Despite claims of ‘wolf crying,’ the aviation industry is facing a big numbers challenge.
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 that 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 continuing support. I have been honored to serve as your interim president. Now, I am excited about preparing our students for a broad range of career opportunities.

In this issue, we highlight our efforts to better understand and mitigate the pilot shortage and its impacts on the aviation industry. For the past several years, Embry-Riddle has organized working summits for the airlines and conducted research in the area of pilot supply and demand to help confront the shortage. On page 4, we host a lively Lift Off the discussion and in-depth examination of the pilot shortage issue. If you missed it, you can see a recording of the event at lift.erau.edu/videos-spring-2017.

Through Embry-Riddle’s new ResearchER magazine, which debuted in March, and related news on our website, we will keep you well-informed of our progress to achieve the next level of excellence, honoring our university and your legacy with us. Thank you for the good work that you do in your careers and communities. Please be sure to share your ideas with Dr. Butler, and join me in welcoming him to the university as we move forward together.

Sincerely yours,
Karen A. Holbrook, Ph.D.

INTERIM PRESIDENT
Welcome, Barry Butler!

Emory-Riddle names permanent president

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

“I am thrilled to be named Emory-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 Emory-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 Emory-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 100 percent endorsement from everyone involved in this search. All of the way through the short list to the final approval of the board of trustees, there was one name that consistently rose to the top. And that was Dr. Butler,” says Mori Hosseini (HonDoc ’13; ’78, ’79, ’82, DB), chairman of the Emory-Riddle Board of Trustees and chairman of the Presidential Search Committee.

Butler says he is particularly excited to join Emory-Riddle because of the university’s aviation focus. “It’s amazing for me to be part of an institution with such a history, with a group of people who have the same passion that I have — the passion for aeronautics,” says Butler, who earned 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 Hanns

Game Time

New games, animation degree to launch at Prescott Campus

To prepare students for high-demand technology careers, Emory-Riddle has launched a new Bachelor of Science degree in Simulation Science, Games and Animation.

This unique program — the only one in Arizona — combines computer science, aeronautics, mathematics, physics, professional fields, military science, security management and business for students interested in pursuing careers in virtual reality, animation simulation, computer-aided design systems, animation, computer games and more.

“We have built a compelling simulation program using the formidable strengths of our long-recognized engineering and animation expertise for a career path that is ripe with professional opportunity,” says Paul Hiriart, mathematics professor and chair of the new program at Emory-Riddle. "Graduates will have strong job prospects. Information technology is among the fastest-growing fields in the United States today." The U.S. Bureau of Labor Statistics reports the category most in demand nationally is software developers, with a 17 percent increase expected between 2014 and 2024.

— Jason Kadah
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 WITHROW, EDITOR

University of Miami/Embry-Riddle Business Pilot Course

The day after my discharge from the U.S. Air Force in August 1996, 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 courses.

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 we had 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 McMillan. Bill died in 2015.

I went on to work as a DC-3 copilot 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
Fal, 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 28 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 distasteful photo.

Doug S. Ahew ('94, CB)
B.S. Aeronautical Science

EDITOR’S 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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BY MOLLY MAE POTTER ('07, DB)

It all started out as a joke: An old friend of mine nicknamed me ‘Mr. Veteran America’ when he 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 her 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 pageants,’ 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 veterans from all areas of war and all military services to raise awareness in their communities about the growing demographic of homeless veterans — and 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 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 I became anorexic. Because of my status as a flight test engineer, I did not seek help for fear of losing the job — and I became anorexic. Because of my status as a flight test engineer, I did not seek help for fear of losing the job — and I became anorexic. Because of my status as a flight test engineer, I did not seek help for fear of losing the job.

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 2013 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 need. I once feared to seek.

Fighting the Good Fight

Former Air Force flight test engineer becomes voice for female veterans

BY MOLLY MAE POTTER ('07, DB)

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 help 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.

In 2013, I was diagnosed with PTSD and traumatic brain injury during my treatment. I was provided a service dog named Bella, who is trained to interrupt night terrors and provide comfort during panic attacks. Following months of mental health treatment, I was honorably discharged from the Air Force in November 2013 with Bella by my side. But the struggle continued. I had to find a job and a new identity. I eventually settled in Austin, Texas, working as an engineer for Dell Technologies, where I’m currently an engineering operations director. I also started helping other veterans who were struggling with post-deployment issues and coping with the transition back to civilian life.

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

BY ALAN MARCOS PINTO CESAR

A service held on Memorial Day each year in Arcadia, Fla., is especially significant for many early Embry-Riddle alumni and this Central Florida community. The service remembers the 23 British Royal Air Force (RAF) cadets who died during World War II at Embry-Riddle flight training facilities. But it’s also a reminder of a more patriotic era — and a time when nations came together to fight a common enemy.

The Arcadia Rotary Club has organized the event since 1994 at a special area of Oak Ridge Cemetery. The Union Jack flag flies here above grave stones for those cadets, as well as a stone for Embry-Riddle co-founder John Paul Riddle, who died in 1989. A portion of Riddle’s ashes are buried here to commemorate his deep affinity for the No.5 British Flying Training School (BFTS) he established and the man who gave their lives to the war effort.

“Our 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 Corps (later the U.S. Army Air Forces) and the RAF at Carlstrom Field in Arcadia. As of September 1941, the training of RAF cadets moved to a British officer at 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 improv ised 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.

No.5 BFTS

A living history of the struggle and sacrifice of many British pilots who died defending the British Empire against the German Luftwaffe during World War II.

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-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

Erlichman’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 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 conceded 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 from
With Erin Mann.
Campus, tours the flight line
flight instructor at the Prescott
Right: Hannah Rooney, right, a
Abbie Pasmore, foreground.
along with flight instructor
Cessna 172 training aircraft
ascent in the Embry-Riddle
Emma Grimes practices an
learning process. Here, student
invaluable component of the
Above: In-flight training is an
all students are doing their flight planning on comput-
into any industry position.
training aircraft, which help students easily transition
university’s state-of-the-art equipment and its fleet of
the solid preparation students receive in part to the
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Jerry Kidrick, chairman of the flight training depart-

The Embry-Riddle Way

Jerry Kidrick, chairman of the flight training depart-
ment 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 comput-
ers, 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.

Practice Like an Airline

Ryan Albrecht ('02, DB, '03, WVR), 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.

Rob Schwend ('03, PC) says the emphasis on
functioning like an airline at Embry-Riddle was perfect
preparation. Schwend 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, Schwend
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 gradu-
ate 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.”

Accreditation
Makes a Difference

Graduates of AABI programs like
Embry-Riddle are top performers
Pilots who complete an aviation degree and
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The study, which examined the training records of
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professor Guy M. Smith and University of North
Dakota professor Elizabeth Björk.

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.

Pilots who complete nonqualified programs
must have 1,500 hours of flight time,
compared to 500 hours for those who complete
AABI-accredited programs.

Embry-Riddle graduates are top performers
in the industry, as the Pilot Source Study shows.

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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 current 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 $80,000 with signing bonuses at select air carriers. Justin Ingersoll (‘18, 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, D8), executive director of enrollment and campus operations 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, D8), 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 regionals 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 Merkt, 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
Just note what the difference is between Part 135 and Part 121? We’ve created a glossary game. I think it’s a quality game.”

A COUNTER VIEW
“Depending upon who you talk to, there is no pilot shortage,” says Tim Brady, interim chancellor at Embry-Riddle’s Daytona Beach Campus and former dean of the College of Aviation.

The General Aviation Manufacturers Association’s 2016 General Aviation Statistical Databook reports there are 141,991 active pilots under age 65 with Airline Transport Pilot (ATP) certificates. Meanwhile, The Boeing Company’s 2016 Pilot and Technician Outlook predicts 112,000 new pilots will be needed overall for North America over the next 20 years.

The Air Line Pilots Association (ALPA), International, 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 papers, We Keep America Flying, “more than 76,000 [pilot] certificates have been issued since July 2013. This rate of issuance continues to exceed the most optimistic pilot forecast.” Furthermore: ALPA maintains that small community, air service challenges are due to economics, not to pilot supply.

But 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.”
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 Sivyllis ('12, DB), a first officer at United Airlines and a longtime liaison of the Air Line 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.

Stolzer 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 Database report there are 17,971 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 1,900 aircraft, two-thirds of today’s regional airline fleet, being parished, says Jennifer Sunderman ('05, DB) of the Regional Airline Association.

The military, which traditionally served as a source of skilled labor for the commercial airlines, is also producing fewer pilots. The 2014 GAD 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 ('88, WW), 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 ('96, DB), 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 Stolzer. 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] locomotive heading in our direction," says Tim Brady, interim chancellor at the Daytona Beach Campus and former dean of the College of Aviation.
“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 Stolzer.

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 airlines could also finance pilot training through scholarships and loans tied to employment contracts. “I believe airlines will need to explore options to either subsidize or completely pay for pilot training,” Ingersoll says.

Airline programs, where an airline trains 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 alphabet. Like SeaPort, he says, without 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 career won’t. “They’re doing,” Brady adds. “I think that’s a cheaper option for them than to start training programs all themselves.”

The Boeing Company’s 2016 Pilot and Technician Outlook projects a need for 180,000 more aviation maintenance technicians than pilots. The RegionalJet Company’s 2016 Pilot and Technician Outlook projects a need for 132,000 pilots for North America and 617,000 worldwide. Compare this to need projections for 122,000 pilots for North America and 617,000 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 ’80s 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 as a mechanic used to have a lot of clout, but I’m not sure the new generation has the same sentiment.”

Mark Kuralt (’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 per 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 airframe and powerplant certificates, 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 $100,000 plus annually.

While headlines scream “Pilot Shortage,” the aviation industry actually needs more maintenance technicians than pilots: The Boeing Co.’s 2016 Pilot and Technician Outlook projects a need for 180,000 more aviation maintenance technicians than pilots. The US Air Force’s 2016 Pilot and Technician Outlook projects a need for 132,000 pilots for North America and 617,000 worldwide. Compare this to need projections for 122,000 pilots for North America and 617,000 worldwide in the same time frame.

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s 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. Every thing 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. I’m working with the National Hot Rod Association’s (NHRA) Youth and Education office to promote the Great American Dragster Derby (GADO) to students and teachers across the country. The inaugural GADO was held on Nov. 8, 2016, at the Pomona Drag Strip in California. The competition challenges students to work in teams building and testing their racers, raising sponsors, promoting their vehicles and then competing.

EDITOR’S 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.

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 FunShuttle. FunShuttles go up like a rocket, then glide like a bird, similar to the space shuttle.

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.

Embry-Riddle alumnus Luc Bausch shows off his instructional toys. An up-close of Bausch’s model drag racing cars at the inaugural Great American Dragster Derby held Nov. 8, 2016.
For 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.

“Aerospace physiology looks at the body in response to air and space flight. If we are going to be leaders in aerospace, this is absolutely a component.”

— KAREN GAINES, DEAN OF THE COLLEGE OF ARTS AND SCIENCES, DAYTONA BEACH CAMPUS

“Our physical sciences department has offered premier coursework and has brought in large grants leading to groundbreaking research. Supporting biology and chemistry brings a balance of the sciences to Embry-Riddle,” she adds. “The aerospace physiology program will be the pathway for pre-health majors and open doors for students who want to enter the armed forces, the private sector or pursue careers in research.”

The aerospace physiology program is slated to launch in fall 2017 with the endowed chair giving Gaines resources to start the program and attract top faculty in the field. “Aerospace physiology looks at the body in response to air and space flight,” Gaines says. “If we are going to be leaders in aerospace, this is absolutely a component. Helen is jump-starting this program.”

As part of the program, Embry-Riddle is already looking to establish matriculation partnerships with chiropractic, physical therapy and pharmacy schools. Gaines says she plans to partner with Florida Hospital on a clinical rotation course and an instrumentation course.

The new program will also greatly expand the university’s opportunities for research and development funding, including potential partnerships with Kennedy Space Center, NASA and others.

Wessel says she is excited to have the chance to make a significant impact on advancing science education at Embry-Riddle and encouraging more women to enroll at the university. Her husband, Bob, who died in 1996, was vice provost for graduate education at the University of Cincinnati and an economics professor. He earned his master’s degree in aviation management from Embry-Riddle’s Worldwide Campus, he sent his sister, Marcia 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.

The Art and Science of Aviation

Helen Wessel funds chair to establish new aerospace physiology program

BY MELANIE STAWICKI AZAM

When Bob McIvor died in September 2003, his flying life was passed to his son. But the flight was not yet over. Tim McIvor didn’t want to lose the passion his dad imparted on him, so he bought his dad’s plane and continued to learn to fly.

As a member of the board of visitors, Tonia Fortner provides advice, counsel and support to leadership, “The 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.

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A FAMILY LEGACY

Tonia Fortner creates Prescott STEM Scholarship for Women

BY MELANIE STAWICKI AZAM

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 mathematics) Education Center opening in 2017.

In 2004, Fortner witnessed her daughter, Marquita Fortner Pfannenstiel (’04, PC), cross the stage to accept her Embry-Riddle diploma, becoming the first Legacy Graduate (child of an alumnus) at the Prescott Campus. Pfannenstiel 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 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.”
Greg Zupkus, his wife, Lezlye, and daughters Aizlyn and Reagan, at the wind farm they own in Colebrook, Conn.
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 whose 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
Fab Five
Prescott Chancellor
salutes alumni standouts

John Olsen (1923 - 2017)
Arizona rancher, former trustee
helped establish the Prescott Campus

Remembering
John Olsen
(1923 - 2017)

E mpty-Riddle lost one of those rare individuals who was outstanding in everything he was involved in and was passionate about each one of his family, his community, his business or flying. “John Olsen was one of those rare individuals who was outstanding in everything he was involved in and was passionate about each one of his family, his community, his business or flying.” — Prescott Campus Professor of Mathematics John Jenkins

“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. “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.” — Executive Director of Alumni Relations Bill Thompson (’75, PC)

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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 lost a treasured and long-time friend when John Olsen (H ’16), a former Embry-Riddle Trustee, an honorary alumnus and a current member of the Prescott Campus Board of Visitors, died March 19.

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

“Tmet 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 College and the huge, positive influence Embry-Riddle had on the lives of our students.” — Prescott Campus Dean of Students Larry K. Stephan

“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 Chancellor Frank Ayers

“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 (’75, PC)

“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

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Coming Home

Delta Chi Fraternity is the first to build on campus

BY SARA WITHROW

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’ Chunute 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 chapter 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 acknowledged the project’s 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 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 living 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 commitment of ours to keep alumni involved for a lifetime. Delta Chi and Embry-Riddle are tied inextricably — it’s a connection, “Fusco says.

Tradition of Support

Emory-Riddle’s Delta Chi Fraternity has awarded more than $100,000 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- utable and early adviser to the fraternity, and Pat Phelan (’72, W), who has served the fraternity continuously for the past 45 years.

Make plans to visit this fall

OctoberWest Alumni Weekend and Wings Out West Air Show

PREScott, ARIz. OCT. 5–7, 2017

Alumni Homecoming Weekend

DAYtona Beach, FLA. OCT. 12–14, 2017

To register and for up-to-date information: alumni.erau.edu/homecoming

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

WEB EXCLUSIVE

From Classmates to Soulmates

Love is “in the air” at 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.

IT’S TIME TO COME HOME

James Herl ('97, DB) is a senior vice president of Eastern U.S. and Canadian sales at Dassault Aviation. Robert Glasscock ('89, DB; '10, WW) was named a program administrator within the Gulfstream Aerospace Corporation’s Organizational Designation Authorization office.

Col. John P. Lamoureux ('88, DB) was inducted into the Army ROTC Hall of Fame. He served as an Embry-Riddle’s Army ROTC commissioning officer at the Daytona Beach Campus until December 2015. He is currently the chief of staff of the Central Regional Health Command at Fort Sam Houston, Texas.

Luis Mejica ('10, DB) is a principal at Brooks Kushman, an intellectual property law firm located in the greater Washington, D.C., area.

Michelle Day ('91, PC) is a 767 captain with FedEx based in Hong Kong. She and her husband of 25 years, Jeff Parker, who is retired from the FAA, have moved to Hong Kong with their black lab mix, Booker. Previously Lamoureux was based in Anchorage, Alaska, and was a captain on the MD-11.

Air Force Col. Scott C. Zipppwald ('91, PC) is commander of the 516th Air Mobility Operations Wing at Joint Base Pearl Harbor-Hickam, Hawaii.

Vicente Gonzalez Jr. ('92, WW) was sworn into Congress on Jan. 3, 2017, as a member of the U.S. House of Representatives (D-Tex., Dist. 19).

David Gail Smith ('92, DB; '18, WW) is a Dallas artist and former pilot, who was commissioned by Airbus Helicopters to paint the Spirit Airbus Helicopters to paint the UH-72A Lakota helicopter and the Spirit of the UH-72A Lakota helicopter and the Spirit.

Grant Perkin ('97, DB) is captain on the Airbus A320 for Emirates Airlines. He and his family have lived in Dubai, United Arab Emirates, for 10 years. He previously flew the A330/A340/A345. Before Emirates Airlines, he flew the DC-9 for Northwest Airlines.

Anthony Panite ('94, DB) completed the 8785 Type Rating Instructor course in June 2016.

Darryl Prince ('95, '15, WW) was promoted to assistant manager of FlightSafety International’s Training 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 ('95, DB) joined Honeywell’s Flight Operations depart- ment as a flight test engineer. He has worked for the company since 1988 in engineering, quality and customer support. He and his wife, Kimberly Noelka Heinzner ('95, DB), live with their three children in Phoenix, Arizona.

Retired U.S. Air Force Senior Master Sgt. Daniel Pignataro ('86, WW) retired in January 2016 after 42 years in the aerospace/defense industry. He began his aircraft main- tenance career 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 ('97, DB) became president and chief operating officer of Syntomatic Corp. in August 2016.

Andrew Kawasaki ('92, WW) is chief information officer of Bhatti Airline’s Pan-Africa network of 17 countries.

Katherine “Katie” Brown ('93, PC) is chief pilot at PanAir Aviation. She has been with PanAir since 2013 and lives in Anchorage, Alaska.

Shawn R. Broshears ('94, DB), a doctoral candidate at Western Michigan University, earned a NASA Earth and Space Science Fellowship.
Josh Ehrlich ’06, WW is district manager for the U.S. Bureau of Land Management’s Billings, Montana District 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 ’06, WW will be a featured speaker at the Distinction a Flying Cross (DFC) Society’s biennial convention Sept. 28-29, 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 Ketelaar ’06, WW is commanding officer of the USS Mike M. She is a company-grade officer and an auxiliary military aviator during a special July 22, 2016, ceremony. Ketelaar was the only woman to graduate in her class.

Family News

2000s

Rob Keizer ’16, DB took his daughter Madelyn, 4, to the 2016 EAA AirVenture in Oshkosh, Wis., where she showed her father pride. Keizer is assistant vice president at XL Catlin as a civil liability underwriter.

Joshua Booth ’07, DB and his wife, Shawn, celebrated the birth of their first child, William Josiah, on Oct. 7, 2016, in Tampa, Fla. Joshua is a systems engineer for GE Aviation.

2010s

Marcia Hayes ’08, ’11, WW mar- ried Laura Butler on Sept. 10, 2016, in Hanover, Greater Jamaica, Haiti. She is an alumnus leader for the Embry-Riddle Dallas Aeronautical University. Justin Grummer ’11, DB and his wife, Courtney, celebrated the birth of their first child, Amelia Rose, on Nov. 9, 2016, in Grapevine, Texas. Grummer is a first officer based at Dallas–Fort Worth International Airport for ExpressJet Airlines.

Branches

2000s

Audrianna L. Llinas ’13, DB earned her wings to become a naval aviator during a special July 22, 2016, ceremony. Llinas was the only woman to graduate in her class.

2010s

Shawn Stokes ’95, ’97, DB mar- ried Kate Markus on Sept. 19, 2015, in Fairbanks, Va. Shawn is a program director for the International Association of Fire Chiefs and fire chief of the Drum Living Volunteer Fire Department and Kate works as an analyst. They reside in Fairfax, Va. Pictured, left to right: Jessica Ross ’10, DB, Dwanye Pittman ’96, DB, ’03, WW and his wife, Amy; Gisael Sawyer ’97, DB; James Sawyer ’95, DB; Kate and Shannon Skaeth; Marcus Bell ’13, WW and his girlfriend, Kala; and Tara Cianci ’95, DB, ’06, WW.

People who will live on a simulated Mars environment and perform test and verification of the Orion Exploration Analog and Simulation. Klah Erick ’13, WW is the director of Flight Support Services at Honeywell Aerospace.

2013

Keinaon Hatch ’13, PC and Marissa Golems ’14, PC were married on Oct. 8, 2016, in Tazewell, Wash. They reside in Decatur, Ga.

Mark Newpower ’13, DB and Monita Monson 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. Monson works as a leasing consultant and high school lacrosse coach. The couple reside in Houston, Texas.

Other

John Aljer ’73, DB was elected National Chairman of the U.S. Naval Civil Air Guard CPO’s (NCAC) at the Annual Meeting of Members of the Navy League of the United States held in Charleston, S.C., in June 2016. The NCAC is the youth programs of the Navy League.

Lorena de Rodriguez ’18, WW founded Safety and Security Instruction Inc. to create programs for clients and collaborative relationships with a variety of aviation business partners.

Chris Bushing ’99, WW won the T-6 class at the 2016 Reno Air Races in his airplane, Boner’s Revenge.

Pilots Thierry P. Saint-Loup ’19, DB and Ross McCurdy completed a flight from Essex County airport in New Jersey to establish the first Atlantic Efficiency World Record in the C-1-c class as sanctioned by the National Aeronautical and the Fédération Aéronautique Internationale. Saint-Loup is an executive at SMA Engines (Safran Group) in Toulouse.

James Sowell ’89, DB was recently appointed an American Institute of Aeronautics and Aerospace Science Colocation Technical Committee STEM subcommittee chair, a NASA CDR’s Fire Research and Planetary Society East Florida outreach coordinator. He was also elected ex officio board secretary of the Florida Space Development Council.
LT. TREVER TONLI (13, DB), LT. KYLE MATISSEK (13, DB), AND LT. ABBY HALL (12, DB) met with cadets Alex Best, Steve Harding and Anthony Santoro at the first Dayton, Ohio-area Cadet Alumni Meet Up. Pictured, left to right, are Harding, Santoro, Tonnli, Matisseck, Rest 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 Technology students. Allison McConnell was the first recipient of the PAMA Houston Chapter Scholarship in 2014-15 and her scholarship was renewed in 2015-16. McConnell is a self-assessment 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.

GERARD ‘JERRY’ T. DOYLE JULY 27, 2016

Pilot turned stockbroker, actor, politician and talk radio show host Gerard ‘Jerry’ T. Doyle (’79, DB) is a “no-flight plan” kind of guy 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 studies, Doyle became a jet salesman and a corporate pilot for Falcon Jet in Tebaron, N.J. By 1980, he was vice president of sales for Drexel Burnham in San Diego, Calif. In 1989, 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 host in America. In 2013, he created and was president of EpixTimes of Las Vegas, Nev. Doyle was featured on the cover of the spring 2009 issue of Lift.

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 alumna, 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. “She 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 instruction 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: lift-erau.edu/latin-american-american

ELAINE BOWMAN (’50, WW) died June 24, 2016, at age 86. Bowman was a former flight attendant for Pan American Airways (PAA), working for the airline from 1950 to 1961. She retired from PAA in 1961 and moved to Palm Springs, Calif. She died at her family home in Palm Springs on June 24, 2016. …

BRAD BRANDENBURG (’54, MC) died June 25, 2016, at age 85. Brandenburger was born in Altoona, Iowa, on March 14, 1931. He enlisted in the Air Force in 1950 and was honorably discharged in 1954. …

Dawn Brooke Owens JUNE 24, 2016

Dawn Brooke Owens (’12, PC) died June 24, 2016, of cancer at age 36. A resident of Houston, Texas, she was a pilot and space 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 post online in The HW in 2016. Garver and several other friends of Owens established the Brooke Owens Fellowship Program, which is a paid internship and mentorship for undergraduate women seeking careers in aviation or space exploration. The program is administered by The Future Space Leaders Foundation.

In Memoriam

1950s

Samuel Eugene Poulo Jr. (’54, MC) Dec. 6, 2015
Eugene Coker (’59, WW) July 2, 2016
James Phillip “Fibber” McKee (’58, MC) June 24, 2016

2000s

Vandana D. Johnson (’00, WW, Non-degree) Sept. 3, 2016
Kino O. Habermann (’79, DB) Sept. 23, 2016

1970s

Michael “Kell” Ryan (’72, PC) May 13, 2016
Wayne W. Householder (’71, WW) Sept. 19, 2016
Teck. Sgt. Sunny (Silar) Podobensky (’74, WW) July 10, 2016
Andrea W. Wiedenmann (’09, PC) July 29, 2016

1980s

Chief Warrant Office 4 Richard Earl Dickson (’80, WW) Nov. 30, 2016
Betty Jean France Aug. 26, 2016
Anna Christine “Chris” Gehrmann (’84, ’86, WW) May 19, 2016
Michael “Kail” Ryan (Former Embry-Riddle Board of Visitors member) Dec. 30, 2016

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