It gives him a natural high.”

While Hyde is quick to point out how much Riedel does for him—driving, cooking, proofreading his papers—she is equally quick to point out how much he does for her: “From an intellectual, spiritual and emotional standpoint, I have gained so much more from Barry than I could ever give back to him.”

When the couple drove to Cape Canaveral for the liftoff of *Endeavour*, Riedel was reminded just how deep Hyde’s connection to aviation still is. Sometimes the longing she sees on his face is tough to reconcile.

“I believe God spared me for a reason,” he explains. “I want to help other pilots become safer. That’s why I tell them: ‘Don’t trust anyone but your mother, and you best keep your eye on her, too.’”

“I still feel flying is the safest form of transportation. Accidents are caused by negligence, error or a combination of both. I want to help prevent those costly mistakes.”

Hyde’s academic advisor, Marvin Smith, holds Hyde’s master’s research on preflight safety in high regard. “He was able to set aside his emotion on the subject and take an unbiased look at the data,” Smith notes. “He was a humble seeker of the truth under very difficult circumstances—proving what a true professional he really is.”

RUBBING ELBOWS WITH AVIATION’S ELITE

Ever since he began his master’s degree as the first blind student at Embry-Riddle, Barry Hyde has been a sought-after speaker on the aviation circuit. Thousands of attendees sprang to their feet after he spoke at the Air Traffic Control Association conference in Washington, D.C., last summer, including plenty of military officers with tears in their eyes.

“The standing ovation must have lasted five minutes,” recalls Marvin Smith, who heads Embry-Riddle’s Master’s in Aeronautics program. “I’ve never seen anything like it. Everyone was so impressed at how Barry persevered and rebuilt his life. It was very emotionally charged.”

Throughout his travels, Hyde has shared the dais with Chuck Yeager, Patty Wagstaff, FAA Acting Administrator Bob Sturgell and other aviation luminaries.

“Before my accident, I despised getting up in front of a crowd. Now, I can’t see them looking at me, so I don’t get nervous,” he laughs. Accepting 17 scholarships apparently gave him enough practice.

“Barry’s the only student I know who needs a press agent,” Smith quips.



A

BY LAURIE DAVIES • PHOTOGRAPHS BY JEFF NEWTON

Prescott Professor
Ray Bédard turns play
into instructional pay dirt
for flight students

GAMER



HE MAY BE FROM THE OLD school of textbooks and rote memory, but Aeronautical Science Professor Raynald Bédard speaks the language of today's aeronautical students. In a word, that language is gaming.

The more sophisticated terminology, of course, is flight simulation. And with the help of Embry-Riddle students, Bédard is taking a popular video game called Microsoft Flight Simulator X to new instructional heights and is even under contract with Microsoft to develop training missions for a future version of Flight Sim. "He was the first one to see how this could be used for real training," says Mike Singer, marketing communications manager for Microsoft Simulations.

Singer is referring to Bédard's patent-pending System of Aircrew Rating (SOAR), a scoring rubric developed by Embry-Riddle computer science students that helps grade pilots flying within Flight Simulator X. The system not only grabbed Microsoft's attention but also is now attracting high-profile personalities such as Dale Snodgrass—the real F-14 pilot upon whom Tom Cruise's *Top Gun* character was based. Together Bédard and Snodgrass are using SOAR to hold virtual flying competitions.

"I'm just blown away by how much he accomplishes," Singer says about Bédard. "He gets things done. And the way he gets them done is not by doing them himself. He comes up with ideas and then finds passionate people to help him solve the problems he presents."

A VIRTUAL SUCCESS

One such Bédard idea under development is the Embry-Riddle Virtual Airspace (ERVA), a multiplayer environment where students studying flight, air traffic control, dispatch and other disciplines work together. The virtual learning environment can simulate 26,000 different airports at any time of day or night, under any weather conditions (including real-time weather) and with any variety of aircraft. Comprising the Airways Science Lab, a D-Box motion platform, a new Air Traffic Control Lab at the Prescott Airport, and an Airbus A320 simulator with the controls of a real cockpit, ERVA provides an interactive virtual space where flight students develop flight plans and navigation logs and then fly their work using simulators.

It's all part of Bédard's own brand of reality instruction. With ERVA, he hopes to provide a learning experience that speaks to the natural aptitudes of the typical Embry-Riddle student. "These students are naturally visual and kinesthetic. How did we teach them before? We lectured them. That's their least developed sense," he says.

That's why you won't find too many "traditional" lectures in Bédard's Basic Navigation class; in fact, he offers only five during the entire semester—and they are what he calls "micro-lectures" at that. Everything else is simulation. "Flying is not a Scantron exam. I've never seen an A, B, C and D cloud and then been asked to make a decision about which cloud I would fly through," he says.



RAYNALD BÉDARD

ASSOCIATE PROFESSOR,
AERONAUTICAL SCIENCE

- Retired Canadian Air Force Navigator with 3,000 hours in the CP-140 (Canadian P-3 equivalent)
- Spent eight years in the CP-140 chasing and tracking Russian submarines "all over the North Atlantic"
- Earned Master's degrees in Engineering Acoustics and Electrical Engineering from the Naval Postgraduate School in Monterey, Calif.

LEARNING THROUGH PLAY

Bédard's inspiration for ERVA grew from a series of class projects. One was a Microsoft Flight Simulator mission he designed in which students flying over the North Atlantic in a Boeing 767 lost an engine and had to divert to Keflavik, Iceland. "Students were so engaged that we had to kick them out of class so the next class could come in. That's when the light bulb came on," Bédard says.

Shortly after, Bédard designed an exercise that would allow flight, air traffic control and weather students to interact on a flight from Phoenix to L.A. to Vegas on the Web-based Virtual Air Traffic Simulation Network, or VATSIM. But VATSIM is on a worldwide network, so a 12-year-old boy from New Zealand logged on and started controlling students' airplanes. "It was cool, but I wanted to have a little more control over my exercises. I said to two of my students, 'Can we create our own virtual network? I have no money and I'll give you three months to do it.' They begged, borrowed and almost stole, but they pulled it off in three weeks," Bédard says.

John Wightman, a May 2007 Aeronautics graduate, was one of those students. Today, Wightman provides technical support to keep ERVA humming. "Bédard likes to learn through play," Wightman says, smirking with the knowledge that sometimes the "play" requires hours of preparation. "It took us a long time to get to this point," Bédard acknowledges. "It doesn't get done in a coffee break."

And it doesn't seem to stop.

In February, flight students, air traffic controllers, dispatchers and weather students coordinated a 34-hour real-time flight around the world. They even talked of showing an in-flight movie and ending with dinner in Paris.

"Ultimately, we want to create a simulation research center here in Prescott. We have the support of the Arizona Department of Commerce and Embry-Riddle has been behind us all the way," Bédard says, getting lost in a dream world of multimedia platforms, avatars and partnerships with everyone from the FAA to forklift operators. Knowing Bédard, he'll tap into his student talent base to pull it off. "The good news is, this is not a fairyland of 'let's-go-to-Venus' type of research," he says. "They will graduate and use this every day."

The Embry-Riddle Virtual Airspace (ERVA) uses the latest simulator technology, like this D-Box Flight Simulator, to provide students with a "visual and kinesthetic" learning experience that speaks to their natural aptitudes.



To Soar Campaign ends on a high note

Embry-Riddle closed the books on its successful *To Soar Campaign* at the end of 2008, raising more than \$65 million in gifts and pledges.

“This is a high-water mark in Embry-Riddle history,” says Embry-Riddle President John P. Johnson. “Thanks to the generous supporters of our *To Soar Campaign*, we have broadened and deepened the quality of the education we offer our students.”

Johnson points to the more than \$30 million in donations pledged toward new facilities and an additional \$30 million directed to new scholarships and fellowships as leading indicators of Embry-Riddle’s increased capacity and quality. “Coupled with our ongoing \$125 million investment in our residential and Worldwide campuses, we are better equipped than we’ve ever been to offer the best undergraduate education in aviation and aerospace in the world.”

The culmination of the *To Soar Campaign* caps off a period of unprecedented financial support. Jim Henderson, chairman of the Embry-Riddle Board of Trustees, credits President Johnson’s leadership over the past two and a half years as the primary reason.

“At no time in our history has Embry-Riddle enjoyed the unified support of so many people,” Henderson notes. “During the tenure of President Johnson, we have enjoyed the two best consecutive years of fundraising in our university’s history. It is a testament to his leadership and vision that we end the campaign on such a resounding note.”



Advancing the future of aviation maintenance

Emil Buehler Perpetual Trust pledges \$2 million for Aviation Maintenance Science Building

The Emil Buehler Perpetual Trust has pledged \$2 million to help fund construction of the Aviation Maintenance Science Building in the James Hagedorn Aviation Complex at Embry-Riddle.

“The main purpose of the Emil Buehler Perpetual Trust is to support general aviation,” says George Weaver, co-trustee of the Emil Buehler Perpetual Trust. “Emil Buehler dedicated his life to making aviation go farther and faster. He once reconfigured the surfaces of a twin-engine Piper to pick up another 20 knots-per-hour out of it. He did it as a gift to general aviation and the FAA.”

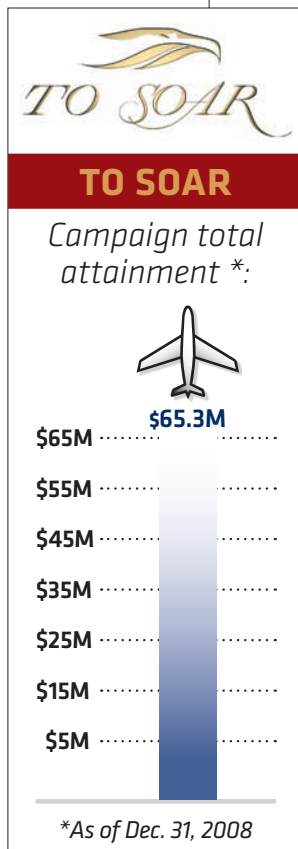
The Buehler Perpetual Trust’s gift to support the aviation maintenance program will duplicate Buehler’s hands-on dedication many times over as generations of students study to become tomorrow’s maintenance professionals.

The 46,000-square-foot facility will house a series of cutting-edge labs dedicated to aircraft systems, turbine engines, metallic and composite materials, avionics and avionics electronics. The facility will also include classrooms, a licensed engine repair station, a machine shop, offices and an observation deck located on the third floor that will support university and student functions.

The Emil Buehler Perpetual Trust’s \$2 million pledge represents almost one-half of the \$4.5 million in private contributions committed to Phase II of the James Hagedorn Aviation Complex, which will also include a new flight maintenance hangar and flight operations center to be built concurrently with the Emil Buehler Aviation Maintenance Science Building.

“Thanks to the generosity and vision of the Buehler Trust, Embry-Riddle will continue to provide students with the best aviation-related training and technology available anywhere,” says Embry-Riddle President John P. Johnson.

The Emil Buehler Perpetual Trust was established in 1984 in memory of Emil Buehler, an aviator and aviation visionary, as well as an architect and engineer. Buehler’s belief that the majesty and mystery of flight was a vision to be shared continues to drive the philanthropic involvement of the Emil Buehler Perpetual Trust today.



Flights with father inspire gift for aspiring pilots

Deborah Lee Prescott's happiest childhood memories of her father, Lawrence Nix, always involved flying. She remembers him studying huge aviation manuals and poring over maps that draped over the dining room table. "My father had one great over-arching love in his life, and that love was flying," Prescott says. A career Air Force bomber pilot, Lt. Col. Lawrence Nix flew B-26, B-47 and C-118 aircraft during active duty and Lear and Gulfstream aircraft as a civilian for 14 years following his military service.

In memory of her father, who died in 2007, Prescott, an associate professor of English at Palm Beach Atlantic University, has established the Lawrence E. Nix Presidential Endowed Memorial Scholarship. Her hope is that her gift will allow others to achieve their dreams of becoming pilots—something her father, who grew up in the Great Depression, made many personal sacrifices to do.

Prescott's gift, while serving as a loving tribute to her father, is also a celebration of the joy that flight can bring to those who pursue it.

"As a young girl, the best times I ever spent with my father were in flight," Prescott recalls. "I flew as my father's co-pilot in many different small planes, but the greatest of these times together was acrobatic flying in a Stearman."



Lt. Col. Lawrence Nix

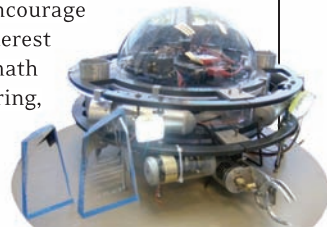


Deborah Lee Prescott with her father, Lt. Col. Lawrence Nix.

Lockheed Martin assists robotics development

Lockheed Martin recently contributed \$10,000 to expand robotics exploration and research at the College of Engineering at Embry-Riddle Aeronautical University's Prescott Campus.

"We're proud to be able to support the communities where our employees live and work. It's particularly important to us that this gift will be used to encourage students' interest in science, math and engineering, and inspire a future generation of aviation leaders," says Dan Courain, vice president of Lockheed Martin Transportation Services.



Lockheed Martin's gift, inspired by such award-winning projects as "Medusa," the student-designed underwater robot (see page 4), will encourage students to pursue degrees in math, science and engineering.

In addition to helping students learn about robotics, the gift has allowed Embry-Riddle to expand its facilities to incorporate a more multidisciplinary approach to robotics research. "Being able to provide a multidisciplinary education to our aerospace and mechanical engineering students by including electronics and real-time systems will be instrumental in their design approach, research and value to future employers," states Dr. John Nafziger, head of the Robotics Laboratory.

Haas Chapel dedicated

Embry-Riddle Prescott students, faculty, staff and alumni dedicated the Fred and Fay Haas Memorial Interfaith Chapel on Oct. 2 during the OctoberWest 2008 activities.



AOPA supports Embry-Riddle students

Phil Boyer, AOPA president, presents a \$30,000 check to Embry-Riddle President Dr. John P. Johnson on behalf of the Embry-Riddle alumni who are also members of AOPA. With more than 6,800 Embry-Riddle alumni among its membership, AOPA has contributed more than \$200,000 for scholarships to support Embry-Riddle students. For more information, visit aopa.org.



President John P. Johnson accepts a \$30,000 check from Phil Boyer, AOPA president.

Fall 2008 Presidential Tour

Alumni turned out in record numbers to meet with President John Johnson during the Presidential Tour. At the Wichita tour stop, the first alumni event in more than 10 years at that location, Cessna Corp. Chairman and CEO Jack Pelton (pictured below with President Johnson) addressed alumni from Cessna, Hawker-Beechcraft and other area companies.



Executive Director of Alumni Relations Wayne Munson (center) takes a moment to meet with Ken ('76, DB) and Noreen Stein at the special reception with University President Dr. John Johnson at this year's NBAA convention.

Message from the Executive Director

ALTIMETER

More news and events at Embry-Riddle this quarter:

- Looking for a career change? Find your dream job at the eaglesNEST Career Center. Go to www.ERAUalumni.org/career.

There is nothing more exciting to us than having an active, energized alumni base. In addition to the typically great turnout at the OctoberWest and Homecoming Weekend events, we were fortunate to visit many of you during President Dr. John Johnson's annual tour to selected cities.

We are always looking for your feedback and so we've added new capabilities to your eaglesNEST online community to help you do just that. Now, alumni can link to Facebook and other networking sites through the eaglesNEST. If you have not yet joined your online community, please go to www.ERAUalumni.org and update your personal profile and post a Class Note to let us know what you've been up to.

I hope you enjoy the inspiring stories in this issue of *Lift*, particularly our continuing series on our military alumni. It's a subject close to my heart and, from your positive feedback, it's one that clearly resonates with many of you. Happy reading!

Sincerely,

Wayne Munson

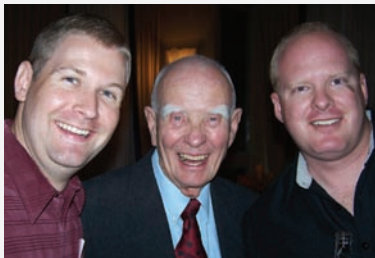
Executive Director, Office of Alumni Relations

OctoberWest Weekend

Left to right: Angela Woo ('09, PC), Zoe Arsenych ('08, PC), Kensie Oakley ('08, PC), Krista Kessel-Lander ('08, PC), Jessica Stehle and Isabela Lachowski reunited with friends at the Alumni-Senior Networking Reception.



Fred Cone (center) joins alumni to celebrate Embry-Riddle's 30th anniversary on the Prescott Campus.



Athletics Director Larry Stephan (left) celebrates with Max Palmer ('02, PC) and Geoff Hyland ('04, PC) at the opening reception at the Hassayampa Hotel in downtown Prescott.



Staff members (left to right), Josh Schmidt, Ted Blake and Jim Barlow, join Andrea Dowling ('07, PC) for the annual alumni golf tournament.



Left to right: Curtis Hafer ('89, PC), Frank Ferraro ('88, PC; '92, WW), John Shoop and Michael Tennant have fun on the green at Talking Rock Golf Course.

Homecoming Weekend



Josh Wilson ('98, DB) and Camille (Suhanin) Wilson ('01, DB) flew their F-16 and F-18, respectively, to the Daytona Beach Campus and had them as part of the Homecoming Static Display. They met as students on the Daytona Beach Campus and got married after graduating. Today, Josh flies for the U.S. Air Force based in Atlantic City, N.J., while Camille flies for the U.S. Navy based in Virginia Beach, Va.



Left to right: Erik Lugo-Escobar ('05, DB), Odartey Williams ('04, DB) and Joseph Stenger ('06, DB) line up on the flight line during the Homecoming Static Display. The display included a selection of military and civilian aircraft.



Friends of the University (left to right) Lu Bartman and Paul Shane meet with alumni Olive and Rick Pollak ('76, WW), Natalia Kozyura ('04, DB) and Mark Hogan ('93, DB; '05, WW) just before the Hangar Party to watch an aerial demonstration by Embry-Riddle aerobatic pilot Matt Chapman and the Mavericks of Spruce Creek.



Alumni brought their families and friends to the Hangar Party for the final celebration of the weekend.



Elwood Tomlinson ('04, DB) and his family enjoy reuniting with friends at the Alumni-Athletics Reception, following the Men's Basketball Game.



Left to right: Chris Webb ('06, DB), Hank Foley ('93, WW) and Lisa Spencer-Anderson ('99, WW) enjoyed the second annual Dinner Dance on Thursday evening with their guests.

5BFTS Reunion

The 5 British Flyers Training Squadron (5BFTS) celebrated their 30th anniversary reunion on Sept. 20-21, 2008, with Embry-Riddle students and staff of the Lakenheath AFB and local alumni. Alumni enjoyed a "WWII-style" Dinner Dance at the Twinwoods Museum with entertainment by the Glenn Miller Band.



Looking for Homecoming or OctoberWest photos?

Go to the eaglesNEST at www.ERAUalumni.org and select "Photo Albums."

Alumni groups in action

From the Rocky Mountains to Madrid, Spain, Embry-Riddle alumni are getting involved with their local Alumni Groups. Read below to find out what some of the newest and most active Alumni Groups are doing:

The San Diego Alumni Group celebrated its inaugural International Eagles Day by helping clean up a local elementary school as part of “Make a Difference Day.” “We worked hard painting all the exterior doors and door and window trim of all the classrooms, and filled the rooms with supplies donated by local businesses,” says group leader Jesse Clark (’92, PC). “We all went home feeling satisfied that we had made a difference in the world that day.”



The San Diego Alumni Group

The South Florida Alumni Group, led by Peter (’04, DB) and Janet Nortrup (’06, DB), focuses on business networking and mentoring, while also providing opportunities to connect with old and new friends. “We are able to promote Embry-Riddle alumni within the South Florida aviation industry in a fun atmosphere,” explains Pete. “Each month, we get together to host a speaker of interest or just enjoy dinner and drinks. All of our members are encouraged to share opportunities they think would be of interest to our group.”



The South Florida Alumni Group

The Daytona Beach Alumni Group focuses on helping local alumni get involved with the University and current students. “When we started this group less than a year ago, we wanted to get involved with the current students to show them they have support after graduation and to strengthen the alumni family worldwide,” explains group leader Anthony Sisco (’01, DB). “One way we plan to do this is to sponsor an event during Homecoming next year.”

The RA Alumni Group, a virtual group comprising past Resident Advisors, Resident Directors, ERRSA members and other Housing Department members, held its second annual RA Reunion event at Homecoming, welcoming back several alumni from across the country and overseas. “I think it is important to have special groups like this to help friends reconnect, and our group is one where we all lived and learned closely together,” says group leader Sylvia Elledge (’03, DB).

The new Rocky Mountain Alumni Group, led by Steven Hennigan (’97, PC), recently organized an event for local alumni to gather at a restaurant in Denver, Colo., to meet each other and spread the word about their new group. “We’re using the eaglesNEST website to announce upcoming events and share ideas on the Message Board,” Hennigan says. To kick off the start of 2009, the group is hosting an event with the Alumni Relations department.



The RA Alumni Group

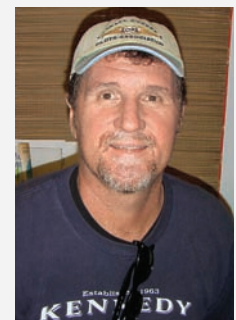
Are you plane crazy?

Marty Dudeck (’88, DB) is producing a new television program, *Plane Crazy*, that focuses on home-built and experimental aircraft, and includes comedy, music and travel to entertain viewers.

Dudeck hopes to make *Plane Crazy* a television series, but is focused on completing the first episode for broadcast on local stations in Wisconsin during the fly-in at Oshkosh next summer.

“We are currently looking for other aviation enthusiasts—especially Embry-Riddle alumni—who would like to be a part of this start-up television show.”

To find out how you can get involved with *Plane Crazy*, contact Dudeck via e-mail at mjdudeck@earthlink.net or call him at 386-383-6548.



CLASS NOTES

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, 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

1960s

Samir "Sam" Cabbabe ('66, DB) is retired and lives in Australia. During his career, he flew the Comet4c and the 707s with MEA in Lebanon for 19 years, the L-1011 for Saudia Airlines for three years and the 747s with Singapore Airlines for 18 years.

1970s

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*)

Fred Cabanas ('74, DB) is the owner of Cabanas Aerobatics Unlimited, based in Key West, Fla. He also is an aerobatic competency evaluator for ICAS. He performs air shows internationally in the Pitts Special S-2C and Hawker Sea

Fury, N. American T-28, N. American T-6, N. American P-51 Mustang, Waco, and J-3 Cub. He is a member of the Screen Actors Guild and has been featured in numerous movies and TV programs including MTV's *Road Rules*.

1980s

1 **Jeff Titus** ('81, DB) has been a 777 first officer since May 2006 for Continental Airlines, based in Newark, N.J.

Ken Dufour ('85, WWO; '89, WW) received the 2008 Jerry F. Larkins volunteer service award by the American Society of Appraisers (ASA) at the organization's annual meeting in Minneapolis, Minn.

George Gonzalez ('85, WW) is the chief executive officer of AirNet Systems, Inc.

Col. Patrick "Pat" McVay ('88, WW) was featured as one of the "People Who Shape Our World" on



the America's News Today website in August 2008. He is the Director of Joint Exercises and Training Directorate for the United States Strategic Command J7.

1990s

Capt. Steven R. Hulland, USMC (Ret.) ('90, WW) is the airport manager of the Casa Grande Municipal Airport (CGZ) in Casa Grande, Ariz. He retired from the U.S. Marine Corps in 1983, worked at Tucson International Airport for a few years and then began a new career as a fire captain and fire chief before retiring. He keeps his home-built experimental airplane at CGZ and enjoys operating the airport.

Steven Van Riper, U.S. Army ('91, DB) was promoted to Lieutenant Colonel on Aug. 1, 2008. He is the assistant product manager of Sensors and Weapons Programs for the Technology Applications Program Office (TAPO) at Fort Eustis, Va.

Michael Willard ('94, PC) flies the A320 and A319 for United Airlines, based in Denver. He and his wife of eight years, Krista, have three children, Morgan, Jake and Tyler. They live in Colorado Springs, Colo.

Capt. Steven Hamilton, USAF (Ret.) ('96, WW) is the operations manager for the Department of Facilities Management at the University of Dayton.

2000s

Capt. Edward Jorge ('00, WW) is a C-130 Aircraft Commander for the U.S. Marine Corps. He is assigned to VMGR-152 at Marine Corps Air Station in Futenma, Okinawa.

2 **Nathan Shields** ('00, DB) was recognized as a Space Flight Awareness (SFA) honoree for his work in support of NASA's Space Shuttle and International Space Station programs at Johnson Space Center. Shields serves as a software engineer and was recognized for his outstanding performance and dedication to software maintenance and enhancements in the Shuttle Mission Simulator (SMS) and the Space Station Training Facility (SSTF), both of which are used to train astronauts for missions. He and his wife, Norma, live in League City, Texas.

Matt Anger ('02, PC) is a member of the American Aeronautical Foundation and is involved with restoring a 1944 C-47B.

Navy Senior Chief Petty Officer Darrin R. Campbell ('02, DB) participated in a community



relations project in Phuket, Thailand, while assigned to the Peleliu Expeditionary Strike Group aboard the *USS Dubuque*. He and other sailor and Marines volunteers provided the labor and supplies to paint and renovate two of the vocational classrooms at the Phuket Panyanukul School, which provides education and a home for deaf, autistic and mentally disabled children.

Lisandro Martinez ('05, DB) applied to be an astronaut for the European Space Agency and made it past the first cut of applicants.

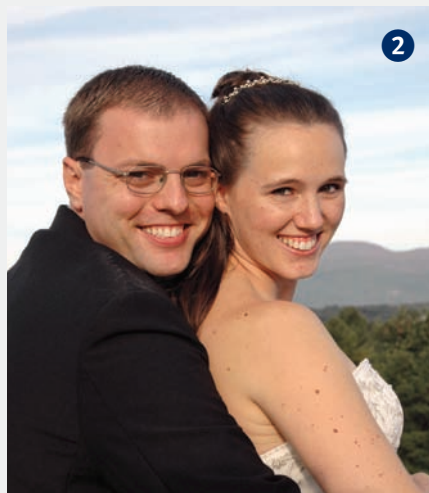
3 Staff Sgt. Ryan Kelly ('06, PC) earned his helicopter CFI and CFII certificates and is working on his Airplane Commercial Rating. Having lost a leg in Iraq, he is the first wounded soldier to earn his Light Sport Airplane rating through the Able Flight scholarship program. He continues to volunteer with the Wounded Warrior Project, and works for PHI, Inc. in the Gulf of Mexico.



3



1



2

Weddings & Engagements

1990s

1 Gregory Naccarato ('92, DB) married Samantha Klema (former Embry-Riddle staff) on May 6, 2008, aboard the *Grand Princess Cruise* in the Mediterranean Sea. Greg is the director of in-flight staffing and in-flight administration at Continental Airlines and teaches marketing courses at Embry-Riddle's Worldwide Campus-Houston Center. He also was the president of the Houston Alumni Chapter until 2007. They live in Houston.

2000s

2 John Griger ('02 DB) married Kimberly Brewer on Sept. 20, 2008, in Middlebury, Vt. He is a Chinook pilot in the U.S. Army and is on his third tour to Iraq.

3 Edmund Odartey-Williams ('04, DB) and **Eunice** ('05, DB) were married on Aug. 30, 2008, in Toronto, Canada. They live in Daytona Beach, Fla.



3

Family News

1990s

1 **Matt Hand** ('92, DB) and his wife, Rima, had a son, Nicholas David.

2000s

2 **Jonathan Seitz** ('03, DB) and **Lindsay Seitz** ('06, DB) welcomed their first child, Layla, on Oct. 3, 2008.



IN MEMORY

1940s

John Prodan ('44, MC, adjunct faculty)
May 10, 2008

1950s

Paul R. Bigler ('52, MC) Aug. 29, 2008
Robert W. Calley ('58, MC) June 28, 2008

1960s

Ronald J. Pike ('68, DB) April 25, 2008
Kenneth Jang ('69, DB) June 28, 2008

1970s

Nafe S. Beniwal ('73, DB) Aug. 14, 2008

1980s

Thomas McAdam, IV ('81, DB) Oct. 30, 2007
Brig. Gen. Thomas L. Tinsley ('84, '95, PC)
July 27, 2008
David Vinson ('84, DB) July 29, 2008
Capt. Thomas Shafran ('85, WW) June 17, 2008
Edmund Rowe ('89, DB) Sept. 22, 2008

1990s

Erica Simpson ('97, '99, DB) Sept. 6, 2008
Michael Dodson ('99, PC) July 20, 2008

2000s

1st Lt. Nick Dewhirst ('02, DB) July 20, 2008
Cale Kastanek ('02, DB) Nov. 10, 2008
Gary Wilborn ('02, DB) Oct. 22, 2008
Jeremy Wise ('03, DB) June 13, 2008
Drew Chester ('07, WW) Dec. 14, 2007
Christopher M. Symons ('07, PC) June 26, 2008

Others

Maureen Daly (former employee and wife of former Prescott Campus Chancellor Paul Daly) Oct. 27, 2008
Capt. John Anthony "Jack" Fidel, USN (Ret.) (former Provost and Executive Vice President) Sept. 26, 2008
Louis V. Hoffman (former Prescott Board of Visitors) Jan. 19, 2007
Francis S. McGlade (former instructor at Daytona Beach) Aug. 23, 2008



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