Despite claims of ‘wolf crying,’ the aviation industry is facing a big numbers challenge.

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FROM THE INTERIM PRESIDENT

For Embry-Riddle’s global base of accomplished alumni, the horizon looks bright and clear. We are building on our 90-year history of innovation to ensure the institution flies even higher in the future. We are also helping the aviation and aerospace industries to address challenges and seize new opportunities as they arise. We have continued to strive toward doubling our research enterprise within the next five to 10 years. Our elite community of alumni represent our greatest achievement, and we remain grateful for your continued support. I have been honored to serve as your interim president. Now, I am excited about our next level of excellence, honoring our 90-year history of building on our accomplishments. The horizon looks bright and welcoming him to the university as we move forward together.

Sincerely yours,

Dr. P. Barry Butler
Executive Vice President and Provost
Embry-Riddle Aeronautical University

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March 2017

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No. 1 Online Educator

Emory-Riddle Worldwide ranked at top for undergraduate distance learning

Once again, Emory-Riddle Aeronautical University’s Worldwide Campus has been ranked No. 1 in U.S. News & World Report’s 2017 list for best online bachelor’s degree in the nation. This is the fourth consecutive year that Emory-Riddle Worldwide (online.erau.edu) secured a coveted spot. Last year, Emory-Riddle Worldwide tied for first and was listed as No. 1 Best Online Bachelor’s Degree Program for Veterans.

“Emory-Riddle Worldwide has been known for its incep-
tion in 1971,” says Chancellor John R. Watret. “When Emory-Riddle launched its distance learning and online programs as Worldwide, it was natural for the university to leverage its global reputation of excellence and faculty expertise in aviation and aerospace. We continue to move forward, constantly finding new ways to provide even more valuable, more personal attention to our students.”

EUS News & World Report ranks online bachelor’s degree programs and graduate business programs in the following categories: student engagement, admissions selectivity, graduate business programs, faculty credentials and training, peer reputation, student services and technology.

“We are setting the standard for world-class, unparalleled online education,” says Jason M. Ruckert, vice chancellor for online education. “By constantly integrating new technologies such as virtual reality, artificial intelligence and virtual laboratories, we are preparing our students to obtain the career they desire, and to flourish as leaders for years to come.”

Emory-Riddle Worldwide serves more than 22,000 students online and at 125 campuses in the United States and globally.

— Melanie Hanss

Florida, Embry-Riddle and Silver Airways Provide Pilot Pathway

In a continuing effort to help resolve the national professional pilot-skill shortage, the State of Florida, Embry-Riddle and Silver Airways are partnering to offer financial assistance and a direct pathway for students to jobs at the Florida-based air carrier. The partnership also supports Florida’s aviation economy and its future.

The Professional Pilot Apprenticeship/Internship (PPAI) Grant program focuses on increasing the level and number of potential pilots coming to the state to earn their undergraduate degrees and professional pilot certifications. The grant, which could be offered to as many as 60 students, will require completion of an undergraduate degree at Embry-Riddle’s Daytona Beach Campus.

After satisfying academic and training qualifications, these students would serve as flight instructors at the university for a minimum of three semesters. The grant then provides opportunities for these students to be offered jobs as professional pilots at Silver Airways, which operates more routes within Florida and between Florida and the Bahamas than any other airline.

“An initiative such as this reflects the unflagging commitment by the State of Florida, the aviation industry and higher education to instill valuable, affordable and quality skills, knowledge, experience and opportunity to its future,” says Emory-Riddle Interim President Karen A. Holtbrook. The program is supported by a $2 million university grant from Florida Gov. Rick Scott’s Florida First budget. All designated funds will be used to cover costs to the students, including the certifications — Certified Flight Instructor, Certified Flight Instructor Instrument, Multi Engine Instructor, Airline Transport Pilot/Certification Training Program — as well as hourly rates for the rental of aircraft, fuel, flight training devices, full flight simulators, all instructional materials and travel.

— Melanie Hanss

Embry-Riddle names permanent president

On Feb. 14, Embry-Riddle’s Board of Trustees unanimously appointed Barry Butler to be the university’s sixth president.

“I’m thrilled to be named Embry-Riddle’s next president, and I look forward to building upon the outstanding global reputation of the university,” Butler said to a crowd of students, faculty and staff assembled in the Jim Henderson Administration and Welcome Center building the following day. “I want to partner with all of you to define the future of Embry-Riddle, the research we do, the educational programs we deliver and our engagement with alumni as we move forward.”

Butler’s official duties as president began March 13.

Midwestern Roots

Butler comes to Embry-Riddle from the University of Iowa, where he was executive vice president and provost and a longtime assistant professor in the mechanical and industrial engineering department.

“It is important to note that Dr. Butler received his bachelor’s and master’s degrees in aeronautical and astronautical engineering and a Ph.D. in mechanical engineering, all from the University of Illinois at Urbana-Champaign.”

Butler is married to Audrey Butler, Ph.D., a lecturer in chemical and biochemical engineering at the University of Iowa.

— Melanie Hanss

Welcome, Barry Butler!

Emory-Riddle names permanent president

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— Melanie Hanss
**Feedback**

**From the Editor**

The spring 2017 Lift, Off the Page event took place April 3. Our panel of alumni and faculty subject matter experts took a deeper dive into the pilot shortage, its causes, ramifications and potential remedies. If you missed it, watch it here: lift.erau.edu/videos-spring-2017.

Be sure to check out the web exclusives included with this edition. Tell us what you think about the pilot shortage at lift.erau.edu/shortage-survey. And see what others are saying about it: Alumni and industry representatives weighed in on the topic at Embry-Riddle’s 2016-17 Industry/Career Expo: lift.erau.edu/videos-spring-2017.

Share your opinions on the pilot shortage or other Lift topics anytime:
Email liftmag@erau.edu
—SARA WITWYON, EDITOR

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**University of Miami/Embry-Riddle Business Pilot Course**

The day after my discharge from the U.S. Air Force in August 1956, I left Portland, Ore., for Miami to start my classes with Embry-Riddle in conjunction with the University of Miami (U of M). The course was called the Business Pilot course. We took our aviation courses and others at U of M leading to a B.A. degree with a major in Aviation, and we did our flying at the old Tamiami Airport on 8th Street. Embry-Riddle hired the instructors in meteorology, navigation, etc., and U of M employed those teaching radar meteorology and subjects, such as accounting, statistics and other boring stuff.

I had my private pilot certificate and was working on my commercial and multi-engine ratings, and our chief pilot was Mr. Delgado. My multi-engine training went well using the T-50, also known as the “Bamboo Bomber,” because it was made of wood (no joke) and powered by two Jacobs 245-horsepower engines.

Our Embry-Riddle instructors told us about the Professional Aviation Fraternity, Sigma Alpha Tau, and encouraged all of us to join. We had dinners and hosted well-known speakers in the aviation industry. We had no alcohol or dancing girls. I guess you can’t have it all. The photo (displayed above) was taken about 1966-67 of select fraternity members. Sitting, far right, is Bob Kane, our department head, and far left is Mr. McHenry, one of our teachers. I am standing, fourth from left, and the tall guy in the center is my friend Bill McMillin. Bill died in 2015.

I went on to work as a DC-3 pilot for Northeast Airlines and ultimately ended up at National Airlines (NAL) flying as a B727 captain. In 1980, NAL was bought by Pan Am. I spent the next 10 years flying wide body jets, DC-10 and Airbus A300, before Pan Am went out of business in 1991. Now, I live on a farm in Western North Carolina with my wife, Gail, our dog, Nick, and eight cats. Richard “Dick” W. Keenan '54, MC, Non-degree Certificate in Business Piloting, University of Miami, in partnership with Embry-Riddle

**Poor Photo Choice**

I think that the picture of Mr. [Greg] Feith on page 24 fall 2016: A Living Legend By No Accident is disrespectful to those who perished in that tragic accident. An accident investigator should show respect and dignity at all times. I am disappointed that the magazine chose to run such a disrespectful photo.

David B. Aber '54, CB
B.S. Aeronautical Science

**Editors’ Note:** The photo referenced shows former National Transportation Safety Board investigator Greg Feith posing among aircraft wreckage. Taken in 1980, the image documents Feith’s excitement at having discovered his “calling” for accident investigation. Still a student at the time, it was the first wreck he had investigated on his own. No disrespect to the victims of the tragedy was intended.

**Talk to Us**

We invite your feedback on Lift content or topics related to the university. Letters may be edited for style, length and clarity. Submission does not guarantee publication.

**Email:** liftmag@erau.edu
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**Send Us Your Story** In Other Words gives you the opportunity to share your industry-related or personal perspective with Lift readers. Email submissions/ proposals to liftmag@erau.edu

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**In Other Words**

**Fighting the Good Fight**

Former Air Force flight test engineer becomes voice for female veterans

**By Molly Mae Potter ’97, CB**

It all started out as a joke: An old friend of mine nicknamed me “Mr. Veteran America” when she learned that I was advocating for veterans with post-traumatic stress disorder (PTSD). She looked up “Mr. Veteran” in an online search engine to find a funny picture and make a meme in my honor. To her surprise, she discovered that Mr. Veteran America was not only a real organization, but that I would qualify for its annual competition. I was quick to push back. “I do not do pageant,” I told her. But when I researched the competition, I learned that it really wasn’t a pageant! The Mr. Veteran America competition is a movement to unite women veterans from all eras of war and all military services to raise awareness in their communities about the growing demographic of homeless women veterans with children in this country. I entered the competition in January 2016.

**The Backstory**

I joined the Air Force in 2007, just weeks after graduating from Embry-Riddle’s Daytona Beach Campus with a degree in engineering physics. I was serving as a munitions test engineer and soon found myself in my dream job as a flight test engineer. However, a deployment to Afghanistan in 2010 turned my world around. What I saw and experienced there could not be erased, and my life and career quickly fell apart. I became depressed. I had panic attacks in my sleep, which led to insomnia. I had sporadic short-term memory loss — and became anorexic. Because of my status as a veteran with post-traumatic stress disorder (PTSD), I was able to unite with other veterans who were struggling with post-deployment issues and coping with the transition back to civilian life.

A Life-Changing Event

When I joined the Ms. Veteran America competition, my work with veterans expanded. I was able to unite with women veterans across the country. I finally felt that I had found my calling in life—to be a voice for women veterans who did not have an advocate to fight for them. During the 10-month competition, contestants are judged on their advocacy work, fundraising, a talent that makes them unique, and their knowledge of the military, current events and the history of women in the military. In a year’s time, I raised more than $17,500 for Final Salute Inc., which provides housing for homeless women veterans and their children. I also became a City of Austin Commissioner on Veterans Affairs and vice president of government and industry relations for the Texas State Air Force Association.

When I wasn’t at a local veterans event, I was studying military history and reading up on current events. It was a full year of not only learning, but also connecting to my community — something that I had missed doing since leaving home for college in 2003.

The hard work paid off! On Oct. 9 I was awarded the 2016 Ms. Veteran America title and crown. And I earned the privilege of traveling the country for a year to advocate on behalf of women veterans and their families. Sharing my personal story of struggle and recovery has not only helped me grow stronger as an individual, it has also helped other veterans get the support that they, like I, once feared to seek.
A Living History

Memorial keeps British Flight Training School and World War II era alive for Central Florida community

“Club participates, the community participates. It’s a tradition,” says Judy Kirkpatrick, organizer of the Rotary Club memorial. Embry-Riddle started training pilots in 1941 for the U.S. Army Air Forces and the RAF at Carlinstrom Field in Arcadia. On September 1941, the training of RAF cadets moved to the newly constructed Riddle Field in Clewiston, Fla., and it became known as No. 5 BFTS.

At the time, the German Luftwaffe was having devastation on the island empire, making flight training too dangerous for the RAF on its home soil. As part of the Lend-Lease Act signed by President Franklin Roosevelt, No. 5 BFTS was one of seven training facilities erected throughout the United States.

Resort Lifestyle

George Hogarth (‘42, BFTS) arrived at Riddle Field for basic training while construction was underway, but there were still many luxuries not available in wartorn Britain. “The lack of blackouts, driving on the right and having plenty of food, butter, jam (jelly) and sugar, fruit and seeing lots of the sun” were all highlights he cited in his letters. Hogarth’s life and his experience at No. 5 BFTS are memorialized by his daughter, Jennifer A. Harding, in her book, George Hogarth, Clewiston and Beyond.

The facility had an Olympic-size swimming pool and very nice tennis courts,” adds Jeff Warwick, former director of the Clewiston Museum, which includes a No. 5 BFTS exhibit. “Mr. Riddle was very fluent in the world of tennis. He was able to get a world-class tennis player, Donald Budge, to come and give some tennis lessons to the British cadets.”

Dual Wings

As Allied forces began beating back the Nazi front, demand for British pilots diminished, Harding says. This led to some American cadets training at No. 5 BFTS, and earning both U.S. and RAF wings. Retired U.S. Air Force Maj. Charles “Chuck” Neyhart (’44, BFTS) was one. He was awarded his RAF wings from a British officer at a graduation ceremony on April 15, 1944, and later that day he received his Army Air Corps wings from a U.S. representative.

The RAF training was much more stringent than American training, including more night flying, solo flying and navigation, Neyhart says. The instructors were American civilians employed by Embry-Riddle, but they followed the RAF flight regimen. An on-site RAF wing commander provided oversight. Neyhart went on to serve in World War II as a ferry pilot and later in the Korean War and in Vietnam. He retired in 1968.

Community Support

The people of Clewiston were excited to see the foreign cadets arrive from Canada by rail. The local newspaper would publish a story when each new group arrived. “People remember them getting off the train in the summertime with their heavy wool jackets and almost passing out from the heat,” Kirkpatrick says. During training breaks, the cadets would sometimes hitchhike to the nearby beach towns or ride an improvised bus to West Palm Beach. “The families in West Palm Beach really opened their homes to the British cadets,” Neyhart says.

Remembering No. 5 BFTS

Today, nothing remains of the original Riddle Field. The area is now home to Airglades Airport, a county-owned, public-use airport, which has a display inside the terminal commemorating No. 5 BFTS.

The Union Jack flies alongside the U.S. flag at Airglades Airport, in downtown Clewiston, and over the No. 5 BFTS burial plots in Arcadia. The annual memorial draws hundreds of people to a town of fewer than 8,000, Kirkpatrick says. Some have come for decades to share their stories. Harold Kosola (’62, ’63, MC), one of those longtime attendees, first connected with No. 5 BFTS when his uncle took him on a tour of the active training facility at age 6.

“When I was the volunteer president of the early Embry-Riddle Alumni Association in the 1970s, I made contact with the No. 5 BFTS cadets again, and I attended their reunion in Miami,” says Kosola, who also traveled to Great Britain to attend BFTS reunions. In recent years, Harding created a biannual newsletter to keep the surviving No. 5 BFTS graduates and their families connected. She publishes it with the help of Kosola and Barwick.

“I want to make sure that what I find out is written down so that my grandchildren will know what their great-grandfather (and great-grandmother, of course) did during the war, what a difference it has made to all of our lives and how wonderful and heartwarming is the ongoing generosity of people in Florida,” Harding says. For more: www.5bfts.org.uk
Danielle Erlichman’s route to becoming a first officer for JetBlue began, appropriately, thousands of feet in the air. Before the Massachusetts native set foot in a classroom on Embry-Riddle’s Daytona Beach Campus, she was ensconced in the cockpit of a Cessna 172. “They take you on a discovery flight,” recalls Erlichman (’12, DB; ’15, WW), who earned a B.S. and a Master in Aeronautical Science — and served as a school flight instructor from 2011 to 2014. “They want to share with you the experience and the love they have of flying.”

For Erlichman, that exhilarating discovery flight was the beginning of a fast-track journey into the cockpit of a major carrier. Erlichman participated in Cape Air’s University Gateway Program, a unique partnership between the airline and Embry-Riddle that provides a path for undergraduates to progress quickly from diploma to flight instructor to captain at Cape Air — which helped her eventually earn a JetBlue interview. “I feel extremely fortunate to have been a part of the University Gateway Program because it brought me to exactly where I want to be for the rest of my career,” says Erlichman.

From Golden Eagle to Delta Pilot
Erichman’s story from campus to the cockpit is far from unique. Roy Evans II (’04, PC) spends his working life as a pilot of Delta Air Lines 757s and 767s. “When I went to Embry-Riddle, I knew I wanted to fly airplanes for a living, but I had no idea what that involved,” says Evans. “I was lucky to have colleagues, professors and mentors at Embry-Riddle who showed me the way and enabled me to do what I do today.”

As much as Evans values the practical education he received, his time as a member and coach of the Golden Eagles Flight Team was the most formative and influential. In fact, Evans was first drawn to Embry-Riddle because he wanted to be part of the success of the Golden Eagles — which to date have won 10 national championships. Evans became a member of the team that won the 2003 National Intercollegiate Flying Association crown. Evans concedes it was not always easy to balance school and team activities. But the intense extracurricular activity — with 20 to 40 hours of Golden Eagles training per week — honed a competitive mindset that helped him make the jump to attend the Prescott Campus because he wanted to be part of the success of the Golden Eagles — which to date have won 10 national championships. Evans became a member of the team that won the 2003 National Intercollegiate Flying Association crown. Evans concedes it was not always easy to balance school and team activities. But the intense extracurricular activity — with 20 to 40 hours of Golden Eagles training per week — honed a competitive mindset that helped him make the jump to attend the Prescott Campus because he wanted to be part of the success of the Golden Eagles — which to date have won 10 national championships. Evans became a member of the team that won the 2003 National Intercollegiate Flying Association crown. Evans concedes it was not always easy to balance school and team activities. But the intense extracurricular activity — with 20 to 40 hours of Golden Eagles training per week — honed a competitive mindset that helped him make the jump to attend the Prescott Campus because he wanted to be part of the success of the Golden Eagles — which to date have won 10 national championships. Evans became a member of the team that won the 2003 National Intercollegiate Flying Association crown.
Above: In-flight training is an invaluable component of the learning process. Here, student Giana Gittes practices an ascent in the Embry-Riddle Cessna 172 training aircraft along with flight instructor Abbie Pasmore. Flight instructor Erin Mann, tour the flight line with Erin Mann.

“The whole focus is to have someone step out of here and take with them a mental philosophy about what is important in flying and a clear understanding of the skills they need to master and sustain,” he says.

Rob Schwendt (’03, PC) says the emphasis on functioning like an airline at Embry-Riddle was perfect preparation. Schwendt is a first officer on a Los Angeles-based Delta 737 and flies throughout Latin America, the Caribbean and North America.

With a team of people on his 737 today, Schwendt finds value in his Embry-Riddle coursework in crew resource management. “We talked about how to work together and to verbalize a problem and include everyone in decisions;” he says. “Once you get to a big airplane, it’s a bunch of people running the show, and lessons from those crew resource management courses are used on a daily basis.”

Nick Moore, a student at the Prescott Campus and member of the Golden Eagles who will graduate in 2018, says he’s looking forward to one day having an office in the sky. “I feel like I’m on my way with the experience and exposure I need, especially because I’m doing it at a place that has such a known name in the industry.”

The Embry-Riddle Way

Jerry Kidrick, chairman of the flight training department at the Prescott Campus, says it’s not surprising that Embry-Riddle’s graduates have a high rate of success in aviation careers.

“What you learn on day one here, you will carry with you for the next 40 years,” he says. He attributes the solid preparation students receive in part to the university’s state-of-the-art equipment and its fleet of training aircraft, which help students easily transition into any industry position.

“We have glass cockpits in everything we fly here, all students are doing their flight planning on computers, and there are computers in the airplanes. It’s a look ahead at where the industry is going as airplanes become more technologically advanced,” Kidrick says.

While training on the best equipment matters, the quality of the people makes the biggest difference. Most Embry-Riddle flight instructors are graduates and follow the school’s high-standards teaching approach, coined the Embry-Riddle Way of piloting, which dates back to the training philosophy of co-founder John Paul Riddle.

This time-honored dedication of instructor pilots pays serious dividends in their piloting careers. “When it comes to hiring, flight instructor experience is looked upon very highly in the industry,” says Scott Reese (’94, WW), an assistant professor of aeronautical science and an Eagles Flight Team coach at the Daytona Beach Campus. “It’s because of the technical knowledge they have, but it’s also because they have such good decision-making abilities.”

Practice Like an Airline

Ryan Allarettt (’02, DB, ’08, WW), who did his flight training at the Daytona Beach Campus but took his skills to the Prescott Campus, where he is now chief flight instructor, says creating an airlines-like atmosphere teaches effective aeronautical decision-making. “The whole focus is to have someone step out of here and take with them a mental philosophy about what is important in flying and a clear understanding of the skills they need to master and sustain,” he says.

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Accreditation Makes a Difference

Graduates of AABI programs like Embry-Riddle are top performers

Pilots who complete an aviation degree and flight training at AABI accredited collegiate programs like Embry-Riddle perform better than any other entry-level pilots in regional airline training, according to the Pilot Source Study 2015, which analyzed training performance records from 19 U.S. Part 121 regional airlines. The study, which examined the training records of 6,734 pilots hired between Aug. 1, 2013, and summer 2015, was co-led by Embry-Riddle associate professor Guy M. Smith and University of North Dakota professor Elizabeth Bjerk.

Graduates of Embry-Riddle can also start working for an airline sooner. In 2014, Embry-Riddle’s flight programs became the first in the country to receive Federal Aviation Administration approval for its Restricted Airline Transport Pilot certification, making graduates eligible to be commercial pilots with 250 to 500 fewer flight training hours than those who complete nonqualified programs.

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* Aviation Accreditation Board International
The aviation industry has its ups and downs, and Noel McDermott ('06, PC) has ridden the roller coaster. He survived the dismal post-9/11 period, when air travel declined so significantly that furloughs and pay cuts were the rule and the average starting pay for regional pilots hovered around $20,000.

“There was a long stint where the joke was, ‘Would you like fries with your landing?’” McDermott says.
The recession of 2007-09 slowed the air transportation industry again, and McDermott experienced his first furlough.

He landed at SeaPort Airlines, a startup Part 135 scheduled carrier based in Portland, Ore., flying Department of Transportation Essential Air Service routes, among others. McDermott rose in the ranks to director of operations, but on Sept. 20, he watched helplessly as the carrier closed its doors after filing Chapter 7 bankruptcy. SeaPort publicly cited the current pilot shortage as a factor in its bankruptcy. While some airlines are struggling to stay aloft, the pilot is winning this latest turn in supply and demand for the aviation industry.

“To a pilot right now, the world is your oyster and you just need to choose the color of pearl that you want,” says McDermott, now a first officer at Compass Airlines.

It’s ‘Absolutely Real’
Significant increases in pay and hiring, coupled with low unemployment, are accepted economic indicators of a labor supply shortage, according to the U.S. Government Accountability Office (GAO). A 2014 GAO report on the Immediate and Future Availability of Airline Pilots found unemployment for pilots was already low, averaging 2.7 percent, a much lower rate than the overall economy. Pilot pay and hiring at the time did not indicate a shortage. That has since changed.

“The pilot shortage is absolutely real and growing significantly,” says Brent Bowen, dean of the College of Aviation at the Prescott Campus. “Pilots are getting more pay now than in the last two decades.” Entry-level pay for first officers at regional airlines has rebounded in the last year from “fast-food wages” to up to $60,000 with signing bonuses at select air carriers.

Justin Ingersoll (’08, PC), a pilot and flight training department manager at Envoy Air, a regional carrier and wholly owned subsidiary of American Airlines, affirms the uptrend in pay. “The hourly base pay for first-year pilots at Envoy was increased in September 2016 by approximately 34 percent, with additional signing bonuses of up to $22,101,” he says.

That strategy is allowing Envoy to meet its hiring goals, which for 2017 is 760 new pilots, Ingersoll says. “With the beginning of 2017, Envoy is flowing at least 30 pilots each month to American Airlines. In addition, many pilots are getting hired at other major carriers, furthering the need for more new hires to replace this attrition,” he says.

Worldwide Problem
The pilot shortage goes beyond the United States. “This is a worldwide problem,” says Alan Stolzer, dean of the College of Aviation at the Daytona Beach Campus.

Indeed, The Boeing Company’s 2016 Pilot and Technician Outlook predicts a need for 617,000 new pilots worldwide over the next two decades, with Asia-Pacific requiring the most — 248,000.

“The China market continues to grow,” affirms Matt Fishery (’03, PC; ’07, DB), executive director of enrollment and career services at Embry-Riddle’s Asia Campus in Singapore. “Many predict the situation will only grow more dire as the manufacturers start to make good on their delivery of aircraft over the next 20 to 30 years. Not properly planning for the growing pilot shortage could very well put some airlines out of business.”

Small Operators Are the Most Vulnerable
In 2015, Ken Byrnes (’01, ’06, DB), flight training department chair and assistant dean at the College of Aviation at the Daytona Beach Campus, led a study examining pilot motivation and found that roughly 30 percent of current Federal Aviation Administration (FAA) Airline Transport Pilot (ATP)/Commercial certificated pilots choose not to work in a cockpit — primarily because of insufficient pay and lifestyle issues. Those “opt-outs” are contributing to the impact on smaller Part 135 scheduled-service carriers, as well as some Part 121 regions in the United States.

“Everybody’s ultimate goal is to be a major airline pilot, so the regionals are the first ones to feel the pain,” Byrnes says. “It’s a vacuum.” Based on available data, Byrnes predicts regional carriers and small cargo operators will have to replace 10 to 15 percent of their pilot workforce each year for the foreseeable future because of demand from the major airlines, coupled with attrition, retirements and fleet growth. Those without the resources, or the backing of a major airline to attract and retain pilots, may not make it.

The pilot shortage is also affecting flight training. “The pilot shortage has led to an instructor shortage,” says Juan Mork, chair of the department of aeronautical science at the Prescott Campus. Instructor pilot turnover is an issue at the Daytona Beach Campus.

Glossary for Non-Aviators
Not sure what the difference is between Part 135 and Part 121? We’ve created a glossary for you:

ALPA: The largest airline pilot union in the world, has stated publicly that there is no pilot shortage in the United States. According to its 2017 position paper, the ALPA maintains that small community, air service challenges are due to economics, not to pilot supply. While Brady cautions: “ALPA is right from a numeric and statistical standpoint, but I don’t think it’s a numbers game. I think it’s a quality game.”
Partnering Together for Future Pilots

Embry-Riddle has joined with a number of airlines to establish a direct path for its graduates into rewarding pilot careers. To participate, graduates must agree to work as an instructor pilot at Embry-Riddle for at least three semesters following completion of their bachelor’s degree and Certified Flight Instructor/Instrument ratings. Listed here are the airlines/programs with which the university has active pilot hiring relationships.

Ameriflight Pilot Pathway Agreement
Atlantic Southeast Airlines
Jet Blue University Gateway Program with pathways through Cape Air or ExpressJet Airlines
Endeavor Air Student JET Pilot Program
Envoy Pilot Cadet Program
Piedmont Airlines Pilot Cadet Program
PSA Airlines Cadet Program
Republic Airways Aviation Career Pipeline Interview Program
SkyWest Airlines Bridge Program
Silver Airways Professional Pilot Apprenticeship/Internship Grant Program

as well. The university has established an incentive program that includes scholarships for flight instructor training and tuition benefits toward a graduate degree to retain instructors.

The major airlines seem to be exempt so far from the shortage, but predictions are that they will ultimately be affected. “While the major airlines still have plenty of applicants, they are starting programs that show they are viewing a long-term shortage,” says Costas Stivell, a first officer at United Airlines and a longtime liaison of the Airline Pilots Association’s National Education Committee. “We, as an industry, need to keep attracting people to the field, because this is not a one-time problem. This is going to be a systemic problem.”

What Happened?
Those in the aviation industry point to several key causes to the pilot shortage. One is disbelief.

Stivell says rumors of pilot deficits have come and gone over the years with little effect. The industry became immune to what it viewed as special interests “crying wolf.” He says, “The thing is: It’s worse. Now we are seeing regional carriers with parked airplanes because they can’t crew them. That’s problematic. Industry has in some sense done it to itself — by not fully understanding the situation and developing a long-term strategy.”

“I call it ‘the perfect storm,’” Byrnes says. “You have lots of factors playing a role.

One is retirement. In 2007, the FAA extended its mandated retirement age for pilots from age 60 to age 65 — a decision that’s hitting full force now. The General Aviation Manufacturers Association’s 2016 General Aviation Statistical Databook reports there were 17,921 active FAA ATP pilots age 60 to 64. Those pilots will “age-out” over the next five years. Another 24,749 ATP pilots ranging in age from 55 to 59 will follow suit by 2026, according to the report.

Coupled with fewer new pilots entering the pipeline, the shortfall could result in as many as 1,500 being pared, says Jennifer Sunderman, of the Regional Airlines Association.

The military, which traditionally served as a source of skilled labor for the commercial airlines, is also producing fewer pilots. The 2014 GAO report referenced earlier found that prior to 2001, 70 percent of airline pilots hired came from the military; now it is roughly 30 percent.

“The airlines are getting squeezed at both ends,” says Kathi Durst, a chief pilot for American Airlines, who years ago left the Air Force to take a job in the commercial airlines. “There are fewer younger pilots entering the field and fewer seasoned pilots transitioning out of the military to the airlines.”

New federal legislation approved in 2013 requiring first officers to hold an ATP certificate and have a minimum of 1,500 hours of flight time, up from 250 hours, created an additional hurdle for people considering a pilot career. Graduates of Embry-Riddle and other qualified educational institutions received a Restricted-ATP provision lowering the flight-hours required to 1,000 or 1,250 (depending upon the degree earned).

“The 1,500-hour rule likely didn’t create a shortage — it simply delayed a pilot from getting to the regionals,” says Ingersoll. But it could also have encouraged some pilots to pursue different careers if they didn’t have a way to earn the extra flight time, he adds.

The high cost of college and flight training is already a deterrent for would-be pilots. “It is very expensive,” says Xavier Samuels, a first officer at United Airlines and a board member for the Organization of Black Aerospace Professionals. He regularly visits classrooms in Houston to encourage students to pursue careers in aviation. “I think some are inspired, but I think the reality of trying to finance their education has made it very difficult for them to realize that dream.”

A Long Road to a Solution
Embry-Riddle has been working for years to alert the industry to the situation, says Stivell. As early as 2010, it hosted its first Pilot Supply & Demand Summit to bring attention to the issue.

“The purpose of the summit was to wake up the majors [airlines]. We could see the pilot shortage [age] locomotive heading in our direction,” says Tim Brady, interim chancellor at the Daytona Beach Campus and former dean of the College of Aviation.
The airlines could also finance pilot training through scholarships and loans tied to employment contracts. "We believe airlines will need to explore options to either subsidize or completely pay for pilot training," Ingersoll says.

Airline programs, where an airline owns its own pilots, are another option—and are common in Europe, Asia and the Middle East. Brady says he hopes the majors will look to the universities for solutions to their pilot needs.

"We have roughly 200 colleges around the country that provide flight education. If they take the money that they would use to do their own training and provide scholarships with it, that would help solve the problem." The airlines may also try to lure back those who already have Commercial and ATP certificates, but who are not currently working as pilots — the 30 percent identified in Byrnes' 2015 study on ATP pilot motivation.

"I think they'll [the major airlines] probably offer more incentives to the pilots who are out there — the ones who are selling shoes or whatever they're doing," Brady adds. "I think that's a cheaper option for them than to start training programs all themselves."

What Will the Future Look Like?
The shortage could lead to more bankruptcies of small air carriers and the elimination of air service to some cities. Case in point: Republic Airways, a Part 121 regional, filed Chapter 11 reorganization in February 2016 citing the pilot shortage as a factor. "As the carriers become more streamlined on manpower, they will have to eliminate service to the smaller cities," Stivlis says.

McDermott projects the demise of the Part 135 microregional actor. "Like SeaPort, he says, with- out the revenue and incentives to retain captains, those airlines may cease to exist.

Creative solutions on the part of the airlines may also evolve.

"I wouldn't be surprised if we have drones replace cargo planes, like FedEx," Durst says. "This would free up more pilots for the commercial airlines. She says the airlines might also operate with one-pilot crews on short flights and with three pilots, instead of four, on long-haul flights.

While the extent of the shortage remains unknown, and the high cost and time inputs to attain an ATP certificate appear to be static, McDermott says those who dream of having a cockpit for an office will continue to enter the field.

"The people with the passion will figure out a way to justify it," he says. "The people who are simply looking for a career won't." 

"Now, we see the majors having a larger interest in the students that are coming up and they are providing scholarships and pathways into the airlines."

— TIM BRADY, INTERIM CHANCELLOR AT THE DAYTONA BEACH CAMPUS AND FORMER COLLEGE OF AVIATION DEAN

"Now, we see the majors having a larger interest in the students that are coming up and they are providing scholarships and pathways into the airlines." Another change for the better is that in the last year to 18 months, the regionals started offering higher pay to new pilots, up to $60,000 with bonuses.

"The question will be, long term, can the regionals support that," says Soliz.

Flow-through agreements between the regionals and major airlines are another new perk being rolled out to attract pilots. According to Ingersoll, as captains working for the majors earning upwards of $200,000 retire, it is freeing up revenue for regionals to offer higher wages and signing bonuses for new hires — at least for the wholly owned subsidiary carriers like Envoy.

The Boeing Company's 2016 Pilot and Technician Outlook projects a need for 180,000 more aviation maintenance technicians this year and 678,000 worldwide in 2035 — and 678,000 worldwide in the same time frame.

Chuck Horning ('86, DB; '11, WW), chair of the aviation maintenance science (AMS) department at Embry-Riddle, says many qualified technicians are simply aging out of the workforce. The last big hiring period was in the late 1980s and early '90s, and a lot of those people are coming up on retirement. They're going to have a huge turnover in personnel in the next 10 years," Horning says.

Horning earned his airframe and powerplant (A&P) certificate from Embry-Riddle during that boom, the program had between 1,000 and 1,200 students enrolled at its peak. Interest waned and facilities changed over the next decade, but the AMS department has been operating at its 350-student capacity since 2013. The demand for qualified aircraft mechanics has maintenance, repair and overhaul (MRO) facilities, as well as airlines and manufacturers, paying high salaries to attract and retain them.

But Ed Onwe ('12, WW), chief operating officer at VT San Antonio Aerospace, says there is a decreased supply of qualified technicians, despite offering high wages. The MRO facility provides training programs to transition high school students into aviation maintenance, but Onwe says it has seen limited traction. "A career as a mechanic used to have a lot of clout, but I'm not sure the new generation has the same sentiment."

Mark Kratzik ('96, '02, '11, WW), chair of the Embry-Riddle Worldwide Campus Master of Aviation Maintenance program, says, Canada, in particular, is facing an imminent problem. "In Canada, 46 percent of mechanics are between 50 and 79 years of age. The mechanics are retiring, and it's happening very quickly," he says.

Relieving the Pressure
Onwe says process improvement occurs routinely, but it does not alleviate the demand for maintenance labor. "A repair is a repair. You have to complete all repairs with technical instructions to ensure airworthiness. There is no way around it. Certified entities understand this, and the Federal Aviation Administration does a good job of providing the oversight to enforce this," he says.

"Work-arounds" are relieving some of the pressure. "Repair stations will hire individuals who don't have an airframe and powerplant certificate, if they have a skill in a certain area — say sheet metal," Horning says. "A certified A&P is often used to provide oversight of the work. That's being done today pretty widely. It makes the situation a little less dire."

The pressure on the industry is paying off for technicians. Though, Horning says today a topped-out A&P technician working for a major airline can earn $150,000 to $200,000 annually.
As a kid growing up in Luxembourg, Europe, Luc Bausch (’89, PC) loved building model airplanes and cars and spent hours at the local radio-control model aircraft field. He didn’t know it at the time, but all that play would become a labor of love — and a profitable business.

At his company, AeroRacers Inc., Bausch designs, tests and builds model aircraft, cars and even submarines using wood and competition-grade rubber bands. He sells the kits he creates to schools to promote “hands-on, brains-on” learning, as he calls it, doing his part to help develop the next generation of pilots and engineers.

But before his toys became an inspiration for children and adults, Bausch did a little flying and engineering himself. His love of engines and flight led him first to Embry-Riddle’s Prescott Campus, where he earned a bachelor’s degree in aeronautical engineering. After completing his degree, he landed a successful job as an international applications engineer at General Motors (GM). It wasn’t long, though, before Bausch ditched his corporate cubicle and established a business around his lifelong hobby.

Bausch speaks here about his personal journey:

**AFTER FOUR DAYS** at GM, I sat down at my cubicle and I remember looking around. “So this is it, huh?” I said to myself, “Act now!” I never wanted to be pinned down some place. GM gave me the opportunity to do presentations at local schools, which became part of my job. I always managed to bring up aeronautics while discussing automotive technology with the students. This led to class projects where we would build planes and fly them.

**IT ALL STARTED,** though, when I was at Embry-Riddle in 1989. I worked with a local store and produced my first glider kit. I started testing and making basic kits that were sold locally at the Prescott Valley hobby shop.

**I’M AN EDUCATIONAL TOymAKER.** Everything I design, I write the curriculum for — so it’s designed for classroom use. All the products I manufacture are rubber-band powered. Rubber bands are simple, safe, inexpensive and they allow you to make many changes easily. I want the kids to build it. I want them to test it, and using the engineering method, I want them to observe what it does. Then you make one change to see whether it makes a difference in the performance.

**IT TOOK** several years to develop my new drag race cars from initial idea to production. It’s basically pinewood derby on steroids. The power to the wheels is delivered through a differential. Many modifications are possible to improve the racer’s performance.

**DEVELOPING A NEW** product can take several years. Generally they don’t work right at first. I have many different indoor-outdoor powered airplanes and gliders, and [in addition to the submarine] I recently developed a new dragster and motorcycle.

**I HAVE A PATENT** pending on the world’s only wooden submarine: PropDivers. It teaches kids about buoyancy. I’ve had them run under water for up to 10 minutes. PropDivers feature a special ballast system that uses pennies. You can adjust the ballast to vary the angle and the depth of the dive. I ALSO HOLD A PATENT on a flying-wing toy called the Fun Shuttle. FunShuttles go up like a rocket, then glide like a bird, similar to the space shuttle.

**EDITORS’ NOTE:** In 2003, Bausch was awarded Embry-Riddle’s Distinguished Alumni Award for his work with teachers and students, and in 2016, he was recognized by the Los Angeles County Industrial and Technology Education Association as Industry Person of the Year. He and his wife of 26 years, Nanci (Moen) Bausch (’90, PC), met as students at Embry-Riddle.
or nearly 20 years, Helen Wessel has transformed Embry-Riddle’s Daytona Beach Campus with her donations of iconic artwork. Now, she has given a gift poised to expand the curriculum at Embry-Riddle to include biological sciences and pre-medicine.

With her gift, Embry-Riddle will become the first university in the country to offer aerospace physiology at the undergraduate level. As a world leader in aviation and aerospace education, the university is a natural fit for the program, says Karen Gaines, dean of the College of Arts and Sciences.

The Dr. Robert H. Wessel and Dr. Helen M. Wessel Endowed Chair for Aerospace Physiology, funded by Wessel’s generous contribution, is also expected to increase the diversity of the student body and attract more female students.

“I wanted to do something other than art,” says Wessel, a longtime arts educator whose gifts to the Daytona Beach Campus include the iconic stainless-steel sculpture Pathways to the Sky. “This is the perfect model for my interests – science and smart women.”

Biology is the leading science major among women, minorities and minority women and opens a wealth of opportunities for students to pursue careers in the growing healthcare field, Gaines says.

“Tonia Fortner creates Prescott STEM Scholarship for Women”

Tonia Fortner in front of the Prescott STEM Education Center, opening in 2017

The day after Christmas 1978, Tonia Fortner, her then-husband Tom Fortner (‘92, PC) and their two young children drove cross-country to Prescott, Ariz., for Tom to attend Embry-Riddle’s recently opened western campus.

“The campus was so small, there wasn’t even a place to eat lunch,” recalls Tonia Fortner, who now serves on the Prescott Campus Board of Visitors. At the time, the campus had fewer than 300 students and operated out of a cluster of block buildings. Today, it boasts a student body of more than 2,400, 25 degree programs, and has added several new buildings including the STEM (science, technology, engineering and math) Education Center opening in 2017.

In 2004, Fortner witnessed her daughter, Marquita Fortner Pfannstiel (‘04, PC), cross the stage to accept her Embry-Riddle diploma, becoming the first Legacy Graduate (child of an alumnus) at the Prescott Campus. Pfannstiel is now a member of the U.S. Navy Reserve and a market group manager in revenue management for Delta Air Lines.

“I have watched the evolution of our campus, its instructors and our students, and I am thrilled and impressed,” Fortner says. In a tangible expression of her support and enthusiasm for the Prescott Campus, Fortner recently established the Tonia Knight Fortner Women and STEM Endowed Scholarship, which is funded in part by a planned gift.

“As a member of our board of visitors, Tonia Fortner provides advice, counsel and support to our leadership,” says Prescott Campus Chancellor Frank Ayers. “The STEM women’s scholarship she has created will ensure many more bright young ladies, like her daughter Marquita, will attend Embry-Riddle and go on to great careers of significance in the STEM fields.”

A Brother’s Pride Inspires Worldwide Campus Scholarship

When Bob McCord (‘85, WW) earned his master’s degree in aviation management from Embry-Riddle’s Worldwide Campus, he sent his sister, Maria Karl, a photo of him receiving his degree and a note musing about what some of his old teachers might think now.

“I laughed because he was not the best student in school,” recalls Karl. “He was very proud of having attained that degree.”

Her brother’s pride of accomplishment is one reason Karl created the Bob and Barbara McCord Memorial Endowed Scholarship, which benefits Worldwide Campus students with financial need. Preference is given to veterans or active duty military applicants.

Bob McCord served in the U.S. Air Force for 27 years, retiring as a chief master sergeant. His wife, Barbara, founded the Bob and Barbara McCord Private Foundation, which supports the scholarship. Bob and Barbara are now both deceased.

“I know they would both be very excited and pleased about this scholarship,” Karl says.
Greg Zupkus establishes the first for-profit wind power plant in Connecticut

By Alan Marcos Pinto Cesar

On Nov. 1, 2015, the first commercial wind power project in Connecticut began spinning its blades for profit. It’s the product of Greg Zupkus (’86, DB), CEO of BNE Energy, and his desire to build something tangible after years as a lobbyist for a telecommunications business. It took three years to reach that point, Greg says. He and his business partner found initial investors who trusted them and their vision to get the project started and to study the feasibility. They bought 80 acres of land in Colebrook, Conn., and put fences and cameras on the property, “Greg says. “We had to prove that the fuel, the kinetic energy, was there in the wind.” Greg says. “We negotiated a power-purchasing agreement with the utilities; from there it was math with finance people.”

Getting the business model and the science of the project aligned was only part of the battle. BNE Energy juggled environmental regulations, bureaucracy and a temporary statewide ban on wind power. The result of public opposition to BNE Energy’s wind turbine proposal, the ban gave the Connecticut Siting Council (the state entity with legal jurisdiction over power installations) time to develop more defined regulations for the renewable energy. The ban was lifted in 2014. Even after gaining state approval, however, there were additional legal appeals.

“Being first is not always a good thing,” Greg says. “The last appeal failed in Connecticut Superior Court, so BNE Energy was finally able to erect the two 2.5-megawatt turbines. BNE now provides power for about 2,000 homes, Greg says — better output than the original projections. There’s room on those 80 acres for two more turbines, and he’s working on setting down 30 megawatts’ worth of wind power in another facility near Goshen, Conn.

“We follow best practices in the industry. Once they were built, the opposition dropped off and the true supportive majority came out. We actually have a tourism problem now, to the point where we had to put fences and cameras on the property.” Greg says.

Successful Together
Greg and his wife, Lezlye (’87, DB), are each other’s staunchest advocates. So when she decided to run for a seat in the Connecticut House of Representatives, it was natural that Greg would be her campaign manager. Lezlye, who also works as state director of Best Buddies Connecticut, says people pressed her to get into politics in 2006. She declined. They were beginning the adoption process. The Zupkus’s now have two daughters they adopted from China: Aizlyn, who is 16 years old, and Reagan, who is 9.

When Lezlye decided to run for office in 2012, her introductory material included a mention of her alma mater. It was a surprise asset for the Republican underdog. “It was amazing how many people came up excited about that. Even now people come up to me and say, ‘I can’t believe you’re a graduate of Embry-Riddle.’” Lezlye says.

Greg Zupkus built the wine cellar himself using wood from his grandfather’s home in Prospect, Conn. They renovated and expanded the 100-year-old home.

“We back deck and think of this picture I have of me as a 1-year-old boy, on a lawn mower in this backyard,” Greg says. 

He sees wind power as his legacy. “When I was a young boy, my father always said that you should provide for your family, but also that you should produce, you should make things. That was the engineer side of him. After all my years of corporate work, I wanted to be on that producing side,” Greg says. “The turbines that are installed today have a useful life of 25 years. It’s a beautiful thing. At my age, it’s nice to know that they’re going to be up there producing that clean energy well into the future.”

— Greg Zupkus

POWER COUPLE

Lezlye Zupkus (’87, DB), is in her third term as a Connecticut state representative for the 89th District (pictured opposite with family).

“After all my years of corporate work, I wanted to be on that producing side...[l]t’s nice to know that they’re going to be up there producing that clean energy well into the future.”

Greg Zupkus

The Zupkus family now lives in what used to be Greg’s grandfather’s home in Prospect, Conn. They renovated and expanded the 100-year-old home. Greg built the wine cellar himself using wood from the wind farm in Colebrook. “Sometimes I sit on the back deck and think of this picture I have of me as a 1-year-old boy, on a lawn mower in this backyard,” Greg says. 

He sees wind power as his legacy. “When I was a young boy, my father always said that you should provide for your family, but also that you should produce, you should make things. That was the engineer side of him. After all my years of corporate work, I wanted to be on that producing side,” Greg says. “The turbines that are installed today have a useful life of 25 years. It’s a beautiful thing. At my age, it’s nice to know that they’re going to be up there producing that clean energy well into the future.”

— Greg Zupkus

BY ALAN MARCOS PINTO CESAR

Clean Energy Pioneer

Greg Zupkus establishes the first for-profit wind power plant in Connecticut

ALUMNI IN ACTION

Power couple

Lezlye Zupkus (’87, DB), is in her third term as a Connecticut state representative for the 89th District (pictured opposite with family).
MESSAGE FROM THE ALUMNI ASSOCIATION

It’s Time to Look Up and Smile

It’s been 30 years since I graduated from Embry-Riddle (1987), and I realized the other day that I was still looking up. Isn’t that how we determine the Embry-Riddle graduates in a crowd, especially when a jet is passing overhead? But instead of gazing at an airplane in flight, I found myself looking up at cranes dotting the landscape. These cranes signal the next step in construction for the John Mica Engineering & Aerospace Innovation Complex (completed in March), the new student union building at the Daytona Beach Campus and the new STEM Education Center and Planetarium at the Prescott Campus.

These facilities aren’t the only things rising on our campuses: Enrollments are up, our students’ grade-point averages are up, and our faculty and staff complement is also growing. Great things are happening at your alma mater.

Making History

I’m proud that our alumni are active contributors to their professions and to their communities around the globe — and that they are equally active close to home. For example, the alumni brothers of the Delta Chi fraternity at Embry-Riddle’s Daytona Beach Campus are making history this year as the first fraternity to build a house on Embry-Riddle property (see Page 30). The project started in 2016 and will culminate with a celebration in October.

I also look up to all of you who helped make this a banner year of attendance and generosity at our growing number of alumni events. To the hundreds of you who donated to your favorite cause while registering for events: Thank you. Your support makes a difference.

As I reflect on the immense positive impact of Embry-Riddle, I look up in appreciation and praise for the many Eagles, like our dear friend John Olsen (see Page 29), who have recently passed away but their legacy of service lives on, making our world a better, safer place.

As we progress through 2017 and beyond, I encourage all Eagles to look up; strive to achieve new heights; reach out to your peers and mentors and thank them for their support and friendship. During your next visit to Embry-Riddle, be sure to look up and tour our new state-of-the-art facilities.

I also urge you to look up (like a true Eagle) online alumni.erau.edu/events the Embry-Riddle alumni gatherings in your area and find a way to attend one in the near future; return to campus for OctoberWest or Homecoming; and seek ways to help others fulfill their dreams at Embry-Riddle. To all of my fellow Eagles, thank you for always being the best that you can be ... I LOOK UP to all of you.

Respectfully and Forever an Eagle,

Bill Thompson (’87, PC)
Executive Director

Embry-Riddle’s Prescott Campus teamed up with the Aircraft Owners and Pilots Association (AOPA) to host a one-of-a-kind homecoming celebration. Highlights included the campus’ annual Wings Out West air demonstration, the 27th Alumni Golf Tournament, Embry-Riddle’s Industry/Career Expo, eagleNIGHT and AOPA’s largest 2016 Regional Fly-In, with more than 6,300 people attending and 565 aircraft.
Fab Five
Prescott Chancellor salutes alumni standouts

Remembering
John Olsen
(1923 - 2017)

Arizona rancher, former trustee helped establish the Prescott Campus

"Through my career at Embry-Riddle, John was always a present and vocal advocate for the university and supported the Prescott Campus through all the thick and thin of it. He was low-key in demeanor, yet very high-powered in influence and action."

— Prescott Campus Director of Library Services Sarah Thomas

"Two days later I was told I could stay. It seems John had put in a good word for me and convinced the dean and others that I was worth giving a second chance."

— Several years later, I found it ironic when Chancellor Frank Ayers afforded me the honor of serving on the board of visitors, and I reunited with John, who was already serving on the board."

— Before John passed away, I had the opportunity to thank him for all that he had done for me. He didn't say much, but after I had finished, I saw the smile that I had long remembered, and he commented that I needed to have done well with my second chance. "Godspeed John Olsen."

— Prescott Campus Board of Visitors Member Bill Cumis (’64, PC)

IN MEMORIAM
Help create a permanent memorial to John Olsen. Name a classroom in the Prescott Campus STEM Education Center in Olsen’s honor:
giving.erau.edu/olsen.

"John Olsen was one of those rare individuals who was outstanding in everything he was involved in and was passionate about each one of us. He was a family, his community, his business or flying."

— Prescott Campus Professor of Mathematics John Jenkins

"About a week after I arrived on campus nearly eight years ago, John stopped by the office and at age 86, he invited me to go fly with him. He passed on his collective wisdom about the university, campus, and the great people I would work with here and in town. And then with consummate skill and judgment, he showed me the proper way to land at Sedona!"

— Prescott Campus Dean of Students Larry K. Stephan

"John Olsen was one of those rare individuals who was outstanding in everything he was involved in and was passionate about each one of us. He was a family, his community, his business or flying."

— Prescott Campus Professor of Mathematics John Jenkins

A number of his friends and colleagues offered their remembrances of him:

"I met John Olsen in 1979. He gave of his time and his financial resources to help ensure the success of our campus. He understood the economic value it added to the Prescott campus and the huge, positive influence Embry-Riddle had on the lives of our students."

— Prescott Campus Dean of Students Larry K. Stephan

"When John gave you a smile with his eyes, along with his firm and weathered handshake, you knew that you were with a gentleman who valued faith, family, friendship, hard work, honesty and joy. He loved aviation and Embry-Riddle, and he cherished our students and alumni."

— Executive Director of Alumni Relations Bill Thompson (’77, PC)

"In August of 1978, I was the fourth student off the bus arriving at the new ERAU campus in Prescott, Ariz. A New York City street rat, it wasn't long before I got into trouble. Within three days, I was looking at being sent home. I don't exactly recall how, but John Olsen came into the picture, but I remember him listening to my story. There were no admonishments or judgments from him. When he left, I remember him telling me to take care with second chances.

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"I met John Olsen in 1979. He gave of his time and his financial resources to help ensure the success of our campus. He understood the economic value it added to the Prescott campus and the huge, positive influence Embry-Riddle had on the lives of our students."

— Prescott Campus Dean of Students Larry K. Stephan

"When John gave you a smile with his eyes, along with his firm and weathered handshake, you knew that you were with a gentleman who valued faith, family, friendship, hard work, honesty and joy. He loved aviation and Embry-Riddle, and he cherished our students and alumni."

— Executive Director of Alumni Relations Bill Thompson (’77, PC)

"In August of 1978, I was the fourth student off the bus arriving at the new ERAU campus in Prescott, Ariz. A New York City street rat, it wasn't long before I got into trouble. Within three days, I was looking at being sent home. I don't exactly recall how, but John Olsen came into the picture, but I remember him listening to my story. There were no admonishments or judgments from him. When he left, I remember him telling me to take care with second chances.

— Prescott Campus Board of Visitors Member Bill Cumis (’64, PC)

"Two days later I was told I could stay. It seems John had put in a good word for me and convinced the dean and others that I was worth giving a second chance."

— Several years later, I found it ironic when Chancellor Frank Ayers afforded me the honor of serving on the board of visitors, and I reunited with John, who was already serving on the board."

— Before John passed away, I had the opportunity to thank him for all that he had done for me. He didn't say much, but after I had finished, I saw the smile that I had long remembered, and he commented that I needed to have done well with my second chance. "Godspeed John Olsen."

— Prescott Campus Board of Visitors Member Bill Cumis (’64, PC)

IN MEMORIAM
Help create a permanent memorial to John Olsen. Name a classroom in the Prescott Campus STEM Education Center in Olsen’s honor:
giving.erau.edu/olsen.
Delta Chi Fraternity is the first to build on campus

** Tradition of Support **

Embry-Riddle’s Delta Chi Fraternity has awarded more than $130,000 in scholarships to its student members over the past 20 years through its endowed Nelli-Phelan Scholarship fund. Established in 1996, the fund is named for the late Greg Nelli (’70, DB), a faculty insti-ate and early adviser to the fraternity, and Pat Phelan (’72, WW), who has served the frater-nity continuously for the past 45 years.

Delta Chi’s dream to have a house on campus is finally coming true. As one of Embry-Riddle’s earliest Greek fraternities dating back to 1967, the project is 24 years in the making and is the first fraternity house to be located on Embry-Riddle property.

“It all started in August 1993 at a chapter retreat,” says Bill Tallman (’96, DB), a trustee for the Delta Chi Building Corporation. “That was the first time that our chapter decided to aggressively pursue a house on campus.”

The two-story, 8,340-square-foot Delta Chi Fraternity house will be located at the Daytona Beach Campus’ Chanute Complex at 1615 Woodcrest Drive. Construction will conclude in summer 2017, with up to 24 fraternity members occupying the house in August.

A grand opening is slated for Oct. 13, the fraternity’s founder’s day. The new house will be the fraternity’s fourth in its history at Embry- Riddle. Its three previous houses were all located on Ridgewood Avenue in Daytona Beach. The chap-tur vacated its last house on Ridgewood in 2004.

“We razed the house and sold the property in 2005,” Tallman says. “The proceeds from the sale, together with our savings, formed the nest egg that enabled us to springboard into a fundraising campaign that matched our aspirations for the new home.”

The campaign, aptly named First To Build, has raised more than $620,000 toward the $2.5 million project. As the landowner, the university contributed the site work for the project. The fraternity is leasing the property from Embry-Riddle for $1 per year for a 99-year term. Tallman credited the chapter’s tradition of strong fiscal management and the generosity of the brothers, as well as university leadership, namely Rodney Cruise, senior vice president for administration and planning, for helping to get the project off the ground.

** Greek Life Emboldens Student GPAs **

For Cruise, the Delta Chi House is an investment in students. “On campuses, effective Greek systems provide additional housing options, promote student engagement and can create lifelong friendships,” he says. “At Embry-Riddle, students involved in Greek Life have higher GPAs than the overall student body and a higher retention rate when compared with non-Greeks. We hope other fraternities and sororities consider the model we have created with Delta Chi to pursue their housing preferences.”

Tallman acknowledges it took persistence and hard work to make the house a reality. “At times it was like trying to start a fire with a waterlogged tree stump,” he says. “But if you use a blowtorch, it will dry out the wood to a point where it will eventually start to burn.”

One of the “blowtorches” for the project, Tallman says, was Ed Fusco (’73, DB), a co-chairman of the First To Build campaign. For Fusco, the challenge was made easier by the promise of making history. “Being the first fraternity to build a house is just setting a goal and achieving it — nothing feels better than that,” Fusco says.

Fusco and Tallman, who both lived in a Delta Chi house as students, agree that the experience of liv-ing with fraternity brothers is invaluable. “Most of my friends today are men that I lived with in that house,” Fusco says. “It builds lifelong bonds.”

Now with a house on campus, the fraternity will be even more aligned with the university. “It’s a com-mitment of ours to keep alumni involved for a lifetime. Delta Chi and Embry-Riddle are tied historically — it’s our goal through this house to permanently cement that connection,” Fusco says.

** Events on the Radar **

**CAREER CORNER**

Embry-Riddle offers educational opportunities for professionals and organizations in the aviation and aerospace industries. View upcoming seminars and certificate courses: careerervices.erau.edu.

**WEB EXCLUSIVE**

From Classmates to Soulmates


For the most up-to-date list of events, visit alumni.erau.edu/events.

**APRIL 3**

Lift, Off the Page: The Pilot Shortage

Daytona Beach, Fla., and Live Streamed

alumni.erau.edu/LiftTalks

**APRIL 8-9**

Sun ’n Fun Fly-In

Lakeland, Fla.

**APRIL 12**

Jacksonville Alumni Network Reception

Worldwide Campus in Jacksonville, Fla.

**APRIL 25**

Aviation Week MRO Americas

Orlando, Fla.

**MAY 6**

Prescott Campus Commencement

Prescott, Ariz.

**MAY 6**

Worldwide Campus Commencement

Daytona Beach, Fla.

**MAY 9**

Daytona Beach Campus Commencement

Daytona Beach, Fla.

**MAY 9**

Xponential at AUVSI Experience

Dallas, Texas

**MAY 13**

Worldwide Campus Commencement

Kadena Air Base, Yurika, Japan

**MAY 20**

European Worldwide Campus Commencement

Seelheim, Germany

**JUNE 2**

Worldwide Campus Commencement

Prescott, Ariz.

**JUNE 3**

Eagle’s Travel Abroad — Italy 2017

Tuscany, Italy

**JUNE 9-10**

San Diego Worldwide Campus Commencement & Career Fair

San Diego, Calif.

**JUNE 15-20**

Paris International Air Show

Paris, France

**JUNE 24-29**

EAA AirVenture

Oshkosh, Wis.

**SEPT. 4-9**

Worldwide Campus Commencement & Career Fair

Seattle, Wash.

**SEPT. 8-9**

Worldwide Campus Commencement

European Worldwide Campus

Ford Island (Oahu), Hawaii

**OCT. 5-7**

Embry-Riddle in honor of Valentine’s Day, on Feb. 14, Eagles everywhere submitted their Embry-Riddle love stories that turned into happy marriages. View their stories here: alumni.erau.edu/soulmates.
Col. Philip S. Rosso ('86, DB) retired after a 30-year career in the U.S. Army. Sir Richard E. Russell ('86, WW) is featured in an article published in Pilot Magazine. On May 20, 2016, at Scott Air Force Base, Ill., where he is staff officer at U.S. Transportation Command, his next post will be wing chief of safety at Charleston Air Force Base, S.C.

Anthony Pantele ('84, DB) completed the B787 Type Rating Instructor course in June 2016.

Darryl Prince ('93, '15, WW) was promoted to assistant manager of FlightSafety International’s Learning Center in Long Beach, Calif.

Retired Air Force Col. B. Alvin Drew ('96, WW) is a member of the Air Force Academy’s Board of Visitors, after having been appointed by President Barack Obama to the post. Drew serves as the Department of Defense Liaison at NASA, a position he has held since July 2016.

Eric Heinzner ('97, DB) joined Honeywell’s Flight Operations department as a flight test engineer. He has worked for the company since 1998 in engineering, quality and customer support. He and his wife, Kimberly Kelesa Heinzner ('95, DB), live with their three children in Phoenix, Ariz.

Retired U.S. Air Force Senior Master Sgt. Daniel Pignataro ('86, WW) retired in January 2016 after 42 years in the U.S. Air Force, serving 27 years. He also worked 20 years as a technical writer and editor for Bombardier Learjet, The Boeing Company and Northrop Grumman Corp.

Michael Foy ('78, DB) became president and chief operating officer of Simonsat Corp. in August 2016.

Andrew Kassowska ('00, WW) is chief information officer of Bhatti Airline's pan-African network of 17 countries.

NASA astronaut Col. Terry Virts ('97, WW) retired on Aug. 23, 2016, after more than 3,800 orbits of the Earth. After the course of his 16-year career at NASA, he piloted a space shuttle and commanded the International Space Station.

Jose Zautua ('97, WW) was upgraded to captain for the Emirates Airlines’ A380 flight on July 18, 2016.

Greg Bowles ('96, DB) was promoted to vice president of global innovation and policy at the Farnsworth Aviation Manufacturers Association.

Sarah A. Day ('92, DB) was promoted to assistant vice president, commercial loan officer at St. Mary’s Credit Union in Marlborough, Mass.

Retired U.S. Air Force Col. Eugene McBride ('92, WW) was hired as flight test director of Embry-Riddle’s Proctor Campus. Day is the director of the university’s Walker College of Business.

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Justin Drew ('06, WW) is district manager for the U.S. Bureau of Land Management's Biloxi, Miss., office. He manages 8.4 million acres of BLM-administered high desert throughout Northern Nevada.

Retired U.S. Army Chief Warrant Officer 3 Lori L. Hill ('16, WW) will be a featured speaker at the Distinguished Flying Cross (DFC) Society's biennial convention Sept. 24–28, in Dallas, Texas. The event theme is Heroic Women of the DFC-Hill is one of the few military women to be awarded the DFC for heroism (2006). She is also a Purple Heart recipient.

U.S. Navy Commander Paul Kaylor ('06, WW) commanding officer of the U.S. Arleigh Burke-class guided-missile destroyer. The U.S.S. Nitze is commanding officer of Paul Kaylor, U.S. Navy Commander of 2006. She is also a Purple Heart recipient.

2010s

William “Bill” Koperek ('11, WW) was appointed executive vice president of business development for the ComLink Group.

Carl Newman ('11, WW), who is CEO of the Jackson Municipal Airport Authority in Jackson, Miss., was appointed by President Barack Obama to the National Infrastructure Advisory Council. Newman is an aeroengineer.

Benjamin Breitberg ('12, DB) completed a master’s degree in systems engineering from the Naval Postgraduate School and was accepted into Class 152 at the U.S. Naval Test Pilot School.

Josh Ehrlich ('13, DB) received his master’s degree in systems engineering from the Naval Postgraduate School and was accepted into Class 152 at the U.S. Naval Test Pilot School. He is now an operations analyst for The Boeing Company in the South Carolina area.

Jason Sowell ('13, DB) was named to the CivilianJobs.com 2016 Top 40 under 40 Military list, as published in Military Times Xconomy.

Santiago Seiler ('95, DB) recently flew several trips together aboard a FedEx B767. Both were commissioned through Embry-Riddle’s Air Force ROTC Det. 157 in 1991.

Other

John Aljer ('73, DB) was elected National Chairman of the U.S. Naval Sea Cadet Corps (NSCC) at the Annual Meeting of Members of the Navy League of the United States held in Charleston, S.C., in June 2016. The NSCC is the youth program of the Navy League.

Mark Newpower ('13, DB) and Kristen Moneymaker were married on Dec. 31, 2015, in Beaver Dam, Wis. Newpower is pursuing his doctorate in medical physics at the University of Texas MD Anderson Cancer Center, Moneymaker works as a teaching consultant and high school lacrosse coach. The couple reside in Houston, Texas.

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2010s

Mike Brissine ('10, WW) was named the Student Doctor of Osteopathic Medicine of the Year at the Edward Via College of Osteopathic Medicine at Auburn, Ala.

Julian Catala ('00, WW) is an associate at Grossman, Roth and Partridge, trial lawyers in Sarasota, Fla.

Steven Hill ('10, WW) celebrated 30 years at The Boeing Company on Aug. 14, 2010. He performs logistics engineering in the KC-767 International tanker Program in Oklahoma City, Okla.

Ryan I. Carlson ('09, WW) was named to the CivilAviate.com 2010 Top 40 under 40 Military list, as published in Military Times Xconomy.

Michael Cecchino ('08, WW) was named to the CivilianJobs.com 2016 Top 40 under 40 Military list, as published in Military Times Xconomy.

Lorena de Rodriguez ('19, WW) founded Safety and Security Instruction Inc. to create programs for clients and collaborative relationships with a variety of aviation business partners.

Chris Bushing ('19, WW) won the T-6 Challenge at the 2016 Reno Air Races in his airplane, Baron’s Revenge.

Pilots Thierry P. Saint Loup ('19, DB) and Ross McCurdy competed in the 24-hour Endurance Challenge and won a national championship in 2013. Freeman was a member of the NAIA National Championship team in 2013 and won a national championship league in 2011. The couple reside in Virginia Beach.

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Gonzalo ‘Zalo’ Lopez-Garzon
JUNE 23, 2016

One of Embry-Riddle’s first international students, Gonzalo “Zalo” Lopez-Garzon (’43, MC), who is also believed to have been Embry-Riddle’s oldest living alumnus, died June 23, 2016, at age 101. Originally from Argentina, Lopez-Garzon attended Embry-Riddle’s Miami Campus as a recipient of the federally funded Inter-American Aviation Training Program scholarship. “Zalo was enrolled in Embry-Riddle during the most important years of our history. The training of international students during World War II took us from a little for-profit corporation into the university that we are today, and the people who built that foundation came from all over the world,” says Dean Emeritus Bob Rockett. Lopez-Garzon returned to Argentina after earning a diploma in instructor mechanics. He enjoyed a successful career there teaching aeronautical instrumentation. He later moved to Miami and started his own business in interior design. Read more about Lopez-Garzon.

Dawn Brooke Owens
JUNE 24, 2016

Dawn Brooke Owens (’02, PC) died June 22, 2016, of cancer at age 35. A resident of Houston, Texas, she was a pilot and space exploration policy expert who had worked for NASA, the Federal Aviation Administration and the White House Office of Management and Budget. “She was one of the smartest, most innovative and interesting people I have ever known,” says Owens’s friend, Lori Garver, in a blog published online in The Hill in 2016. Garver and several other friends of Owens established the Brooke Owens Fellowship Program, which is a paid internship and mentorship for women seeking careers in aviation or space exploration. The program is administered by The Future Space Leaders Foundation.

Gerard ‘Jerry’ T. Doyle
JULY 27, 2016

Pilot turned stockbroker, actor, politician and talk radio show host Gerard “Jerry” T. Doyle (’79, DB) hosted a “non-flight plan” kind of life by his own admission (Lift, spring 2009). He died July 27, 2016, at age 60. After graduating from Embry-Riddle with a degree in aeronautical sciences, Doyle became a jet salesman and a corporate pilot for Fairchild Jet in Massachusetts. By 1980, he was vice president of sales for Drexel Burnham in San Diego. In 1985, Doyle went to Hollywood and became an actor. He is best known for his starring role in the TV series Babylon 5. In 2001, Doyle made a Republican run for Congress in California. In that same year, the Jerry Doyle Show debuted on radio, where he eventually reached national prominence as the No. 6 political talk radio show host in America. In 2013, he created and was president of EpicTimes of Las Vegas, Nev. Doyle was featured on the cover of the spring 2009 issue of Lift.

In Memoriam

1950s

Eugene Coker (’69, WW) July 9, 2016

1990s

James Philip “Fibber” McKee (’58, MC) June 24, 2016

2000s

Vandoo D. Johnson (’00, MC, Non-degree) Sept. 3, 2016

2010s

Kuo O. Habermann (’79, DB) Sept. 23, 2016

Friends

Betty Jane Francie Aug. 29, 2016
Michael “Kall” Ryan (Former Embry-Riddle Board of Visitors member) Dec. 30, 2016

For obituaries and recent death notices: alumni.erau.edu/passings.

EAGLE AUTHORS

ON THE BOOKSHELF

Magna C. V. Bergman (’73, PC) authored a novel. Don Rising, a recent death notice. Story. In Los Angeles, but live in Phoenix. Rebecca Lima (’12, DB) has developed Max. The flight app and how frequent travelers enjoy their time at the airport. She and her app were featured in a recent Huffington Post story.

Lt. Trevor Tenlis (’13, DB), Lt. Kyle Matisek (’13, DB), and Lt. Abby Hall (’12, DB) met with cadets Alex Best, Steve Harding and Anthony Santoro at the first Dayton, Ohio, cadet Alumni Meet Up. Pictured, left to right, are Harding, Santoro, Tenlis, Matisek, Best and Hall. The cadets will commission in May 2017.

Erica McConnell (’16, DB) accepted the Professional Aviation Maintenance Association’s (PAMA) Houston Chapter scholarship award. The PAMA Houston Chapter created a scholarship for Aviation Maintenance Science (AMS) at Embry-Riddle. McConnell was the first recipient of the PAMA Houston Chapter AMS Scholarship in 2014-15 and her scholarship was renewed in 2015-16. McConnell is a flight avionics technician with General Atomics in Palmdale, Calif.


Brandon Wild (’17, PC, WW) and Gary Ulrich (’18, WW) co-authored Aviation Safety – The Basics. Published in November 2015, the textbook offers a detailed introduction into the current important issues affecting aviation safety. Wild and Ulrich are both faculty members in the aviation department at the University of North Dakota. The book is available as a free download: bookboon.com/en/aviation-safety-the-basics-ebook#Download.

Allan J. Williams (’17, WW) published his memoir, I Dance in the Sky – Flying and Other Stories, which includes his experiences flying for five years in the Alaskan bush and throughout the United States.

ARE YOU AN AUTHOR?


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ARE YOU AN AUTHOR?
Introducing ResearchER

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