EYES ON
THE SKY

How Dennis Jones
became the NTSB’s
first African-American
managing director

PAGE 10
As we enrich student experience with 2018 graduates now soar with a kettle of feathers, student success; expand globally; and graduates become more sought after and respected. The shape and spread of an eagle’s wing is more respected.

Our Values: We embrace collaboration and teamwork, ethical and responsible behavior, and a culture of research and discovery that mirrors the professions we serve.

Our Mission: We teach the science, practice and business necessary to prepare students for productive careers in aviation, aerospace and other technologically driven industries.

Our Vision: We will be a global source for innovation and excellence in aerospace education and research. As alumni, you continue to inspire us by how high you fly.

Sincerely,

P Barry Butler, Ph.D.
President
Embry-Riddle Aeronautical University

Bald eagles have about 7,000 feathers in layers that channel airflow and insulate them. The shape and spread of an eagle’s primary feathers control lift and direction in flight. Tail feathers stabilize movement.

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documents have come to light that confirm President John F. Kennedy learned to fly at an Embry-Riddle seaplane base in Miami during World War II. The training took place over 10 days in May 1944. The findings, verified by Embry-Riddle Archivist Kevin Montgomery, have been corroborated by presidential historian Douglas Brinkley.

"JFK was staying in Palm Beach at his father's home during the same weeks shown in his logbook," says Brinkley, co-author of JFK: A Vision for America, which was published in 2017. "He had a love of aviation and coastal areas, so it all makes sense. I would call it a fact that JFK trained to fly with Embry-Riddle in Miami.

**Mining History for Clues**

Knowledge of Kennedy's flight training at Embry-Riddle in Miami started with a personal anecdote. In 2004, Dean Emeritus Bob Rockett, then dean of the university's Heritage Project, spoke with Helen Hassley (42), who had been a flight instructor at the seaplane base in the 1940s. "She told me about the day Kennedy appeared at the base in Miami for flight lessons," Rockett says.

Hassley's recollection was unsubstantiated until 2016, when images of a flight log signed by Kennedy were found on a website for the Shapell Manuscript Foundation. Based in Israel, the foundation researches and collects original manuscripts and historical documents, including those of American presidents.

"The flights recorded in the log took place in Miami, in Piper Cub seaplanes, the same type of aircraft used at the seaplane base," Montgomery says. But without a record of the seaplane base's fleet (with tail numbers), the training site was inconclusive.

**Social Media Connection**

A chance Facebook message in spring 2017 to the Embry-Riddle Alumni group from Bambi Miller at the Piper Pilot Shop in Vero Beach, Florida, led to the final puzzle piece. "Bambi had a customer who had told her she had trained at our seaplane base," says Alan Cesar, an employee at Embry-Riddle and a writer for Lift.

Cesar and Montgomery subsequently met with 96-year-old Corrine Smith, who learned to fly at the seaplane base in the 1940s and worked there, first as a secretary and later as a flight instructor and head of the flight simulation department. A story about Smith was published in the fall 2017 edition of Lift.

Earlier this year, Smith gifted a copy of her flight log from May 1944 to the Embry-Riddle archives.

"Two of the tail numbers recorded in Corrine's logbook matched those in Kennedy's flight log, and in one instance, she flew the same aircraft on the same day as JFK," Montgomery says. "With this new evidence, the legend was finally confirmed." — James Riddle

**FYI**

Tuition & Fees

The 2018-2019 academic year tuition and fees are as follows for Florida residents:

- Undergraduate: $25,893
- Graduate: $29,703
- Professional: $29,661

**New Faces at the Top**

University fills four key leadership positions

Emory-Riddle recently welcomed Sally Mason, Ph.D., as the newest member to its Board of Trustees, and three new executives to its senior administrative team.

Named to the Embry-Riddle Board in March, Mason served as the 20th president of the University of Iowa (UI) from 2007 to 2015. A president emerita of UI, Mason retired in 2016 as a tenured faculty member of the UI biotechnology department. While there, she oversaw a historic era of campus transformation.

"Dr. Mason is a visionary leader with deep knowledge of higher education challenges and an exemplary track record for making good things happen," says Embry-Riddle Board Chair Mori Hosseini (HindDoc '13, '78, '79, '82).

**Senior Leadership**

Three new executives also recently joined the university. Lon D. Moeller is now senior vice president for academic affairs and provost; Marc Archambault is senior vice president of philanthropy and alumni engagement; and Anne Broderick Botten is vice president of marketing and communications.

Read more about Embry-Riddle's senior leadership at lift.erau.edu/new-faces.

— Ginger Pinholster

**Fulfilling Pilot Demand in Asia**

International partnership provides flight training to Asia Campus students

As the Asia-Pacific region faces an estimated need for more than 250,000 new pilots over the next 20 years, Embry-Riddle has teamed with Singapore Airlines to provide a one-of-a-kind, joint-campus, two-continent degree program.

The new flight minor, which launched in June, provides flight training to Embry-Riddle Alumni Campus students and establishes a pathway to potential commercial pilot jobs at Singapore Airlines. Students will fulfill academic requirements for a B.S. in Aeronautics at the Asia Campus in Singapore, and then spend their final year at Embry-Riddle's campus in Daytona Beach, Florida, as part of an accelerated flight training program.

Open completion of flight training and possession of a commercial pilot certificate with instrument and multi-engine ratings, the students will return to Singapore to complete the Civil Aviation Authority of Singapore licensing requirements and to interview for potential employment with Singapore Airlines. — Melanie Fanns
Feedback

We asked and you responded. Thank you, to all who completed the recent Lift Readership Survey online. You told us you prefer to read Lift in print (57 percent); you’re interested/very interested in reading about science, technology and engineering (78 percent); and you’re least interested in religion or faith-based issues (39 percent). You also said that Lift helps strengthen your personal connection to Embry-Riddle (81 percent). We think that’s a good thing. View a summary of the survey results at lift.erau.edu/2018survey, and let us know what you think. liftmag@erau.edu

Re: The Aviator Ant (spring 2018)

‘McBlimp! McBlimp!’ My favorite Klyde Morris strip was back in 1988, when I was a Daytona Beach Campus student and Riddle was somewhat of a monstrosity (male-female ratio of about 20 to 1). They had Miss USA or another beauty queen do an appearance back in 1986, when I was a Daytona Beach Campus student and Riddle was Klyde Morris’ ‘McBlimp! McBlimp!’

Kudos to the Golden Eagles Congrats to Prescott’s Golden Eagles (Page 2, fall 2017). They have represented ERAU with excellence and portrayed our great school as an educational institution dedicated to continuous individual and team development, commanding performance and leadership.

Re: Pilot Shortage (spring 2017) and related Feedback (fall 2017)

Skilled Pilots Don’t Want ‘Peasants’ The airline industry is behind and close-minded in their “candidate process.” I am a retired USAF instructor pilot and evaluator. When I retired from the USAF, the shortage had not hit the major airlines yet and was only a forecast. At that time NO ONE as a T6 instructor pilot was given a job by a major airline, regardless of their jet time from a major weapon system. I took a T-1 sim instructor job with the assumption that I would get hired. After two years and no motion, I took a job as an instructor at Boeing. Now there are several, newly retired, or just out active-duty pilots who teach sims while looking for better jobs. One can do the job, explain the how and why, and the rules daily, but to the airlines, it is not multi-engine and 100 hours in the past year, it does not count.

So why would I leave my job, pay and benefits, and attempt to support my family on a regional salary, with the hope of getting to start over at a major airline? When I retired from the AF, that would have meant a pay cut of two-thirds of my military pay. There is a pool of qualified pilots. There is not a pool of qualified pilots willing to force their family to live on peanuts.

The airlines have bailed out of the same formula that worked for them when there was an abundance of pilots. I see they have made no changes to their model. What does your business school teach about a business that does not make changes or explore other options when they are faced with a crisis?

Donovan ‘Scott’ Dunn (’76)
Master of Aeronautical Science

Re: In Memoriam (spring 2018)

Editor’s Clarification In Memoriam (Page 31, spring 2018) incorrectly identified the late James A. Henderson (’77) as the first chief pilot for the Daytona Beach Campus. According to flight department records, Faculty Emeritus A.C. Tacker pictured, left, who is retired and lives in Central Florida, was the campus’s first chief pilot.

Editor’s Note: Excerpted from a speech delivered at the 40th anniversary reunion of the Golden Eagles Flight Team, held Feb. 22, 2018. Overley earned a B.S. in Aeronautical Science from Embry-Riddle’s Prescott Campus and was the first president of the Golden Eagles Flight Team (1979-’81). Today, he is a senior captain on the Palmes 400/800 East and Osama Citation Sovereign, at Chatsworth Corporation in Cincinnati, Ohio. Read more of Overley’s story at lift.erau.edu/long-gold-line

‘The Long Gold Line’ Challenge, survival and success define the flight team’s story

By Mark Overley (’81)

In high school, I was the kid who kept to myself. Being on a flight team or helping start and run one wasn’t part of who the “high school me” was. But the Prescott Campus was a magical place. We were all new students, with no upperclassman to pick us up. I knew this was a new start for me and a time to take on new challenges.

During the fall of 1978, then Dean of Students Dan Reece attempted to start a flight team. Dan was retired Air Force and had a lot of experience with the National Intercollegiate Flying Association (NIFA). When Dan asked me to help run it, I was a bit intimidated, but I said, “Yes.”

Soon we learned that the university wasn’t going to support us financially even with airplanes. We were considered to be “unprofessional” and “weekend warriors.” Those were then President Jack Hunt’s words. That left us with two choices: figure it out or fold. You know the choice we made.

We had many conversations about money and how we were going to get it. We sold donuts at the flight line, held wash sales and cut Wood. We held the first dance on campus and had the alumni ask for donations. We sold small things and had a lot of money left after that. We found an old billboard on campus with many mirrors missing. Our solution was to break mirrors that we found around campus and glue the broken bits of glass to the billboard. The billboard hung proudly from the ceiling at all of our dances.

Adding to our challenges, on March 15, 1979, all of the flight instructors walked off the job, and Dan Reece, our founding adviser, left the university. It was a very uncertain time. Wayne Baker, who was in charge of safety at the university, stepped up to be our adviser, and he helped us get to the regions in Deer Valley that year.

For that first competition we used rented airplanes. We expected to camp at a KOA, but when we discovered it was paved and wasn’t set up for tents, we elected to stay at a Best Western. We were competitive and came in a few places with hope well that we did our task. Our success motivated us to work harder.

The next season, 1979-80 and 1980-81, Ben Beagle came on board as our faculty adviser, another pivotal moment in our history. Ben’s calm nature, even temper and wisdom guided us then and future teams for about 10 years.

One new development was the university allowed us to use the Grummans T-2s. which looked great sitting on the ramp at regionals. It was our first step toward support from the university, and we were looking for a way to place flying for nationals. In our third regions, spring of 1981, we tried for third but lost the shootout. I graduated in December 1981, but the team has continued to achieve, as I hoped and knew in my heart that it would. Always imagined the university would properly support the team. It has since 1987-88, and it has allowed the team to operate independently.

As of May 2018, the Golden Eagles have won 34 regional titles (31 consecutive) and 12 national championships.

Disclaimer that how we started 40 years ago began the long Gold line that connects us today. That the struggles and challenges we faced made us better—and were maybe even necessary. They gave us a common cause of success and success.

This thread of motivation and dedication—and maybe a little distance— had been passed from team to team. The team today has the responsibility to future teams to pass on this spirit as only it can. Your legacy will be written by the teams that come after you are gone, because of what you passed on. Forever a Golden Eagle.

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
When Embry-Riddle President Jack Hunt visited the former Prescott College property in the late 1970s, his vision to create a western aviation school found a home. In 1978, the university penned a deal to purchase the 500-plus acres located just north of Prescott, Arizona.

Wilbur A. Middleton, the first provost of Embry-Riddle’s Prescott Campus, described the scene in his memoir, “Genesis of Prescott College.” Middleton writes:

“Jack sent Hugh Manson, who was a vice president of Embry-Riddle, out to Prescott to reclaim the facility from the desert. In discussions with Hugh, it appeared that a neutron bomb had landed on the campus, disintegrated all the people, but left the grounds and buildings totally intact. [Apparently] just a few days before Christmas in 1975, the Prescott College president told all of its employees and students that the college had gone bankrupt and that he was locking the gates at noon. ... In one of the five faculty residences on campus, a pizza was found still in the oven.”

Manson also reported finding Christmas trees still erected in the buildings and dormitories, and coffee cups sitting on desks.

Early Years

Embry-Riddle’s Prescott Campus opened in September 1978 with 248 students and two majors — aeronautical science and aeronautics. The area’s 300-plus sunny days a year were promoted heavily to prospective flight students.

Trustee Emeritus John C. “Jay” Adams (HonDoc ’08) says: “We had so many flight students coming to Daytona that we told them: ‘You can register for aeronautical science, but you won’t be able to fly until January; however, if you go to Prescott, you’ll be able to fly immediately.’ That’s how it really started.”

The Prescott Campus celebrates its past while growing toward the future.

BY MELANIE STANWICK AZAM & ALAN MARCOS PINTO CESAR
ILLUSTRATION BY STEPHANIE DALTON COWAN
It looked like a ghost town,” recalls John Jenkins, who was hired in 1978 as the first Prescott Campus faculty member. “We had all of eight faculty.”

Larry Stephan, now dean of students, came sight unseen in 1979 to be the director of athletics. The “Fitness Center” consisted of one bench and two 25-pound plastic weights with one bar, and the sports field had not been watered in years, he recalls.

“The first Safety Center we had was made by moving the horses out of the corral and turning the stables into the Center for Aviation Safety Education. We put a couple wrecker airplane sites in the area that was the corral and started the program,” says Paul Daly, who served as provost from 1981 to 1995.

First off the Bus

“It was a bit like the Wild West,” says Mark Overley (’81), a flight student who arrived in September 1978. “Not much structure: one pay phone; one security person, Andy. The protocol for an emergency was to make your way to the pay phone and call someone. My parents left me here, so they must have been OK with it.”

Sherrill (Graybill) Laurie (’81), who was one of only about 20 female students that first fall semester, says she and the other women all lived in the same dorm and became fast friends. “I absolutely loved it,” she says. “It was so small that you knew all the students and teachers. It was kind of like we were all pioneering together.”

Laurie became a bit of a celebrity the following year, when her photo was used on the cover of the pre-World War II-era student catalog.

Rob Fenton (’82), originally of Long Island, New York, says he experienced some culture shock when he first arrived. But so did the Prescott community.

“Right after the school opened, the local newspaper ran an article with the headline: ‘Small western town invaded by New Jersey.’” Fenton says. “The locals weren’t that happy with all the new faces and northeastern accents, he explains.

Taking Flight

Though Dan Carroll would go on to become chancellor in 2000, he first arrived in 1986 as chair of the flight department. Carroll worked to increase support for the Golden Eagles Flight Team, culminating in their first national championship in 1983. He also worked to gain support from then President George Gifford to add more facilities, including student services.

“Carroll worked to gain support from then University President George Gibbs and to secure funds from major donors to push the campus to the next level. [See sidebar Creating Campus Icons.] The first large-scale construction project he oversaw was a new Academic Complex (AC1).”

“AC1 just got the ball rolling. It became a centerpiece for us. Over the years we were able to add more facilities, including student services. Now the facilities are beautiful,” Carroll says.

Ron Madler started teaching engineering at Prescott in 1994. Dean of the College of Engineering since 2010, he says that in the early days the students relied on equipment that faculty and staff had built. The Aerospace Experimentation and Fabrication (AXFAB) facility changed that in 2006.

“We designed the AXFAB building around a machine shop and light fabrication suites, and put labs for testing around it. It would build on our reputation for providing a hands-on education. I attribute our steady, sometimes explosive, growth to our AXFAB building and its great labs.”

A Decade of New Growth

Among the program’s staunchest advocates over the last decade is Frank Ayers (’87). He transitioned from flight training department chair at the Daytona Beach Campus to chancellor at the Prescott Campus in 2009. “The first thing that stood out was the commitment and dedication of our faculty and staff to the university and each other, and especially to the success of our students,” he says.

Ayers centralized and streamlined the campus budget, held a tight line on expenses and grew enrollments, which allowed for additional facilities and programs.

“We made it a goal to increase diversity, which we’ve done dramatically. Last year we reached 15 percent female enrollments, up from 17 percent in 2009. Along the way, we added 10 degree programs. We’ve grown half again in enrollment, from 1,673 students the day I got here to 2,663, and most of that came in the last five years.”

Ayers also changed the campus landscape, adding a host of new buildings. “We opened a new facility every year of the last four years, and it’s all been enrollment-driven. We built a new residence hall because we were busting at the seams, and we’ll open another new residence hall this August.”

Athletics programs have also been a priority. “Joining the Pac-12 conference was a big moment for us,” Ayers says. “We had four great sports; we added seven more, and there are more coming.”

Under Ayers’ direction, the campus established the nation’s first College of Security and Intelligence in 2014, and it recently created a formal School of Business.

The success of the Prescott Campus realized University President Jack Hunts’ vision for a robust university system with two residential campuses – one in the East and one in the West – and a truly Worldwide Campus that encompasses the globe. Students can receive the same high-quality education through a variety of means and close to their homes.

The greater Prescott community has adopted the campus and clearly sees it as one of the key strategic pillars to its success. As high-tech businesses begin to come to Northern Arizona, it will increase opportunities for Embry-Riddle students and graduates, and the campus will continue to grow along with the region.

At the heart of all this is Embry-Riddle’s commitment to the community. Its amazing faculty and staff, and its remarkable students. They benefit from a world-class education in a personal and hands-on learning environment, surrounded by faculty and staff who care deeply about their success.

This is the reality of the Prescott Campus today, and into a very bright future.
Eyes on the Sky

How a kid from Long Island became the NTSB’s first African-American managing director

BY JENNY QUILL

IT’s 10:30 a.m. on a Friday and Dennis Jones (’80), the managing director of the National Transportation Safety Board (NTSB), has already put in half a day’s work, having clocked in before most people have gotten out of bed.

There’s a small crowd gathered outside his office, waiting for him to wrap up our phone conversation so he can get back to the day-to-day operations of the NTSB.

Most days, that translates to interfacing with Congress and NTSB board members, meeting with staff and working with the Coast Guard, Federal Highway Administration and Federal Railroad Administration. “There’s never a dull moment,” Jones says. “I have a very fulfilling job, and as long as my days are

"Dennis has street cred. He’s done the job, he’s been an investigator. He’s got the piloting knowledge, the technical knowledge, the intellect and, most importantly, the people skills."

— ROBERT SUMWALT, NTSB CHAIRMAN

summer to save up the money to attend. He flipped through the course catalog and picked the first course his finger landed on — aviation maintenance.

The program required an airframe and powerplant maintenance certificate, so he worked on his A&P license in the morning and took core academic classes at night. “The A&P was fascinating,” Jones says. “Prior to that, I didn’t think I was mechanically inclined. I knew how to fly a plane, but I didn’t know what was going on beneath me.”

In the Field

Dennis Jones began his NTSB career as an intern in 1979 and was hired on full time as a field-investigator trainee in 1980. His first major investigation was the August 1987 crash of Northwest Airlines Flight 255 out of Detroit, which killed everyone on board except one little girl.

“I was always concerned about how I was going to respond to the scenes and the victims of crashes,” Jones says. “That aspect of the job was very humbling. During that training period, I realized I could handle it.” All told, Jones has investigated approximately 1,300 aviation accidents in his nearly 40-year career.

Going Global

In the late 1990s, Jones began traveling to Africa to investigate plane crashes. During that time, he kept hearing about Safe Skies for Africa, a Department of Transportation (DOT) initiative focused on bringing the continent’s aviation safety and security practices up to accepted world standards.

Jones’ work was a natural fit, so an interagency agreement between the NTSB and DOT was formed. Jones found himself not just leading accident investigations, but also helping African countries launch and improve their investigation programs, implementing safety procedures and providing on-the-job training. His work in Africa propelled him onto the international stage, giving him the opportunity to conduct safety workshops in Sudan, Singapore, Iraq and Russia. “Working with folks in that part of the world has been fulfilling,” Jones says.

Piloting the NTSB into the Future

In January 2017, Jones was called back to Washington to serve as the NTSB’s acting managing director, with the assumption that he would remain for a few months, then return to his work abroad.

But at the request of then-acting NTSB Chairman Robert Sumwalt (’84), Jones accepted the full-time position and was confirmed in September 2017, becoming the agency’s first African-American managing director.

“Dennis has street cred,” Sumwalt says. “He’s done the job, he’s been an investigator. He’s got the piloting knowledge, the technical knowledge, the intellect and, most importantly, the people skills.”

Jones will need to call upon those skills as he helps the NTSB navigate a rapidly changing transportation landscape, with autonomous vehicles, new recording technologies, solar-powered planes and hyper-speed rail all becoming increasingly prevalent. And as ever, Jones will be looking to the skies. “A lot of these emergent technologies have been present in planes, so what I learned in aviation is now applying to other modes of transportation.”

Dennis Jones (’80) has investigated dozens of headline-making international airplane crashes, but perhaps the most mysterious is Malaysia Airlines Flight 370, which disappeared on March 8, 2014, while flying from Kuala Lumpur, Malaysia, to Beijing, China, with 239 people aboard.

Serving as a U.S. accredited representative, Jones and a team of U.S. investigators traveled to Malaysia to assist with the multinational search. “This was not my first time dealing with a missing plane,” Jones says. “But this was certainly the first of this magnitude. We had in mind that it would be found by the time we got there but that didn’t manifest.”

The team worked in Malaysia for nearly two months. When it became obvious the airplane would not be found, they returned to the United States and continued to assist remotely. “I’ve been to the scenes of a whole lot of crashes all over the world,” Jones says. “But this was a very odd case. There was no crash site. It’s the first of its kind involving a commercial airliner and everything was different.”

To date, the aircraft has not been recovered, though several pieces of debris have been found. The governments of Malaysia, China and Australia called off the nearly three-year-official search in January 2017. It was the largest and most expensive search operation in aviation history, costing approximately $160 million.

In January 2018, the Malaysian government announced that it had sanctioned a new search by Ocean Infinity, a private American underwriter technology company. In May, the company’s search officially concluded, with no sign of the aircraft.

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Kevin Moss (’14) is an advocate of study abroad programs for obvious reasons. A Foreign Service officer at the U.S. Embassy in Haiti, he says his international experiences were critical to realizing his dream of working for the U.S. Department of State.

“I’m constantly learning and using my language skills every day to navigate my personal and professional world,” Moss says. “There are just as many ups and downs in this career as there were in studying abroad; however, my past experiences taught me how to cope with that and how to be resilient.”

International study programs benefit students of all fields, not just those interested in living and working abroad, says Sue A. Macchiarella, director of global engagement at the Daytona Beach Campus. Studying in a foreign country gives them opportunities for personal growth and helps build their confidence, problem-solving skills and creativity, she says.

Lending support to her claims is a 2017 Institute of International Education report titled, Gaining an Employment Edge: The Impact of Study Abroad on 21st Century Skills & Career Prospects. The report found that study abroad programs promote multicultural understanding and teamwork, both key soft skills in today’s global business environment. It also pointed to high employability of graduates with study abroad experiences, and not just for first jobs, but for subsequent job offers throughout their careers.

“Many companies are international, and being able to work across cultures is critical,” agrees Kelly O’Brien, director of study abroad and global engagement at the Prescott Campus. “They want someone who understands another language and can navigate another culture.”

In a recent employer survey conducted by Macchiarella’s office, 86 percent of company respondents said they value graduates with international experience.

While surveys and studies provide a general measure of success, they only tell half the story. At the individual level, the study abroad program has helped change the lives of several enterprising Embry-Riddle alumni, providing unforgettable experiences while preparing them for career challenges that come their way.
Engineering Across Cultures

Ethan Higgins (‘17) says his time studying in Germany helped him get a job as a flight controller at mission control at Johnson Space Center in Houston, Texas. “As part of the requirements for the position, knowing a European language is a huge plus because of all the international collaboration on the International Space Station,” he says.

During a yearlong program (2016-17) in Germany, Higgins received intensive German language instruction, took classes at the Hamburg University of Technology, and was involved in the university’s research for Airbus. “That was probably the best year of my life,” says Higgins, who went on to complete a bachelor’s degree in aerospace engineering. “Not only did I make lifelong friends, but I learned unquantifiable things about myself and my ability to succeed in a completely foreign and sometimes uncomfortable environment.”

Kris Field (‘12, ‘13), who earned a B.S. and an M.S. in Aerospace Engineering, says his study abroad experience in Paris, France, prepared him to be a NASA flight controller, also supporting the International Space Station. “I was in the dual-degree program at the EPF Graduate School of Engineering in Scieaux, France,” Field says. “The program consisted of studying in France for my junior year, returning to Embry-Riddle for my senior year, and then going back to France for a semester in grad school.”

There were tough times, he recalls, such as sitting in a three-hour lecture on thermodynamics, conducted entirely in French, while he was still learning the language. “Still, to this day, one of the clearest memories of my life is the first time I dreamed in French,” Field says.

In the end, he learned not only engineering, but also a new language and culture. He also learned how to adapt. “In my career today, there are stressful challenges that pop up. But when I start to worry about them, I reflect on how I was able to learn a new language and pass my engineering classes, and I am confident things will work out,” Field says.

Did You Know?
Embry-Riddle’s Office of Alumni Engagement offers opportunities for alumni to travel and experience international cultures through its Eagle Explorers program. In 2018, Eagle Explorers visited the Bavaria region of Germany and Austria in 2017, an Explorers group visited the Tuscany region of Italy. See photos from these trips and find out more at alumni.erau.edu/explorers.

Flying High Abroad

Some students fear studying abroad will delay graduation, Macchiarella says, but most programs contribute toward needed credit hours and requirements, especially during the sophomore and junior years.

Alex Damon (‘17), who earned a B.S. in Aeronautical Science, completed several study abroad courses during his time as a student, including a semester in Hong Kong — and still completed his flight training on schedule. Today, he is a first officer at Republic Airline. “I saw you could schedule a lot of requirements with programs abroad, so why not experience it in real life?” he says. “I got all these classes done and, in some cases, it was cheaper to go abroad.”

In the summer of 2013, he completed the Aviation Appreciation program, during which he traveled to the United Kingdom, France, Germany and Austria; and in 2014, he did a summer program in Italy and completed all of his humanities requirements. He spent spring 2015 studying in Hong Kong, and in the summer of 2016, he did a program in Greece that included a mini-internship with Aegean Airlines.

Mindy Corbitt Lindheim (‘14), who also earned a bachelor’s degree in aeronautical science, had the opportunity to pilot an airplane in New Zealand during a semester studying at Massey University.

“One of my favorite memories was getting to fly a Diamond DA-20 with the university’s flight program around New Zealand for a day. The landscape from the ground in New Zealand is spectacular but seeing it from the air is just breathtaking,” she says. Lindheim, who is a regional sales director and demo pilot for Textron Aviation’s piston aircraft, says her experience made her more independent, confident and adventurous.

Funding for Study Abroad

The costs of study abroad programs vary, says Macchiarella, but there are some scholarships available — especially for programs located in areas of the world with less commonly taught languages and regions critical to U.S. interests.

Ryan Marr (‘15), a U.S. Marine Corps veteran, who earned a B.S. in Global Security and Intelligence Studies (GSIS), was awarded a David L. Boren Scholarship in 2015 to study Kiswahili in Tanzania. “I decided to apply to study in Tanzania because of the dynamic nature of security concerns within East Africa,” Marr says.

As part of his study, he interned at a local hospital during his semester in Tanzania. “The love and generosity of the local community was the most powerful thing I have yet encountered,” says Marr, who is now a graduate student at East Carolina University in Greenville, North Carolina.

State Department Aspirations

For Moss, who also studied GSIS, but with a focus on the Middle East, living and working in a foreign country was always part of his long-term plan. As a kid, he frequently traveled overseas to visit his father, who was in the U.S. Air Force. After visiting his dad in Turkey, he became fascinated with the Middle East.

In high school, Moss spent a semester in Cairo, Egypt. As an Embry-Riddle student, he studied in Jordan for a summer, Morocco for a semester and at the American University of Beirut for a summer. “I grew up knowing that I wanted to represent the U.S. abroad,” he says. “However, I always thought I would do that in the military. Through my experience with Army ROTC and an internship with the State Department at our Consulate General in Frankfurt, Germany, I set my sights on the State Department.”

Moss completed an M.A. in Middle Eastern Studies at Harvard University in 2016, and in August of that year, his dream came true. He was hired as a Foreign Service officer at the U.S. Department of State and started working in Haiti.

Moss recently learned his next assignment will bring him back to a region he is very familiar with. In May, he was assigned to be a political officer at the U.S. Consulate General in Istanbul, Turkey.

“My study abroad experiences continue to shape who I am today and have prepared me for what I do for a living.”

— KEVIN MOSS, FOREIGN SERVICE OFFICER FOR THE U.S. DEPARTMENT OF STATE

SCHOLARSHIPS NEEDED
Help students expand their horizons with a gift that supports study abroad programs at Embry-Riddle: givingto.erau.edu/global.

“Did you know?” Box: "Students fear studying abroad will delay graduation, Macchiarella says, but most programs contribute toward needed credit hours and requirements, especially during the sophomore and junior years. In the summer of 2013, he completed the Aviation Appreciation program, during which he traveled to the United Kingdom, France, Germany and Austria; and in 2014, he did a summer program in Italy and completed all of his humanities requirements. He spent spring 2015 studying in Hong Kong, and in the summer of 2016, he did a program in Greece that included a mini-internship with Aegean Airlines. "However, I always thought I would do that in the military. Through my experience with Army ROTC and an internship with the State Department at our Consulate General in Frankfurt, Germany, I set my sights on the State Department.”

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Ryan Marr interned at a local hospital during his study abroad program in Tanzania.

Alex Damon completed several study abroad programs, including one in Greece that included a mini-internship with Aegean Airlines.

Mindy Corbitt Lindheim, left, flew a Diamond DA-20 aircraft during her semester in New Zealand.

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Asia’s aviation industry is experiencing rapid growth, and Embry-Riddle is in the thick of it

BY SARA WITHROW
Asia Campus: A (Brief) History

2010
Embry-Riddle signs memorandum of understanding with the Civil Aviation Authority of Singapore to begin offering a Master of Business Administration in Aviation program through the Singapore Aviation Academy (SAA) and undergraduate programs through the Singapore Institute of Management University (UniSIM).

January 2011
The new Embry-Riddle Asia Campus opens its doors to 29 undergraduate and 22 graduate students.

2013
The campus starts offering its undergraduate programs independently under Singapore’s Council of Private Education program. Its operating agreement with UniSIM ends, but it continues to partner with SAA to offer its graduate programs.

2016
The Asia Campus gains approval from Singapore’s EduTrust to enroll international students.

February 16, 2019
The Asia Campus and Telangana Academy for Skill and Knowledge sign a memorandum of understanding to collaboratively develop professional education opportunities in aviation corporate scholarship and research to benefit the aviation workforce of India.

March 2019
Embry-Riddle Asia launches a professional education and training program to bring affordable aviation-related seminars and short courses to Asia through local partnerships.

December 2017
The Asia Campus celebrates 112 new graduates, its largest graduating class to date.

WHY SINGAPORE?
Regional economic development, a growing middle class with newfound spending power and the expansion of low-cost carrier airlines have contributed to Asia’s burgeoning aviation market. In the mid-2000s, the International Air Transport Association (IATA) projected annual average growth rates ranging from 7 to over 14 percent for international air passenger and air freight transport for the Asia-Pacific region and China.

Embry-Riddle’s Worldwide Campus Chancellor John R. Watret took note, and in 2007 he started talking with the Singapore Economic Development Board about bringing Embry-Riddle’s aviation programs there. An English-speaking city-state, Singapore’s strong aviation sector and its high value on education, with nearly 25 percent of its annual budget invested in education, made it attractive for Embry-Riddle, Watret says.

“It was also strategically located. “You take a five-hour flying radius from Singapore, essentially the distance from Boston to Los Angeles, and you capture 3.2 billion people. More than half the world’s population lives there. We knew that China was an open market, Singapore as an access point to Asia was a natural choice.”

— JOHN R. WATRET
WORLDWIDE CAMPUS CHANCELLOR

LAYING THE FOUNDATION
Watret enlisted the help of Graham Hunt, now vice chancellor and head of the Asia Campus, to lay the foundation for Embry-Riddle’s Asian presence. As the dean of aviation at a state university in New Zealand, Hunt had established an online Bachelor of Aviation Management program at the Singapore Aviation Academy (SAA). While there, he also created the world’s first degree that integrated academic requirements and recognized pilot license qualifications.

Hunt’s experience in aviation education and his previous work in the region were assets, Watret says. But the city-state’s bureaucracy remained a challenge, as did its geographic distance from Embry-Riddle’s headquarters in Daytona Beach.

“It took two years to get all of the approvals,” he says. In January 2011, the new Embry-Riddle Asia Campus opened its doors to 29 undergraduate and 22 graduate students. Asia Campus programs are offered through partnerships with SAA (graduate programs) and formerly with the Singapore Institute of Management University (undergraduate programs), but all of the degrees bear the Embry-Riddle seal. And, Embry-Riddle faculty teach all of the coursework.
"They're getting an Embry-Riddle education. Their degree is the same as our students are getting in the states," Wattret says. "It's a smaller community, which means there's typically more engagement between the faculty and students and staff, because they all know each other. That in itself is special to them."

In 2016, the Asia Campus started accepting international students with approval from Singapore's EduTrust program. "Now, we have 94 international students from the surrounding regions: Sri Lanka, India, Malaysia, China, Korea, a whole sundry," Wattret says.

GROWING THE EAGLE NATION

Asia Campus alumni are now a growing force in the region. To date, the campus has conferred 371 degrees. It offers two master's degrees and three bachelor's degrees, and its annual enrollment hovers around 540.

"We want to grow enrollment to 1,000 steady-state," Wattret says. A lofty goal, but one that's necessary to help fill the demand for aviation professionals in Asia.

IATA's 20-year industry forecast predicts that by 2036, an additional 19 billion annual passengers will be transported to, from and within Asia Pacific, giving it an overall market size of 3.2 billion.

"The Asian aviation industry requires many more qualified aviation professionals than what are available today. The main threat to the industry is a workforce that cannot catch up with the unprecedented rate of growth," says Laphang Chung (‘18), who manages airfield/departmental operations at Singapore’s Changi Airport.

Chung, who earned an MBA-Aviation from the Asia Campus, says his Embry-Riddle experience uniquely prepared him for his current role, where he oversees a 50-person, 24/7 operations team.

"My MBA cohort consisted of professionals from many parts of the aviation industry throughout Asia. Very often, learning was not confined to the curriculum, but rather, through the collective sharing of real-life experiences and problems from various sectors of the Asian aviation industry. This, to me, was invaluable."

AN INDUSTRY MODEL

Hunt says Chung represents a new professional model for the aviation industry in Singapore and the greater region.

"Asia has now acknowledged the reality that aviation in the 21st century cannot be like it had been in the 20th century, and that the need for the 'professionalization' of aviation education can only be achieved within the context of a university program working closely with ICAO and national regulatory authorities," Hunt explains. "Embry-Riddle Aeronautical University is one of the very few institutions in the world that can meet these challenges of the 21st century."

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When Dian Adnan (‘15) enrolled at Embry-Riddle's Asia Campus in Singapore in 2013 there were no student clubs and very little, if any, campus life, per se.

"I was part of the pioneer batch of full-time students at Embry-Riddle Asia," she says. "At that time, there were not many facilities or programs available to us. However, that made it more valuable when we organized out-of-class activities ourselves for students to enjoy and bond with one another; and the school was very receptive and supportive of the ideas."

Now a flight operations coordinator for ExecuJet Aviation Group, a private aviation jet company, Adnan says she formed a tightknit group of friends at Embry-Riddle, despite its setting a high-rise building in the midst of Singapore's financial district.

Asia Campus Vice Chancellor Graham Hunt says the building also houses a fitness center, a library and a lounge area, which are shared by all of the students.

"They're starting and growing up and coming together," he says. "Because we do not technically have a physical campus, many students would find themselves simply coming to class, returning home, completing assignments and then repeating the same routine the next day, with no real college experience," he says.

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Tinkering with the Master Control System

Laura Tyler Perryman engineers pain and disease management technology for human good

BY ALAN MARCOS PINTO CESAR

Rockets, amusement parks and the human body share a common element, says Laura Tyler Perryman BSc. They can all be broken down into control systems.

Her work today focuses on giving patients who suffer from diabetes a better quality of life. Through her efforts to do this, she co-developed a groundbreaking device to help those who struggle with chronic pain.

Perryman is the CEO and co-founder of Stimwave, and co-inventor of the company's nerve stimulator device, which the company says can help block pain signals from reaching the brain when properly deployed. The Stimwave system is innovative in what it does, but in how it does it. It's a micro-sized implant powered by a small controller worn outside the body.

Other companies that existed before us have a very large device that's about three or four times the size of a pacemaker, and has a battery in it. You have to implant it in the body through surgery, and you have to undergo general anesthesia for that to take place. Our device is so disruptive, and unique because it fits through a needle, and slides in under local anesthesia when properly deployed. The Stimwave system is innovative in what it does, but in how it does it. It's a micro-sized implant powered by a small controller worn outside the body.

Laura Tyler Perryman is using her background in control systems to create technology that helps those who struggle with chronic pain.

Head Start
An academic prodigy of sorts, Perryman graduated high school at 16 and started studying aeronautical engineering at Embry-Riddle’s Prescott Campus. As a young woman under the legal drinking age, she found few opportunities to socialize. She focused on her studies instead, took plenty of summer classes, and graduated with a Bachelor of Science degree at 19.

“I want to thank my dad for working on control systems for their rocket engines, which is about the highest honor I could’ve received [upon graduation]. The Embry-Riddle curriculum gave me all the tools to succeed in every segment, starting there,” Perryman says. “The thing about an Embry-Riddle education is that it encourages innovation and thinking outside the box for solving complex, system-level problems.”

She went on to work at Walt Disney Imagineering and Rockwell Semiconductors in engineering and project management roles, and after 10 years working for Fortune 500 companies, migrated to more entrepreneurial environments with successful business startups and mergers. Perryman retired from industry work just 26 years after graduating from Embry-Riddle. It freed her up to focus on something that had been troubling her since her father passed away in 1987 from advanced-stage type 2 diabetes.

“The problem with diabetes is that it comes on rapidly. He deteriorated very fast,” she says. “There are a lot more better medications now than in 1985-86, and earlier detection. People live longer than they used to, but it’s definitely not a good quality of life. That’s why I was looking into ways to help the body regulate its own insulin.”

Bodies as Machines
Examining closed-loop insulin control systems during her Ph.D. studies triggered her passion for determining how to change a machine’s response to an input. “It goes all the way back, even to my undergrad at Embry-Riddle. I was always focused on control systems,” Perryman says.

She was able to use the knowledge she gained throughout her career to develop with Larson a tiny dipole antenna that could receive electrical power wirelessly from an external control unit to generate desired neural responses.

Though managing diabetes was her motivation, a tactical change was necessary in order to create a viable product. “We saw that pain management had the largest number of users of electrical energy intervention. We thought this would be the fastest and easiest road map to get this device on the market,” Perryman says.

Pragmatism won the day, but Perryman still sees a lot of potential on the horizon for their technology. “We want to get this established as the standard in the industry. Then we’ll go on to research modalities like thyroid control that are less far along in solutions.”

Her advice to others searching for their professional niche: “The most important thing is to realize that you don’t have to be pigeonholed for an entire career with what you started out learning. You should learn something you’re super interested in, even though you might take that knowledge and apply it in a different way. You just have to be passionate about what you’re doing at the time that you’re doing it.”

EDITORS NOTE: In 2017, Perryman was inducted into the Prescott Campus Chancellor’s Alumni Hall of Fame.
Double the Impact
Prescott Campus alumnus vows to match gifts to Doryland Aerospace Engineering Endowment

BY MELANIE STAWICKI AZAM

Pantelis Vassiliou (’86) recently established the Nancy and Tracy Doryland Aerospace Engineering Faculty Support Endowment at Embry-Riddle’s Prescott Campus.

"This gift will help us maintain and improve a world-class undergraduate wind tunnel facility and ensure that our students and faculty achieve even greater advances in aerospace education and undergraduate research," says Mark Sensmeier, chair of the campus’s Engineering Faculty Support Endowment.

An aerospace engineering graduate, Vassiliou has further offered to match any gift given by others to the Nancy and Tracy Doryland Wind Tunnel Laboratory.

Vassiliou’s gift followed the Feb. 28, 2018, rededication of the Nancy and Tracy Doryland Wind Tunnel, which kicked off National Engineers Week activities at the Prescott Campus.

The Dorylands were like surrogate parents for many Embry-Riddle students, providing guidance and stability to generations of aspiring engineers, says Peg Billson (’84), who attended the rededication ceremony.

“We had students over for dinner and all kinds of stuff, because that’s just what we felt we should do,” Tracy Doryland recalls. “It was a really small campus, very personal — and by the time they graduated, most of these kids were our friends. And still are.”

Vassiliou’s gift is unique in that it also allows other donors to double the impact of their contributions, says Steve Bobinsky, executive director of philanthropy.

“This is an unprecedented opportunity to put our generosity to work to benefit future aerospace engineers at the Prescott Campus,”

GIFT FROM THE HEART
Miami Campus alumnus honors roommate with memorial gift

BY MELANIE STAWICKI AZAM

G rowing up in a small town in Massachusetts, Sid Mann (’84) discovered a whole new world as an Embry-Riddle student in the 1980s.

“I was dropped in the big city of Miami,” he recalls. “I found myself living with students from Lebanon and Greece. It was kind of a mini-United Nations.”

Fifty years later, Mann has fond memories of his time as a student, but one tragic event haunts him.

While at Embry-Riddle, a flight student from Lebanon, whom Mann knew as Eddie, shared a house with Mann and another student for five months. After the Christmas break, they all found other housing arrangements, but Mann heard Eddie was sick and visited him in a Miami hospital.

Shortly thereafter, he was shocked to learn that Eddie had died on Jan. 29, 1961, of a misdiagnosed ruptured appendix.

“Eddie was such a nice guy, and he had a quick smile,” Mann recalls.

Mann completed his airframe and powerplant training and worked as an aircraft mechanic, before returning to Massachusetts. He became manager of his family’s lumberyard and eventually retired to Sarasota, Florida.

But he always remembered Eddie. With the help of a Sarasota librarian, he recently found Eddie’s proper Arabic name: Adnan Mohamad Mackaoui. That discovery led to records revealing where Mackaoui was buried in Lebanon and an address for his family.

Unfortunately, there was no longer a house at that address, Mann says. His research inspired him to make a gift to the Daytona Beach Campus Patron’s Scholarship Fund, in memory of Mackaoui, to help current international students.

“I thought the donation might help a foreign student here now, who has no network or family nearby to help them,” Mann says.

There’s one more thing he hopes to do in honor of his dear friend: “I would like to decorate his grave in Lebanon with flowers and the flags of our countries,” Mann says. “It may be 56 years late, but better late than never.”

Athletes Rally for Alma Mater
Inaugural Varsity Club Day of Giving raises $74,000

BY MELANIE STAWICKI AZAM

From Kazakhstan to Florida, more than 200 Embry-Riddle student-athlete alumni rallied to raise $74,000 on March 1, 2018, for the inaugural Daytona Beach Eagles’ Varsity Club Day of Giving.

“I’ve been humbled by the support of our former Embry-Riddle student athletes,” says John Phillips (’90, ’92), director of athletics at the Daytona Beach Campus. “It’s a testimony to the relationships that our coaches and staff have built with our players over the years and a great indication of the connection that our student-athletes have with their alma mater.”

In all, 232 donors representing 35 states and 18 countries contributed during the 24-hour period.

Men’s soccer was the top team participant, with more than 50 former student athletes contributing. Baseball and women’s soccer came in second and third, respectively, in the unofficial team giving contest.

Relaunched on the Daytona Beach Campus in 1989, Embry-Riddle’s men’s soccer program will celebrate its 30th anniversary this fall, with plans to host an alumni celebration in April 2019, says Dave Gregson, head men’s soccer coach.

Gregson says he is proud of the soccer alumni for taking a lead in the philanthropic effort.”Part of their own life story was shaped by their experiences here, and they want current players to enjoy the same wonderful memories and lasting friendships they had,” he says.

Sarah Brisson (’08), a soccer team alumna, would agree. The Athletics Day of Giving prompted her to create a scholarship for female soccer players.

“Living life with a giving spirit makes you more successful both personally and professionally,” Brisson says. “That’s just one of many lifelong principles that Embry-Riddle athletics taught me, and it’s an honor to give back to the program that instilled those values.”

By the way, going to crowdfunding.erau.edu/doryland.

DOUBLE YOUR GIFT
To donate, go to: crowdfunding.erau.edu/doryland.

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BY SAM MITTELSTEADT

Direct Connections

Capt. Nikki Yoga’s ACE program pairs Air Force ROTC Det. 157 cadets with Embry-Riddle Det. 157 alumni for mentorship opportunities and an in-depth look at active-duty life.

Imagine having to make a career-defining decision without ever visiting your future workplace or meeting your co-workers. Many U.S. Air Force cadets find themselves in that exact position after federal budget cuts eliminated professional development training (PDT) and funding for base visits, which had offered in-depth looks at the operations on bases.

To fill the gap for cadets at Embry-Riddle’s Detachment 157 in Daytona Beach, Florida, Capt. Nikki Yoga (’12) spearheaded the Alumni and Cadet Engagement (ACE) program. The program pairs cadets with Det. 157 alumni to give them an inside look at military life and to open doors for senior-junior mentorships. Over the past three years, active-duty Embry-Riddle alumni have hosted 28 cadets for week-long tours of what work and life are like at their bases of interest.

The Plan Takes Flight

After graduating with a degree in aeronautical science in 2012, Yoga commissioned into the Air Force and began undergraduate pilot training at Vance Air Force Base in Oklahoma. Subsequent assignments have taken her to Davis-Monthan Air Force Base in Tucson, Arizona, to fly the A-10; a deployment to support Operation Inherent Resolve over Iraq and Syria; and, earlier this year, she was assigned to Luke Air Force Base outside Phoenix to fly F-35s in the 33rd Fighter Squadron.

Meanwhile, in 2013, Graf (’75) and two cadets, Abby Hall (’12) and Nik Martini (’13), founded the AIR/ROTC Det. 157 Alumni and Cadet Association, a network that supports both cadets and alumni in their careers, offering everything from emergency relief funds to financial planning seminars. Yoga sat on the association’s board for one year and realized she could piggyback on the startup to kick-start an ad-hoc mentoring program that would substitute for and improve upon the now-defunct PDT. And thus, the Det. 157 ACE program was born.

That summer, she found 19 alumni who were willing to host, but only four cadets expressed interest — and two of them wanted to stay local. Only one match occurred.

“The summer, I got together with the alumni association and said, ‘We need to have a calendar and a game plan.’ Since then, we’ve had a steady flow of matches.” There have been 28 matches in three years, with six more in summer 2018.

Playing Host

“If I can take an hour out of my week and link up a few cadets with alumni, it’s rewarding for me,” Yoga says. The logistics, however, can be daunting. Alumni schedules can be volatile because of temporary duty deployments, and while many cadets express an interest in visiting fighter bases, a limited number of mentorships are available, so students are prioritized by graduation dates.

“Yoga not only coordinates the all-volunteer program, but she also hosts cadets at her base. “I take them out to the flight line first, so I can hook ‘em with how awesome the A-10 is — and then walk around from shop to shop to convey that, yes, we fly, but we also have another job, too.”

“Nikki epitomizes the best in what every successful organization hopes for in its membership — dedication, commitment and professionalism,” Graf says. “She’s the type of leader that others want to follow, and she makes a difference every day, especially as a role model and mentor in the Det. 157 family.”

Yoga’s hope is that one day ACE is a household name among cadets and alumni. “Right now, it still requires a lot of communication about what the program is. We’re getting close to that point, though — cadets who did ACE the first time around are now cadets, ready to play the role of hosts.”

EDITOR’S NOTE: Yoga started her F-35 transition course on July 10 at Luke AFB.
MESSAGE FROM THE EXECUTIVE DIRECTOR

As I reflect on the activities and events held since the last issue of Lift magazine, I am reminded of this quote by Aristotle: “The whole is greater than the sum of its parts.”

In the past fiscal year, your Alumni Relations Office, which is now appropriately renamed the Office of Alumni Engagement, facilitated more than 150 events. When you add them up, they amount to One exceptional year — because of the thousands of Eagles who joined, organized, participated or were involved with your alma mater.

In the past six months, we have participated in graduation celebrations where Eagles came together for a photograph to “Lift Off” as One commencement class united for the future.

I have proudly observed the Golden Eagles Flight Team represent One incredible legacy of championships by winning its third consecutive national title, and celebrating as One the 12 earlier championships won by previous Embry-Riddle teams during a February reunion.

I have sadly observed a memorial where One fallen Eagle was mourned by more than One thousand Eagles standing together, when his father talked about the shortened life of his only son.

I have witnessed the transformation during commissioning from cadet to officer or ensign, where ROTC graduates become One of our newest military leaders.

I have also seen the frustration of a student, who needed One more point to get an “A” to sustain a perfect 4.00. He told me he wished that he had studied for One hour more and missed One fewer class.

All of us Eagles have a strong memory that involves at least One class, professor, college friend, campus building, test, check ride, kiss, hug or hand that helped shape who we are today.

In addition, we all have One name that brings us together.

We are One Eagle family. While our campuses may have been different, our goals and passions are similar, and we are now greater by the sum of One. “

— BILL THOMPSON

Forever an Eagle,
Bill Thompson (’87)
Executive Director
Instead of Save the Date as the head, please make head:

Make Contrails to Campus This Fall

For additional information and job resources, visit careerservices.erau.edu.
Mary Johnson Chris Rondeau William B. Nelson

or go to:
eralumni@erau.edu

the April 2018 edition of

aviation director.

1981 as a pilot and served 11 years as

directors of the Aviation Council of Pennsylvania.

Butler Watch Company’s Pillar of

industry experience.

Whitlock has more than 25 years of orthopedics

ogy for orthopedic applications. Whitlock

developing tissue regeneration technol-

ogy.

safety coordinator for the International

of safety for the Coalition of Airline

military position equivalent to that of a

Executive Service — a federal civil-

were pro-

serving as investigator-in-charge on

to the Federal Aviation Administration,

and flies a Boeing 767 internationally.

been a pilot for more than 25 years

has more than 50 aircraft accidents.

of American Airlines/Dallas/

Fort Worth Hub Operations. The list

featured 300 top African-American

executives who held senior manage-ment

positions at publicly traded or

private held corporations.

Mary Johnson (’19) was appointed

director of the Evening MBA Program

at The Boeing Company, he served as

president and CEO of India-based

 girlfriends, and is currently working as a

program manager for an in-flight enter-

tainment equipment manufacturer.

Christopher Phibbs (’19) is a vice

engineer of U.S. and international

strategic development at General

Transportation’s NextGen Advisory

Committee. Lall was previously chief

of programs and
test Center’s director for programs and

research, development and test

Center’s director for programs and

education and compli-

ance at Bethue-Cookman University

in Daytona Beach, Florida.

Vivek Lall (’19) joined Lockheed

M Martinsville, VA, as a former

controller and chief business

officer for Honeywell’s Automation

and Control Solutions division.

part of the 89th Airlift Wing at Joint

Base Andrews in California. Curry has more than 30

years of experience in the aviation industry and served eight years in the U.S.

Marine Corps.

Charles M. Hopkins (’04)

is a K-9 handler.

and air support, and is the newest

on a United Airlines 787, is on active

duty with the U.S. Air_National

Guard, and is a reserve deputy with the

Sheriff’s Office.

Michael O’Donnell (’99)

was awarded Public Information Officer (PIO) of the

Air National Guard, who is part of the 89th Airlift Wing at Joint

Base Andrews in Washington, D.C. The squadron flies Air Force Two, which is the vice

president’s plane, and transports other high-ranking officials on governmental trips worldwide.

Corby Dziebelnia (’99) was awarded Public Information Officer (PIO) of the

Year by the Florida Association of Public Information Officers on Jan. 19, 2018. The achievement fell on the heels of

yet another PIO distinction. In October 2017, Dziebelnia was named PIO of the

Army Forces Strategic Command at Redstone Arsenal in Alabama. Nelson is the U.S.AESOC/USARC/ASCEN\ncenter Technical Director for programs and

technology. In this position, he directs

research, development and test programs for space, missile defense, cyber,
directed energy and hypersonic

weapon technologies. He is a veteran of the U.S. Air Force, having after 25

years of combined active duty and reserve service.

Bradley Hoyt (’91) is a first officer

at Delta Air Lines and is qualified for the Boeing 787/767 domestic and interna-

tional flying.

Tom Stoutz (’91) was appointed executive director of the Leigh-

Northampton Airport Authority in Pennsylvania. Stoutz has worked at the

authority for 22 years, becoming as a baggage handler and an intern. He is

also on the board of directors for the Aviation Council of Pennsylvania.

U.S. Air Force Col. Jeffery

Woodford (’91) was named a pilot

physician stationed at the Ministry of Defence at Bournemouth Down in Wiltshire, England, assisting

British allies. Woodford earned his Doctor of Medicine degree from the University of

Western Ontario in 2008 from the University of

Science, F. Edward Herbert School of Medicine in Bethesda, Maryland.

Kevin Kuhn (’96) pro-

was appointed senior vice president of the Aerospace

Space Solutions group at MW

Industries, a specialty spring and
designing company. Kuhn joined

MW Industries earlier this year as

vice president and general manager of Helical Products. Prior to joining

MW Industries, Kuhn was president of Sunbank and served in various man-

agement roles with Eaton Corporation.

Bryant Francis (’99), director of

Oakland International Airport, was appointed to a four-year term on the


Laure Flassouer (’99) was nominated as head of business development for

Airbus Helicopters.

in the 2000s

Michael O’Donnell (’99) was

named president of the Aviation Practice Group at StartRisk

Insurance, based in Oregon, Florida.

Joining StartRisk in 2011, O’Donnell

most recently served as executive vice

president of the Aviation Practice Group.

Alan Marshall (’01) is president

at Ocean Ovo Academia, a private school in Texas. Marshall served in the U.S.

Air Force for more than two decades and was an assistant professor and

course director at the U.S. Air Force Academy. He retired in 2014 as a

colonel and the director of safety in Air

Combat Command at Langley Air Force Base in Virginia.

Jeffrey Curry (’03) is now director of technical services for Mayo Aviation in

Colorado. Curry has more than 30 years of experience in the aviation industry and served eight years in the U.S.

Marine Corps.

2000s

Muhammad Ali ’12 and Alara

were inducted into the

Luftwaffe Hall of Fame as a part of the 89th Airlift Wing at Joint

Base Andrews outside Washington, D.C. The squadron flies Air Force Two, which is the vice

president’s plane, and transports other high-ranking officials on governmental trips worldwide.

Corby Dziebelnia (’99) was awarded Public Information Officer (PIO) of the

Year by the Florida Association of Public Information Officers on Jan. 19, 2018. The achievement fell on the heels of

yet another PIO distinction. In October 2017, Dziebelnia was named PIO of the
EAGLE AUTHORS
ON THE BOOKSHELF

Haydee Cuevas ('14), Jonathan Velázquez ('16) and Andrew Dattel ('15) co-authored Human Factors in Practice: Concepts and Applications, published in 2017 by CRC Press. Cuevas and Dattel are both assistant professors of graduate studies at the Daytona Beach Campus. Velázquez earned a Ph.D. in Aviation from Embry-Riddle and is an associate professor at Inter American University of Puerto Rico, Bayamón Campus, School of Aeronautics.

Dennis Klein ('75) authored Normandy. 75 Years Later, a hardcover, coffee-table book, published in 2017 by Bloggographics. A photographic journey to commemorate the 75-year anniversary (June 6, 2019) of the D-Day invasion of Normandy, France, the book includes roughly 300 color photographs that Klein took himself “to show that time does help heal most wounds.” A retired Delta Air Lines pilot, Klein earned a B.S. in Aviation Maintenance Management from Embry-Riddle.

Shem Mahmoquist ('99) and Roger Rapport co-authored Angle of Attack: Air France 447 and the Future of Aviation Safety, published in August 2017 by Kurt Lewis Aviation Books, an imprint of Lexographic Press. The authors conducted more than 300 interviews to tell the story of an Airbus 330, en route from Rio de Janeiro to Paris in 2009, went from cruising altitude to the bottom of the South Atlantic Ocean in just over four minutes. Mahmoquist is a B-777 captain, a fellow of the Royal Aeronautical Society and a member of the International Society of Air Safety Investigators.

Retired U.S. Air Force Maj. Art Meikel ('84) authored and self-published a memoir, Mike 84, in 2016. A factual recounting of a year in Vietnam (1969-70), the book’s title derives from Meikel’s call sign as a forward air controller flying the Cessna O-1 Bird Dog during the war. “The book is the unfiltered version of what we really did and how things were actually conducted during our unit’s tours,” says Meikel, who holds a Master of Aeronautical Science from Embry-Riddle.

John Moktadier ('92) authored Airbus 330: The Ultimate Guide for Pilots, published in 2017 by Zeta Publishing. He previously authored Boeing 727 Flight Master (2004), also a pilot guidebook. Moktadier is a captain at Qatar Airways. He has been flying for the past 35 years and holds both Gold Seal Flight Instructor and Advanced Ground Instructor certificates from the Federal Aviation Administration. He earned a B.S. in Professional Aeronautics from Embry-Riddle.

Mark Ozeroff ('87) authored In the Weeds, published in September 2017. In this, his second novel, Ozeroff weaves humor, history and aviation together in a fictional story of the Vietnam War and the post-war 1970s. “My novel is an homage to light aircraft and to 1026th Fly Stats Rodgers, a contemporary of T. Higbee Embry and John Paul Riddle,” says Ozeroff, who earned an MBA – Aviation from Embry-Riddle.

Donna Roberts ('19) authored Learning Styles: A Critical Analysis of the Varied Approaches to Learning Preferences, published in 2017 by Verlag Dr. Kovac. The book is a review of both the construction of learning styles and various popular assessment instruments. Roberts is an associate professor and chair of the social sciences and economics department and undergraduate research at the Worldwide Campus College of Arts & Sciences in Germany. She holds an MBA – Aviation and a Master of Aeronautical Science from Embry-Riddle.

ARE YOU AN AUTHOR?
Eagle Authors features traditionally and self-published books authored by Embry-Riddle alumni and faculty. To have your book considered, email lifftmag@erau.edu

Year at the Florida Law Enforcement Public Information Officers Association conference. PID for the Walton County Sheriff’s Office in Florida, Dobridnia holds a B.S. in Communications from Embry-Riddle and a master’s degree from Florida State University in corporate and public communication. Before becoming a PID, she was a weekend anchor for WMBB News 13 in Panama City.

2010s

Aaron P. Hascher ('16) was promoted to airport safety program manager with the Memphis-Shelby County Airport Authority at Memphis International Airport.

Brian McNelly ('10, '12) was promoted to assistant manager of FlightSafety International’s Maintenance Learning Center in Wichita, Kansas. McNelly joined FlightSafety in 2008 as an instructor and most recently served as the regional director of regulatory affairs, maintenance.

Cond. Lena (Buettner) Kanan ('11) is the executive officer of Helicopter Squadron 1, H&H at Naval Air Station Whiting Field in Florida. A U.S. Navy helicopter pilot, she previously worked at the Naval War College in Newport, Rhode Island.

Kristen Keri ('11) was appointed executive director at the Albanian Civil Aviation Authority.

Mary Smith ('11) was elected to the board of directors for the Organization of Black Aerospace Professionals. She will serve as treasurer and chair of the finance committee. She joins fellow alumni Donald Gardner ('97) and Xavier Samuels ('16), who serve the nonprofit organization as secretary and programs chair, respectively.

Oluwadamilola “Dami” Coker ('12, '14), an Embry-Riddle Prescott Campus flight instructor, was recognized by the Federal Aviation Administration as Flight Instructor of the Year for the state of Arizona. Coker received the award at the 44th annual Arizona Safety Awards Banquet, presented by the Aviation Safety Advisory Group and Scottsdale Flight Standards District Office.

Brandi Fabel ('10) was rapidly accepted into a Ph.D. program for information technology with a focus on cybersecurity at Capella University. She was also promoted to department chair of cybersecurity and information assurance programs at the School of Information Technology at Lyte Tech Community College in Indiana. Fabel served as a cybersecurity faculty fellow at NASA’s Glenn Research Center over the summer for a spaceflight mission directorate.

Alice Quinn Glenn ('14) is a Momentum Program fellow at the Raytheon Foundation in Anchorage, Alaska. An Alaska Native Inupiaq from Utqiagvik, Alaska, Glenn joined the Raytheon Foundation in August 2017. The Momentum Program prepares professionals from underrepresented communities for careers in philanthropy with focuses on diversity, equity and inclusion.

Kyle Watkins ('18) is the 2017 Maryland State Police Aviation Command Aviation Mechanics of the Year. Watkins served four years in the U.S. Navy and holds a commercial airframe and powerplant certificate. He is one of more than 200 members of the Maryland State Police Aviation Command and has been the maintenance technician at the Eastern Section (Hooper Site) for more than three years.

Axel A. García Burgos ('15), the founder and CEO of Pliantian, won first place at the ESS Global Student Entrepreneur Awards (ESSA) on April 16, 2018, in Toronto, based on his research and development of Agrobeads, a cost-effective, self-contained, hydration and nutrient ball capable of supporting the growth of an individual plant for up to a year. ESSA is an international competition open to students who own and operate a business while attending college or university. Garcia-Burgos is presently a Ph.D. researcher at MIT. He founded Pliantian to create and commercialize space technologies to solve global issues and benefit society.
Zachary M. Capra • April 4, 2018
Zachary M. Capra (’18, ’20) of Thornton, Colorado, died April 4, 2018, in an aircraft accident in Daytona Beach, Florida. John Armstrong, Capra’s father, died in a car accident in Kissimmee, Florida. John was also a pilot in the accident. A veteran of the U.S. Navy, Capra enlisted in July 2017 and served through 2016 as an aviation maintenance officer aboard the USS Harry S. Truman, deploying twice to the Persian Gulf.

In August 2018, he started his studies at Embry-Riddle’s Daytona Beach Campus. Capra was a senior, set to graduate, at the time of his death. He was awarded a posthumous degree of Bachelor of Science in Aeronautics during a memorial service held on April 9. His degree was further conferred at the May 7 Daytona Beach Campus commencement ceremony.

A scholarship honoring Capra’s life and passion for aviation has been established at Embry-Riddle. To make a gift, visit giving.erau.edu/honor-zach.

U.S. Air Force Maj. Stephen ‘Cajun’ Del Bagno • April 4, 2018
U.S. Air Force Thunderbirds pilot Maj. Stephen ”Cajun” Del Bagno (’18, ’19) died April 4, 2018, when the F-16 Fighting Falcon he was piloting crashed. Del Bagno was doing training maneuvers at Nellis Air Force Base in Nevada when the aircraft crashed at the Nevada Test and Training Range. The cause of the crash is being investigated.

Del Bagno was his first season as a pilot for the Air Force Air Demonstration Team. An Embry-Riddle Worldwide Online Campus alum, he completed his M.S. in Aeronautics degree on March 23, 2018, just weeks before his death. He served an F-35A evaluator pilot before being selected for the Thunderbirds unit in June 2017.

Del Bagno had been a corporate pilot and civil flight instructor, and was the first F-35 pilot to serve in the Thunderbirds, according to a U.S. Air Force news release.

Howard Charles Walls • March 4, 2018
Howard Charles Walls (’10, ’12) of Las Vegas, Nevada, died March 4, 2018, from injuries sustained in a motorcycle crash. Walls was director of quality control and safety for Allegiant Airlines. Previously, he worked for Spirit Airlines and Continental Airlines.

Walls’ primary occupation was quality control and safety, but he was also trained as a multi-engine pilot. He received his private single-engine pilot certificate at age 17.

Walls was the first All-American in Embry-Riddle track and field history at the Daytona Beach Campus and set a school record that still stands today. He achieved the status of NCAA All-American High Honorable for four years.

Walls was a major part of building our program. He was the first All-American for men’s track and field, but more importantly a great man and leader. He will be greatly missed by many,” says Michael Rosolino, head coach for track and cross country at the Daytona Beach Campus.

View the touching tribute video that Kira Ball (’11) made in Walls’ memory, featuring many of his former teammates and friends at lift.erau.edu/videos-fall-2018.

In Memoriam

Amy Birdsell (’17), an aviation faculty member at Hostett College, was one of 20 Kansas college faculty members chosen to participate in the Kansas Independent College Association’s Aspiring Campus Leaders Academy. Birdsell has been teaching at Hostett College since 2005.

Yoosukyung Cho (’17), one of the founders of Caedron, has won a $100,000 matching grant from the Kauffman Foundation. Caedron is an online platform that helps student entrepreneurs launch their own businesses. The funding will allow Cho, who is now pursuing her master’s degree in business administration, to finish the online platform.

Family News

2000s

Philip Boscelli (’90) and his wife, Megan, welcomed their second daughter, Ada, to the family on May 2, 2017. She joins their older daughter, Margaret, who is 2 years old. The family lives in Newport News, Virginia. Boscelli is a primary aerospace patent examiner at the U.S. Patent and Trademark Office, where he has worked for the past 10 years.

2010s

Rebecca (Zgorski) Claxton (’13) and her husband, Gregory Claxton, welcomed their son, Emmanuel, on July 2, 2017. The couple owns Operetta Infinity Space, which specializes in research, production and education in support of the commercial space industry. The family visited the Daytona Beach Campus in January.

Other

Mark Ingiemi (’91) and Sam Wilson (’94) met on a recent trip to Japan with my AF KC-10,” says Warzinski, who shared the photo.

Zack Laser a couple weeks ago from his Marine F-35C training to reconnected. “I got to drag my good buddy and fellow alum Mark Ingemi (’91) from the Associate of Applied Science program in Aviation Maintenance Management.”

Aspiring Campus Leaders Academy. Birdsell has been teaching at Hostett College since 2005.

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TAILWINDS

Prescott Campus Student Life

Do you remember this moment, captured at the Prescott Campus in the early 1990s? Help us fill the gaps in Embry-Riddle’s institutional knowledge. Tell us about the story and people in this photo. We’ll share the details in our next issue of Lift.

Email: liftmag@erau.edu

Photo courtesy of the Embry-Riddle Archives