The Mori Hosseini Student Union is sleek, functional and officially open for business.
You may imagine John Paul Riddle as a dashing barnstormer in his Jenny biplane. You would be right. He was one of many who supported his passion for flying by performing stunts over fields and fairgrounds across America. Some of these early flyers, such as Charles Lindbergh, Wiley Post and Ruth Law, went on to become aviation legends.

With the support of T. Higbee Embry, a flying student who became his partner, Riddle chose to pioneer the business of aviation. (For more, see Page 6.) The pair went to work, overhauling engines, selling aircraft and landing one of the first federal airmail contracts. Riddle established a technical aviation school for campuses and proud of projects based surprised — that a nationally respected selling aircraft and landing one of the Riddle would be pleased — but not of aviation. [For more, see Page 6.] The Riddle chose to pioneer the business opened a charter seaplane service. He this year.

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Tackling Aeromedical Challenges

Researchers investigate hypoxia remedy for Navy and Air Force pilots

Helping pilots swiftly recognize and respond to the first signs of deadly oxygen deficiency, or hypoxia, is the focus of two Embry-Riddle research projects that contributed to a U.S. Navy project that won a 2018 Innovation Award from the Naval Air Warfare Center Aircraft Division. The separate projects are led by Assistant Professor of Aeronautical Science Janet K. Mamane and Associate Professor of Human Factors Joseph R. Kebeler.

New Passenger Jet Service Touches Down in Prescott

V istorst to Prescott, Arizona, have access to a new jet service operating from Prescott Regional Airport (PRC), thanks in part to a team of Embry-Riddle students. In August 2018, SkyWest Airlines, flying under the United Express banner, began offering flights from PRC to Los Angeles and Denver, with connections available to dozens of United Airlines destinations nationally and internationally.

Prescott Campus of School of Business students collaborated with City of Prescott officials to explore the viability of soliciting the new air service. They evaluated local leisure and business travel patterns, the airport facility, passenger needs and concerns, and the needs of prospective air carriers as part of the students’ “signature” capstone business consulting experience.

“Along the way to our improved air service, the city has greatly benefited from the impressive airport and airline-focused research and foundational relationship-building efforts undertaken by the Embry-Riddle business students,” says Robin Sobotta, City of Prescott airport director.

Eagle Consulting

The Eagle Consulting program, led by Associate Professor Rick Gibson, provides business students a unique opportunity to serve as consultants to private and public sector partners. “This was one of my favorite projects as a student at Embry-Riddle,” says Amelia Cassidy (‘17), who graduated with bachelor’s degrees in aeronautics and aviation business administration from the Prescott Campus. “Our job was to develop a market analysis to see how many people were driving or taking a shuttle to Phoenix, as opposed to flying directly out of PRC. We also wanted to determine the amount of community interest.”

Cassidy’s work on the project ultimately helped her land a full-time job. She now works as a network planning and scheduling analyst at United Airlines. Given her role with the project, she was invited to be a passenger on the inaugural SkyWest flight to PRC. “I think this is really unique to my situation because I had the opportunity to work on this project as a student, and as a professional, I had the opportunity to see that project go through and become reality,” Cassidy says.

Preparing the Unmanned Pilots of Tomorrow

Embry-Riddle earns TOP AUVSI certification for unmanned flight instruction

Embry-Riddle is the first academic institution in the world to receive the Trusted Operator Program (TOP) certification from the Association for Unmanned Vehicle Systems International (AUVSI). Students who complete the required TOP courses will be certified to handle unmanned aircraft systems (UAS) flying scenarios, from welding photography to more dangerous situations, says Embry-Riddle Worldwide Campus Chancellor John R. Water. “AUVSI has determined that our UAS curriculum is rigorous enough to prepare students for safe flights, even in the most challenging environments such as near chemicals, oil, gas, nuclear [power plants] or mining facilities.”

This program coordinates the most important applicable standards — including Federal Aviation Administration and local regulations and industry standards — to maximize safety, reliability and professionalism in the commercial use of UAS. “We leveraged existing UAS course curriculums and learning objectives necessary for TOP certification,” says Joseph Cereota, Embry-Riddle Worldwide Campus assistant professor.

Because Embry-Riddle will be certified at the highest level, TOP Level 3, these students can be certified as TOP Remote Pilots or TOP Remote Pilot Instructors: “We believe it will have such a positive influence on the UAS industry and flight safety,” Cereota says. “Embry-Riddle students with TOP certification will stand out compared to graduates from other academic institutions and have an increased opportunity for getting jobs.”

TOP certification courses will initially be taught through Embry-Riddle’s Worldwide Campus. It will then be implemented at the Daytona Beach and Prescott campuses.
Looking for Former Teammates
I am an alumnus of the class of ’61 and remember ‘Mack’ Masaktua very well (fall 2018). Gift from the Heart, Page 26. I recall that he curled up in pain several times in class and refused to go to the doctor. A few of us offered to take him, but he wouldn’t go. When he finally did go, it was too late, and his appendix ruptured. He passed a few days later. I just want to say that he was one of the nicest friends that I had while attending ERAU. Thank you for the memories.

Anthony Sluzenski (’61)
Aviation Maintenance Technology Certificate

The ‘City’s University’
Great issue (fall 2018), What’s missing in the Prescott Campus story (40 Years of Ascent, Page 7) are comments from local citizens. It used to be that ERAU-Prescott was thought of as “that little school where they trained pilots.” Now, it is considered the “city’s university,” and it generates a lot of pride and support from among the locals.

Ray and Patty Newton
Prescott Campus Board of Visitors

Follow Your Dreams
BY FACULTY EMERITUS ALEXANDER T. WELLS

I never planned on being a teacher. I worked for 12 years—the first one as an aviation underwriter for the Royal Globe Insurance Companies in their New York City and Chicago offices. This was followed by three years as an economic planner for United Airlines and finally a large insurance brokerage firm in Chicago handling the United Airlines account.

I earned a master’s degree in economics from DePaul University and began teaching part time at local colleges in Chicago. Around this time, I met Dan Sam, academic dean at Embry-Riddle, at a University Aviation Association meeting. In March of 1972, I ventured south from wintry Chicago to my interview with Lowell Christmas (and the aviation management staff) at the small school in Daytona Beach that many still considered a fixed-base operator. I remember staying at the old dormitory and walking along the dirt shoulder adjacent to Clyde Morris Boulevard to my interview. I was hired and started that fall.

My wife, Mary, and two children followed me to our new Florida home, which had an added benefit. It was closer to our retired parents. I had left a job in Chicago paying $19,500 a year to teach at Embry-Riddle as an assistant professor for $6000.

Teaching three or four economics courses each term, my primary job was to develop aviation management courses in airline management, airport planning and management, general aviation marketing and aviation insurance. I looked upon my move to Daytona Beach as a tremendous challenge. Until then, a typical college management program was all that was available for those interested in aviation business. My first charge was to create course outlines, handouts and reference materials. There were no textbooks in those areas.

I moved my four years on the Daytona Beach Campus, working with Jack Hunt and the few faculty members who were there at that time. We were all like one family. In 1973, I helped start Embry-Riddle’s first graduate program—the M.S. in Aviation Management—through a partnership with Biscayne College in Miami. Relocating to South Florida in 1976, Ibecame the graduate program director.

In 1979, I accepted a position with Broward Community College (BCC) heading up its aviation program. During my 20 years at BCC, I authored a small airplane and power plant textbook and managed to author or co-author nine textbooks in aviation management. All of these have been turned over to younger professors and are now in their seventh and eight editions. I also served as an adjunct professor in the Miami and Fort Lauderdale area, and for 19 years I went to Europe every summer teaching Embry-Riddle courses for the Worldwide Campus.

As I approached retirement, I turned over my books to co-authors who eventually took over full authorship. These included Embry-Riddle faculty Seth Young, John Wenevseen, Curtis Farnsworth and Brian Chadbourne. Bruce and I authored the third editions of the general aviation and insurance books. We also collaborated with the Aviation Insurance Association (AIA) to develop a certification course for AIA members. We presented seminars around the country to prepare practitioners for the certification test.

Retiring in 1998, Mary and I moved to Delray, Florida, where I continued teaching at the Daytona Beach and Worldwide campuses until 2012. For 40 years I had been associated with Embry-Riddle. What started out as an aviation career turned into a fulfilling life of teaching and touching the lives of hundreds of students across the country and internationally who used the books I wrote and co-wrote as a foundation for their aviation management programs. Awards from the University Aviation Association and AIA were flattering but even more important was the satisfaction and joy I received in following my dreams. Mary and I will continue to support Embry-Riddle through a gift to the university in our estate. I truly feel blessed and proud to be a member of the Embry-Riddle Legacy Society where my contribution can be used to provide scholarships to needy students aspiring careers in aviation.

Alex and Mary Wells continue to support Embry-Riddle’s Legacy Society members.

Send Us Your Story
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FROM THE EDITOR

W e heard from a handful of readers who expressed concern with the cover text (fall 2018): “Eyes on the Sky: How Dennis Jones became the NTSB’s first African-American managing director.” Specifically, they took issue with the reference to race. While we acknowledge their concern—that is, in this seemingly more enlightened, color/gender blind era, race should not be a part of the conversation when it comes to great achievement—the reality of our industry tells a different story.

It’s a well-known fact that African-Americans are underrepresented in the aviation and aerospace industries. According to Data USA, in 2016, 92.3 percent of aircraft pilots and flight engineers were Caucasian. It’s fair to speculate that the number of whites in aviation administration and safety involves this statistical imbalance. It’s like Dennis who put aviation safety on the career map for African-Americans.

In the words of student Sekou Baraka, who commented on the Alumni Facebook page, Dennis’ story gives African-Americans a “dose of just keep going.”

He continued: “It’s an inspiration to see someone who looks like me. He continued: “It’s an inspiration to see someone who looks like me. There are still ‘1sts’ that will be forthcoming.”

The ugly truth is that there are still ‘1sts’ that will be forthcoming. “Eyes on the Sky: How Dennis Jones became the NTSB’s first African-American managing director.” Specifically, they took issue with the reference to race. While we acknowledge their concern—that is, in this seemingly more enlightened, color/gender blind era, race should not be a part of the conversation when it comes to great achievement—the reality of our industry tells a different story.

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FROM EMBRY-RIDDLE ARCHIVES

TOP RIGHT: EMBRY-RIDDLE ARCHIVES

Two, Not One
I just want to point out (fall 2018: 40 Years of Ascent, Page 7) that there were two security guards at the Prescott Campus in 1979. One was Andy and the other was Jim Ratters. Jim took me into his home for dinner the day I arrived in Prescott. I will never forget his generosity.

Jim Gordon (’82)
B.S. Aeronautical Science

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

IN OTHER WORDS

Follow Your Dreams
BY FACULTY EMERITUS ALEXANDER T. WELLS

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WINGS OF LEGACY

The Riddle of T. Higbee Embry

A spotlight on the life and times of Embry-Riddle’s enigmatic co-founder

BY WILLIAM R. “BILL” GOEBEL ('82)

Alumnus Bill Goebel spent six months combing the social pages of digital newspaper archives, and scanning census reports, ancestry websites, court records and other public sources to compile the following treatise on Embry-Riddle’s little-known namesake, co-founder and financier Talton Higbee “T. Higbee” Embry.

Do you ever have random thoughts? I do. I recently pondered: Wouldn’t it be novel to fly from one Embry-Riddle founder’s gravesite (John Paul Riddle) to the other’s (T. Higbee Embry)? I wondered how long a flight that would be.

With help from the internet, I discovered that portions of John Paul Riddle’s ashes were at various locations, including scattered over the Atlantic Ocean and at a graveyard in Arcadia, Florida — down the road from Embry-Riddle’s former World War II flight training facility at Carlstrom Field. The burial marker in Arcadia would make a good enough starting point for Riddle. One down, one to go.

I entered “T. Higbee Embry grave” into my internet search engine. Nothing. Nada. Zip. Many online entries uniformly summarize T. Higbee as a “successful businessman who co-founded the Embry-Riddle companies.” Period. Not only could I find nothing regarding his burial plot, I also couldn’t find much of anything on the man himself.

I dug deeper and found some information on Talton Embry, T. Higbee’s father. A point of clarification: The Embry family apparently liked the name Talton, a lot. I’m pretty sure there was a Talton Embry for at least six generations of the family. To avoid confusion, I’ll refer to our Embry-Riddle founder as T. Higbee, and to his father as Talton.

The Embry Family Empire

Talton originally hailed from Kentucky and established himself in the Cincinnati, Ohio, area as a livestock merchant. He had interests in numerous stockyards in the United States, as well as in Cuba and Brazil, and was regarded as one of the “best authorities” on livestock in the United States. In addition, he established numerous business ventures such as banks and hotels. Talton was also one of the first Americans to conduct sugar refining in Mexico, where he owned several plantations.

Talton married Susan Higbee of Fort Worth, Texas, in April of 1895. Two years later, T. Higbee, our founder, was born in Cincinnati on May 17, 1897.

The Embry family was among the financial royalty of Cincinnati. Groomed to assume the reins of his father’s livestock trading empire, T. Higbee received the finest education of the time. He attended Asheville School in North Carolina, a private college preparatory boarding school for grades 9-12, and graduated in June 1916. And then, his world fell apart.

Tragedy Times Two

On July 9, 1916, Talton passed away at home at the age of 56. Shortly thereafter, his estate was divided between his wife, Susan, his son, T. Higbee, and numerous nieces and nephews to varying levels. When the dust settled, 19-year-old T. Higbee had inherited a trust held in his name worth more than $250,000 (adjusting for inflation, that’s nearly $6 million in 2018). The trust stipulated lump payments be parsed to T. Higbee as he reached the ages of 21, 25, 30 and 35.

T. Higbee continued working at his father’s livestock firm, Greene, Embry & Company, but in December 1916 (just five months later), tragedy struck again. T. Higbee was involved in a nighttime automobile accident that killed a 10-year-old girl and injured another young girl. Court filings from February 1917 document that charges and exemplary damages in excess of $45,000 were considered against T. Higbee. And, because he was not of “legal majority,” age 21 for Ohio, the vehicle owner and responsible party, his mother, Susan Embry, was also sued for another $40,000.

Alumnus Bill Goebel spent six months combing the social pages of digital newspaper archives, and scanning census reports, ancestry websites, court records and other public sources to compile the following treatise on Embry-Riddle’s little-known namesake, co-founder and financier Talton Higbee “T. Higbee” Embry.
Call to Duty

In June 1918, John Paul Riddle traveled to New York for embarkation to France, to fight in the Great War. Once there, he married 155mm Schneider Howitzer guns with a maximum range of 7 miles. T. Higbee was manning his gun on Nov. 11, 1918, when at 11 a.m., the guns were ordered silenced and he was witness to an eerie but welcome quiet: "The noise ceased and not a shot was fired for the first time in almost five years. But many Americans lost their lives during the last few minutes of the World War. My luck was with me and I was not touched, although exposed to shell fire and gas more than once."

After just one flight with Riddle, T. Higbee was hooked. This was the beginning of a relationship that gained T. Higbee his flying credentials and led to the eventual joining of the Embry and Riddle names.

Airspeed Ahead

In 1926, the Embry-Riddle Company was expanding into all facets of aviation: flight training, aerial photography, passenger flights and aircraft sales. In addition, the company sponsored a free Air Circus for the citizens of Cincinnati, with T. Higbee as one of the featured pilots performing parachute drops and aerobatics. Also in 1926, the Embry-Riddle Company sponsored the Ford Reliability Tour on its stopover in Cincinnati. As a Waco aircraft dealer, the company entered a Waco in the tour. Riddle was the pilot and none other than T. Higbee’s mother was the passenger. She was the first woman to be flown in the tour. In 1927 Riddle competed again, in a Waco, in Ford’s National Air Tour. He came in seventh place.

In February 1927 T. Higbee married Ruth Miller; but this didn’t slow his business activities. Later that year, the Embry-Riddle Company was awarded the CAAM 24 airmail route, which allowed its aircraft to carry passengers and mail from Cincinnati to Chicago. In September 1928, the company published its first issue of Sky Traffic, a company newsletter, to help promote its aviation businesses. T. Higbee had a column in each issue. Note: Sky Traffic can be accessed online at lifeerau.edu/embry.

After just one flight with Riddle, T. Higbee was hooked. This was the beginning of a relationship that gained T. Higbee his flying credentials and led to the eventual joining of the Embry and Riddle names. From 1929 to 1939, Riddle taught T. Higbee how to fly. In addition, the two became friends and threw their energies into all things aeronautical.

American Infantry, until November 17th, and on the exact hour and minute all guns shut down. The noise ceased and not a shot was fired for the first time in almost five years. But many Americans lost their lives during the last few minutes of the World War. My luck was with me and I was not touched, although exposed to shell fire and gas more than once.”

T. Higbee was discharged as a private first class the next month in Cincinnati.

In June 1919, T. Higbee married Mary Elizabeth Bennett from Cincinnati, and they settled in the Hyde Park area. The following year, their son was born. That’s right, Talton Higbee Embry Jr. He would go by the name Tally.

Aviation Disruption

From 1919 to 1923, the family enjoyed an occasional garden party, trip to the opera and visits to the family’s summer cottage in Michigan. In 1923, disruption hit. Something starting came out of the clear blue sky, literally — that something was John Paul Riddle.

Prior to 1925, most of the flying in Cincinnati took place at Girard Field, which was 8 to 10 miles from downtown. It was here that T. Higbee met Riddle. Riddle had been flying across the northeast United States, barnstorming after the war and offering rides in his Curtiss Jenny.

American Airlines). Now, at age 35, T. Higbee’s active run in the aviation business had come to an end and his passion for the livestock business had long since passed. His mother had previously moved to Los Angeles. With no binding attachments to the Cincinnati area, he followed her there in 1932.

Sadly, a year later, Susan Higbee Embry died in Los Angeles during a medical procedure.

Trading the Air for the Sea

It didn’t take long for T. Higbee to become involved in the Los Angeles-area country club set and to trade his penchant for air travel for that of the sea. In 1934, he purchased a 75-foot motor yacht and was named Commodore of the Balboa Yacht Club in Corona del Mar, California. He held this position for two years. He also sponsored the Embry Trophy, aka Southern California Power Boat Trophy (400-mile race).

T. Higbee divorced his second wife, Ruth, in 1938, and in 1940, he married wife No. 3, Gertrude Anderson from Dayton, Ohio.

At this same time (1939), Riddle revived the Embry-Riddle Company in Iquiam, Florida. T. Higbee reportedly gave Riddle permission to use his name but was otherwise uninvolved in the venture. In October 1939, Riddle partnered with attorney John McKay and established the Embry-Riddle Seaplane Base and flight training facility. This is where our university’s modern history begins.

It’s important to note that T. Higbee and Riddle were cut from different cloths. T. Higbee was a businessman who learned to fly; Riddle was a flyer who learned how to run a business. Without fostering forces, though, neither of these individuals would have built the organization and legacy that is Embry-Riddle.

Resting Place Found

On April 17, 1946, T. Higbee passed away at the age of 49. Oh, and I did locate his resting place. T. Higbee is buried in the Lexington Cemetery in Lexington, Kentucky, right next to his parents, and his son, Tally, who died April 24, 1939.

Let’s see now ... a flight from Arcadia Municipal Airport, Florida (XBB), to Lexington, Kentucky (KLEX), is only 865 nautical miles. That’s not too bad a trip in a Cessna.

EDITOR’S NOTE: The author is a 1982 graduate of the Dayton Beach Campus and the Federal Aviation Administration Organization Designation Authorization Certification Projects Manager for Airbus Helicopter, based in Grand Prairie, Texas.
The 178,099-square-foot Mori Hosseini Student Union sits at the heart of the Daytona Beach Campus.

Longtime champion of the new Student Union at the Daytona Beach Campus, Board of Trustees Chairman Mori Hosseini (HonDoc ’13, ’79, ’82) is now also its namesake. Hosseini expressed his gratitude at the honor during a dedication ceremony on Oct. 25, 2018. “I could not have imagined [when I was a student] that I would be standing here tonight within the walls of this magnificent new building,” he said, before an audience that included U.S. Secretary of Transportation Elaine Chao and Florida Gov. Rick Scott. “Embry-Riddle Aeronautical University runs through my veins and lives in my heart, and my commitment to the success of this university is something I will never let go of.”

Hosseini added, “This is not about me — this is about our children. This is about our students, and this is about the future of our country.”

Embry-Riddle President P. Barry Butler lauded Hosseini’s efforts to secure more than $60 million in grants for the university throughout his time on the board. “I have never known one person to make such a profound difference in an institution and to give so much of their time and treasure to one place,” Butler said.

Located at the heart of campus, the building offers unique opportunities for students to collaborate. A towering, triple-height commons anchors and integrates the collaborative social and learning interiors. Wrapping this space are lounges and study rooms, dining options and quiet corners, as well as the Jack Hunt Memorial Library. An outdoor terrace provides a view of aircraft on final approach to Daytona Beach International Airport’s runway 25R-7L, and even rocket launches from Cape Canaveral.

“It is the students’ union, first and foremost,” Butler said, noting that Embry-Riddle students have committed to supporting half the cost of the $75 million building. “It is an open-hearted and welcoming space for our alumni, friends, families and community. We thank everyone who has been a part of this monumental project, and we hope everyone in the community will stop by and visit the Mori Hosseini Student Union.”

WATCH Alumni react to the new Union: lift.erau.edu/videos-spring-2019

The Union

- At 178,099 square feet, the Mori Hosseini Student Union is the most significant addition in size and scope to the Daytona Beach Campus in its 50-year history.
- More than 6,100 pieces of structural steel anchor the building.
- A 360-foot, 250-ton capacity crane placed the exposed steel beams that support the exterior superstructure.
- The beams were fabricated in Lancaster, Pennsylvania, at a plant that makes structural steel for the largest bridges in the United States.
- A special ceramic coating on the 300-foot-long skylight protects the interior from heat and sun.
- The events space can accommodate gatherings of up to 900 people.
- The building won a Design Award for Excellence from the Society of Registered American Architects. For more: studentunion.erau.edu

GRAND OPENING

Eagles and government officials celebrated the opening and dedication of the Mori Hosseini Student Union.
When a Brazilian aircraft maker asked Embry-Riddle for business insights, more than 100 students leaned into an initiative that could bring up to 80 new jobs to Florida

The plan is bold and the stakes are high: SeaMax, a light-sport aircraft company based in Brazil, is launching operations in the United States. Known for producing the award-winning M-22, the company is transitioning to an all-composite model: the M-42. The vision, says SeaMax CEO Gilberto Cunha Trivelato, is to market a safe amphibious aircraft, with or without foldable wings, and a computer platform that allows users to load their own applications.

To succeed, the former executive at Mectron Odebrecht and systems engineer at Embraer knew he would need deep insights to the U.S. light-sport aircraft market. For 20 years, Trivelato says, he had dreamed of working with the world’s premier aviation institution, Embry-Riddle. In 2017, he brought the company’s research and development department to Embry-Riddle’s Research Park in Daytona Beach, Florida. He also reached out to the David B. O’Malley College of Business.

In response, Embry-Riddle faculty members Davina Phoades, Janet Tinoco and John Longshore (‘81, ‘84) assigned some 100 students in five different classes to prepare comprehensive business assessments for SeaMax, at no cost to the company. The analyses encompassed the SeaMax business plan for U.S. operations, including project management, competition, customer base, value proposition, supply chain logistics, importing and exporting challenges, and product quality and performance.

If Trivelato’s plan to sell a “flying business platform” with its new M-42 model takes off, it could ultimately create 80 new jobs in Florida, says Shalom Confessor, executive director for the company’s U.S. headquarters. The company is in the advanced stage of prototype development and new technologies testing for the aircraft. “We expect to start test flights by September 2019,” Confessor says. The plan, now, is to do final assembly in the United States and then gradually transfer the entire production to the states, he adds.

Marketing for Sport or Business

Customer service will be a critical selling point as SeaMax ramps up to market an aircraft with customizable software modules to various businesses — from search-and-rescue operations to air taxis, says Longshore, an associate professor of management. The company will also need to look for and leverage product differentiators such as ISO-9000 certification, a set of global standards for quality assurance, adds Longshore, who earned a bachelor’s degree in management and an MBA — Aviation from Embry-Riddle.

“Improved manufacturing efficiency is another key goal for SeaMax, which is why the M-42 will be based on composite rather than metal fabrication,” says Miguel Rosario, the company’s chief operating officer and head designer. “We’ve developed the molds for the composite manufacturing of a family of aircraft.” Rosario explains. “That will allow us to create a reconfigurable and higher quality product based on new processes, which will be faster than metal fabrication done by hand.”

Phoades, professor of strategy and chair of the department of management, marketing and operations, says establishing that unique composite manufacturing process will help keep SeaMax a step ahead of its competitors. The company’s M-22 model had a market advantage because it was among the first designs to meet U.S. Federal Aviation Administration (FAA) standards for light-sport aircraft, she notes.

Imagining New Solutions

Nidhi Trambadia (‘18), president of the National Association of Women MBAs, was among the army of Embry-Riddle graduate students who dove deep into the SeaMax business plan. In particular, she and her classmates used Lean Six Sigma, a technique for modeling and improving business efficiency and capabilities, to evaluate customer versus company priorities.

Mengyuan Lu (‘18), currently an intern with the Airports Council International – North America, says she worked with a dozen students and faculty to analyze the U.S. market environment for light-sport aircraft sales for the project. “It was valuable work experience for me,” Lu says. “When I was applying for internships, interviewers wanted to know if I had worked on any practical, real-world projects. I was able to say, ‘Yes.’”

The SeaMax project helped students develop problem-solving skills, as well as learn how to deal with ambiguity and work with a client, says Tinoco, associate professor of management and marketing: “They didn’t have all of the information sitting right there. They had to be entrepreneurial in seeking out the answers.”

Win-Win

Confessor says the students’ work is already paying dividends for SeaMax. “Their research helped us position the price of the M-22 based on its performance, range and useful load, compared to our competitors; and to better understand the light-sport amphibious market demographics in the U.S. and the need to make minor modifications to the aircraft to achieve maximum success.”

For SeaMax, the partnership with Embry-Riddle continues to provide business and technical insight — and critical additional support, especially valuable given Trivelato’s ambitious goal to someday market an unmanned version of his aircraft. “By working together,” Trivelato says, “we can imagine new solutions for the future.”
A NEW LEASE

Business savvy, hard work and 'secret sauce' fuel aircraft leasing startup

BY SARA WITHROW
In 2018, a trio of Embry-Riddle alumni accomplished a previously unheard of aviation business feat. Over a 90-day period ending Oct. 9, they stood up a new aircraft leasing company, solidified a purchase agreement for 21 commercial aircraft and raised about $800 million in debt and equity that included an asset-backed securitization (ABS).

“That was a big deal,” says Damon D’Agostino (’94), president, CEO and co-founder of Zephyrus Aviation Capital. “We were investment-grade rated by S&P and Kroll. That (ABS) had never been done before by a startup aircraft leasing company.”

But Zephyrus is no ordinary startup. “These guys have been around. You add up the years of experience that they’ve had … and it’s a bit difficult to call it a startup, per se,” says Michael Halaby, the head of aviation debt origination at Deutsche Bank in London, which issued the ABS for the company.

“I think their success speaks for itself,” Halaby says. “They were able to access the ABS market in the same year that they started their company. There’s a lot of faith and respect that the market has for that management team.” [To learn more about the ABS market, see sidebar, Page 19.]

Collectively, D’Agostino and non-executive chairman Tony Diaz (’80) have more than 50 years of aircraft leasing experience. The company’s other two founders, Richard Genge (’09, ’13), vice president, and Robert Meade, chief commercial officer, together have another 20-plus years of experience in the business. Meade, an Air Force veteran, is the sole non-Embry-Riddle alumnus on the management team.

Aviation Business Foundation
All four founders of Zephyrus Aviation Capital are “alumni” of CIT Group’s Aerospace Division. It was at CIT that they earned their aircraft leasing chops. In fact, Diaz and fellow Embry-Riddle alumnus C. Jeffrey Knittel (’80), now chairman and CEO of Airbus Americas, built the aircraft leasing business at CIT from the ground up.

“In 1987 when Jeff hired me, the CIT aviation group consisted of Jeff and myself. The last thing I thought was that I would be there for 30 years,” Diaz says. Avolon Holdings Limited acquired CIT Group’s aircraft leasing business in April 2017 for $10.38 billion. The CIT Aerospace management team essentially performed itself out of jobs. An international aircraft leasing company, Avolon already had an executive staff.

At the time of the acquisition, Diaz was the president of CIT Aerospace, D’Agostino was the chief commercial officer, Genge was the assistant vice president for marketing and asset sales, and Meade was the director of marketing strategy and asset sales. The foursome started searching for their next big opportunities, individually.

A Startup Takes Flight
At an informal meeting at the end of summer 2017, the four former colleagues had an epiphany. “We were all thinking the same thing,” D’Agostino says. “That there is space for a mid- to late-life aircraft leasing company. [And] we realized that together we could make a really great team.”

First, they took stock of the industry. “Fuel price was low (2017) and forecasted to stay relatively low for the foreseeable future,” D’Agostino says. “As we dug into the market further, our analysis showed that there were about 8,000 aircraft at that time that fell into our age and equipment sweet spot. The older aircraft require a lot more ‘metal’ knowledge — meaning it isn’t just a financial transaction. You need to understand the inherent value and nuances of the aircraft, down to scrap value. This played to our strengths.”

Because mid- to late-life aircraft require more “high touch” and expertise on the part of the lessor, the barriers to entry in that segment are greater, Diaz says. This creates an environment that is less crowded, he adds. “We saw an opportunity in that sector.”
To bring the plan to fruition, Diaz leveraged his existing relationships with Virgo Investment Group and Seabury Capital, now the majority and minority owners of Zephyrus, respectively. The company name came from a smaller, pre-existing aircraft leasing entity operated by Virgo.

"It took about 12 months to form up," Diaz says. "We had the equity and the management team. What we needed was aircraft."

Their history at CIT Aerospace (now owned by Avolon) and insight into its fleet assets made Avolon an ideal prospect for the aircraft acquisition. "Avolon liked the idea of selling former CIT aircraft that were near their end of lease and it was a win-win," Diaz explains. "At CIT, we had a lot of Embry-Riddle graduates, and I'd like to think that we were very successful. So, I see no reason why we shouldn't do the same thing again," D’Agostino says.

**Financing the Future**

D’Agostino and Diaz see only blue skies ahead for the aviation industry — and the operating lease business. And why wouldn’t they? "Back in 1987, when I first started with Jeff [Kritzel] at CIT, operating leasing was 1 to 2 percent of the market. Today it’s about 45 percent of the market," Diaz says.

"All indications are that the leasing sector will continue to grow," D’Agostino affirms. "Passenger demand continues to increase, and historically, air travel has doubled in size roughly every 15 years. There doesn’t seem to be any slowdown in sight when looking at long-term trends. That means the number of aircraft that need to be financed will continue to grow." With the expertise of its management team and a name like Zephyrus — the Greek god of the west wind and the messenger of spring — this startup will likely bloom.

**Editors’ Note:** D’Agostino holds a B.S. in Aviation Business Administration, Diaz has a B.S. in Aeronautical Studies, and Genge has a B.S. in Aviation Business Administration and an MBA – Aviation, all from Embry-Riddle. D’Agostino also holds an MBA – International Business from the University of Miami and is a member of Embry-Riddle’s David B. O’Malley College of Business Industry Advisory Board.

**LEAD FROGGING THE BANK MARKETS**

Michael Halaby, the head of aviation debt origination at Deutsche Bank in London, says it is rare for a new aircraft leasing business to secure financing through asset-backed securitization (ABS). A debt finance alternative, the ABS market team works with a select group of investing institutions, pension funds, insurance companies, asset managers and other sophisticated investors, he explains.

The business is then obligated to repay interest and principal on a collateralized loan to this group of investors. “It’s just a different form of secured financing outside of the bank market,” Halaby says.

When Zephyrus Aviation Capital first approached Halaby about finance options for the startup, he says it became evident that ABS would be the optimal route. The ABS market offered several benefits, including a higher loan-to-value ratio. There was just one problem: The ABS market is historically for companies that have been around for a while, and Zephyrus was only incorporated last year," Halaby says. Despite this, ABS investors signed on. "In a way, [Zephyrus] somewhat leapfrogged the markets by going straight to ABS," Halaby says. An ABS market strengthened by the recent and rapid growth of the aviation industry and worldwide demand for passenger aircraft helped, but the real dealmaker was the expertise and reputation of the Zephyrus management team.

"If it were a true startup, with inexperienced management, it would not go to the ABS market. ABS investors would likely want to see a successful track record first," Halaby says.

To start an aircraft leasing company, basically, four things are needed, Halaby explains. "You need the equity to come in; you need the debt to come in; you need a management team that you trust and support; and you need someone to sell you the aircraft. For some market participants it’s a vicious circle, because you can’t get one without having the other three. It’s very difficult to break in.

“We were able to take what could be a vicious circle for folks and helped make it a virtuous one,” Halaby says. “We are very proud to have helped get Zephyrus off the ground.”

**Team Zephyrus gains finance advantage with ABS**

**WATCH**

LIFT, Off the Page: The Business of Aviation and More An interactive discussion 7 p.m. EDT Monday, April 8

Lemerand Auditorium, Daytona Beach Campus and livestreamed around the world alumni-erau.edu/lifttalks
Imagine a Boeing 777 crashing every day, with no survivors. In 1999, that’s how Steve Powell (’08) visualized the estimated 98,000 Americans who died each year due to medical errors, according to a report in that same year from the Institute of Medicine (IOM).

Around that time, Powell was by his father’s side for two years of treatments, procedures and hospital stays in a struggle against lung cancer. That struggle ended suddenly in 2002 — after a routine treatment went wrong. His father’s death was emblematic of the common, preventable medical errors outlined in the IOM report, and Powell was determined to change it.

“What I saw was a really broken system,” Powell says, “where there was very little coordination, little cohesiveness between the care teams, little cooperation, communication — all the ‘C’ words were just not there. You weren’t the quarterback, you were the football, and you were getting kicked around from one place to another with no one in charge.”

Powell considers the IOM report a seminal industry moment, in the same way that fatal airline accidents led to crew resource management (CRM) training starting in the early ’80s due to medical errors, according to a report in that same year from the Institute of Medicine (IOM). Around that time, Powell was by his father’s side for two years of treatments, procedures and hospital stays in a struggle against lung cancer. That struggle ended suddenly in 2002 — after a routine treatment went wrong. His father’s death was emblematic of the common, preventable medical errors outlined in the IOM report, and Powell was determined to change it.

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Powell considers the IOM report a seminal industry moment, in the same way that fatal airline accidents led to crew resource management (CRM) training starting in the early ’80s. With nearly two decades of safety and flight experience in the U.S. Navy and Delta Air Lines, his father’s death spurred him to look beyond aviation to see if he could apply his experience to the world of healthcare.

Mission Readiness Model

While still working as a pilot at Delta, Powell opened his medical training and consulting business, Synensys, in 2004 and began pursuing a master’s degree in human factors from Embry-Riddle’s Worldwide Campus in Atlanta.

Powell looked to a high-reliability organization in a high-risk environment for a model to apply to healthcare. “How could someplace that’s so dangerous — an aircraft carrier flight deck — be so safe, when the average age of a person working the flight deck is 18 years old? Very few have advanced degrees and programming. And yet they recover and launch airplanes 24/7 all over the world,” Powell says.

“It comes down to mission readiness.” Synensys found a kindred spirit in the military medical system, where it earned some of its first contracts. “They could see the readiness benefits right away,” Powell says.

Applied Aviation Science

Seeing the evolution of aviation error management gave Powell perspective on the healthcare industry. “What’s interesting is that the same factors that were causing aircraft accidents prior to CRM were causing medical errors as well, with communication being No. 1. You can’t take away the root causes, but training can mitigate and manage them.”

While still at Embry-Riddle, Powell’s graduate studies helped expand his product offerings. “I took electives on learning science, learning technology and training. The degree wasn’t just human factors; it was everything that I needed to develop a portfolio of services for our clients.” By 2010, Synensys had a comprehensive safety software solution and training programs available in English, Japanese and Arabic. It also had an office in Qatar.

But Powell says, “The elephant in the room is that the same mandate that’s there for aviation isn’t there for healthcare.” To “sell” safety, he has to appeal to the industry from a cost basis. “You have to reach for things like, how much it might cost the hospital if there’s a malpractice claim. We use that to incentivize healthcare organizations to do CRM, implement a safety culture and perform safety audits.”

In 2015, Powell took his knowledge to consumers. He co-authored The Patient Survival Handbook, a book that promotes patient awareness and self-advocacy to prevent medical mishaps.

Now in his 28th year as a pilot at Delta and his 15th year as CEO of Synensys, Powell is still honing his craft. “I’m just finishing up a Ph.D. program in healthcare administration. It’s helping me better understand healthcare leadership and move our organization into its next season,” he says.

Steve Powell and his company, Synensys, are using aviation safety science to combat fatal medical mishaps

BY ALAN MARCOS PINTO CESAR

Steve Powell and his company, Synensys, are using aviation safety science to combat fatal medical mishaps

After his father died from a preventable medical error, Steve Powell envisioned using his aviation background to solve an industrywide problem

A Human Factors Remedy

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WATCH

Join Steve Powell and other Eagle business leaders at 7 p.m. EDT Monday, April 8, for Lift, Off the Page: The Business of Aviation and More, an interactive discussion, Lemerand Auditorium, Daytona Beach Campus and livestreamed around the world: alumni.erau.edu/lifttalks
Trustee David O’Maley pays forward a special gift he received as a young man

BY MELANIE STAWICKI AZAM

E

mby-Riddle Board member David O’Maley recalls a time when he was a young man with a passion for aviation and someone helped him finance his flight training.

“He left me with a simple charge. And that was, if you are able at some point in your life, the charge to you, young man, is that you will do things to help other young people achieve their grade and success,” says O’Maley, a nationally prominent insurance executive who recently made a significant gift to support the Daytona Beach Campus’ College of Business. University leadership, faculty, staff and students turned out to welcome and honor O’Maley and his wife, Karen, at a Nov. 13, 2018, naming ceremony for the David B. O’Maley College of Business.

O’Maley says he intends for this gift to enable the creation of a new generation of aviation business leaders. “We see this gift as a unique and powerful way to leverage aviation and business education into the future,” he says.

With O’Maley’s generous gift, Embry-Riddle will be able to elevate its College of Business — already widely regarded as offering the best aviation business administration program in the world — to even greater heights, says university President P. Barry Butler. He describes the gift as “a key moment for university leadership, faculty, staff and students to chair a special committee that’s reviewing the strategy and direction of the College of Business. Catalyst for Change

O’Maley’s gift will lead the university’s effort to advance its business curriculum, which includes developing a robust focus on aviation risk management and insurance, adding an interdisciplinary certificate program for engineers, and devising a combination of certificates and executive education to support preparation of chief pilots for corporations.

Michael Williams, dean of the College of Business, says the O’Maley family’s gift will support breakthroughs in industry operations and safety and manufacturing through transformative ideas and technologies. “It will allow our students to turn research into new business opportunities, moving their discoveries from our labs into the Micaplex Engineering and Innovation Complex as startups, and then out into the real world,” Williams says.

College of Business student Maddie Dietrich says the O’Maley’s gift sends a powerful message about the importance of philanthropy. “The O’Maley’s transformative gift not only impacts the future of Embry-Riddle, but serves as an inspirational example of charitable giving that will influence the way my fellow Eagles and I view the importance of personal philanthropy for the rest of our lives,” Dietrich says.

O’Maley has served on Embry-Riddle’s Board of Trustees since 2014, and is currently a member of the development and finance committees. He is also chair for the board’s committee on business initiatives and was appointed by President Butler to chair a special committee that’s reviewing the strategy and direction of the College of Business. Leading Through Business

A national business leader and innovator, O’Maley is currently lead director on the board of directors for U.S. Bank. O’Maley retired in 2012 from Ohio National Financial Services, a leading provider of competitive individual life and annuity products through more than 40,000 distributors nationwide. Through his leadership as CEO and president, the company grew from $4.1 billion assets under management in 1993 to more than $27 billion in 2018. He was elected chairman emeritus in recognition of his significant accomplishments.

In addition to his passion for business, O’Maley is an active pilot and aviation enthusiast, as well as a founder of the Tri-State Warbird Museum in Batavia, Ohio. The museum is dedicated to honoring America’s rich aviation history and features one of the largest collections of flyable World War II aircraft.

This gift is not the family’s first to Embry-Riddle. In 2013, they established the O’Maley Family Endowed Scholarship Fund to support students at the college. Embry-Riddle’s College of Business, established in 2003 and with a history dating to 1966, offers a variety of degree programs, from the bachelor’s to the Ph.D. level. Students get not just the textbook knowledge, but also the practical knowledge about what’s going on in the aviation business industry, says Norbert J. Zarb, chair of the department of accounting, economics, finance, and information sciences.

O’Maley says he believes all students, regardless of program of study, need some grounding in business — so they can become leaders in the industry. “I’ve always said that nothing happens until somebody ... provides some direction and takes the initiative to move things forward,” O’Maley says. “Together, with the outstanding leadership at Embry-Riddle, we can innovate, grow and watch the business college move forward to a dimension it has never seen before.”

With O’Maley’s generous gift, Embry-Riddle will be able to elevate its College of Business — already widely regarded as offering the best aviation business administration program in the world — to even greater heights.

The College of Business was renamed the David B. O’Maley College of Business to honor his service and contributions to Embry-Riddle.
n 2018, an Embry-Riddle alumnus installed the only optical telescope currently at the South Pole to better understand how our solar system evolved and, in particular, why Jupiter orbits in an icy realm beyond the asteroid belt. The knowledge gained could overturn popular scientific theory and narrow the search for extraterrestrial life forms.

“What we learn through this project could change the way we think about our solar system,” says Capt. Michael “Mikey” Nayak, Ph.D., a scientist with the U.S. Air Force Research Laboratory (AFRL).

In many other solar systems, explains Nayak (’10), hot Jupiter-like planets spin closely around their stars. “They’re fairly common in all of the exosystems we’ve studied so far,” he notes. That begs the question: Why is our own solar system so different?

Nayak’s mission to set up the Long-Duration Antarctic Day and Night Imaging Telescope (LANDIT) promises to provide new clues to this fundamental mystery of planetary science. In addition, observational methods developed for the project — supported by the Air Force Office of Scientific Research (AFOSR), the U.S. Air Force Test Pilot School and the National Science Foundation (NSF) — might someday suggest a way to peek inside human-made satellites in space, including non-U.S. satellites that could pose a threat to national security.

Science at the South Pole

U.S. Air Force Capt. Michael Nayak is chasing clues to Jupiter’s evolution to better understand our solar system and support national security.

BY GINGER PINHOLSTER

Science at the South Pole

U.S. Air Force Capt. Michael Nayak is chasing clues to Jupiter’s evolution to better understand our solar system and support national security.

A Marriage of Science and Engineering

The effort sprang from a unique agreement, signed by the heads of the Air Force and the NSF, to marry scientific and engineering basic research. With a bachelor’s and master’s degree in aerospace engineering from Embry-Riddle and two Earth and planetary science degrees from the University of California, Santa Cruz, Nayak’s expertise and military background were perfect for the mission. Co-directing the project with Nayak is astronomer Ryan Swindle, Ph.D., an AFRL research physicist.

During the Antarctic summer in November and December 2018, Nayak flew to the Amundsen-Scott South Pole Station to install a small prototype telescope, make measurements of the atmosphere, and practice observing Jupiter, as well as Saturn, during continuous daylight hours. The only active military member resident at the South Pole during the 2018-19 season, he will return next December with a seven-person team to test-drive a larger telescope during Antarctic days and nights.

If all goes well, Nayak and Swindle’s Ph.D. student, Embry-Riddle alumnus Cody Shav (’19), a space physicist, will return in 2020 to capture the first-ever 100-day set of long-term, or “seismic,” signals from Jupiter and Saturn. These signals — minute changes in reflected light, uninterrupted by the rising sun — are only possible to observe from Antarctica.

Harmonic Vibrations

Using those signals, researchers can glean what’s inside Jupiter and Saturn, and how they have changed over time. If the signals remain uninterrupted, the background noise should be low enough to determine the acoustic modes that continuously vibrate around and through planets. These “spherical harmonics” are a kind of gravitational song that can be mathematically expressed to reveal the shape of a planet. After they identify a planet’s song at the surface, researchers can better understand its interior. Interior shapes such as lumps can be imagined as musical notes that tell a story about the planet’s formation and evolution. The approach is an adaptation of a field known as seismology.

The key question is whether Jupiter evolved closer to the Sun in ancient times, but then hurtled into its current position after engaging in a game of gravitational tug-of-war with Saturn. Nayak says, if it evolved closer to the sun — a popular theory — its core and mantle would be shaped very differently than if it formed farther out in the solar system, under much lower temperatur.
MESSAGE FROM THE EXECUTIVE DIRECTOR

“Being brother and sister means being there for each other.”

— AUTHOR UNKNOWN

The Eagle bond is strong. It’s exemplified in the pride, friendships, business connections, shared passions, brotherhood and sisterhood that all Eagles share. When our alumni come together, this bond is especially prevalent. I’ve had the recent privilege of witnessing this collective Eagle spirit firsthand:

✈ At the second annual Black Alumni Network Reunion, industry leaders told stories of hardship, persistence and success to a roomful of attentive students — and bonded together to establish a Black Alumni Scholarship fund.

✈ At the 25-year reunion celebrating the founding of the WKD radio station at the Daytona Beach Campus, Eagle DJs expressed their shared love of connecting fellow students through music.

✈ At the Hockey Club reunion, a group of 25 alumni and friends reminisced about the bond they built over ice, sweat, beer and blood.

✈ At a Lacrosse Club reunion, former teammates celebrated the friendships they formed through bruises, teamwork and banter. (See story, Page 28)

✈ At the NIFA Golden Eagles Reunion, aviators from the Prescott Campus reunited over their shared dedication to team, school and a winning legacy.

✈ And, at 150 plus other alumni gatherings held across the globe in 2018, Eagles shared their stories, laughter and support for their alma mater and each other.

As graduates, we are driven to excel in our professions on an individual basis, but we also help our own. Every week, I hear of an alumnus who was hired by, guided to or learned of an opportunity from a fellow graduate that advanced their career. An example of this is Zephyrus Aviation Capital [See story, Page 14]. Three of the founding members of this startup aircraft leasing company are Embry-Riddle alumni. And the company is poised to hire another Eagle, as its business grows.

It is amazing how often I hear stories of relationships that started with the statement: “You graduated from Riddle, too?” It isn’t about campus or program. It’s about shared experiences — and offering a helping hand.

As the years pass so quickly, we often take our relationships for granted, but I encourage all Eagles to reconnect, say “hello,” “thank you” and “how can I help you?”

Our campuses proudly sport the best resources and facilities, but you — our alumni — are the bricks and mortar: the bonds of brotherhood and sisterhood that have shaped who we are today as a university. Please continue to build and strengthen your Eagle bond, because the rewards are infinite.

God bless you, and remember, you are Forever an Eagle.

Bill Thompson (’87)
Executive Director

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Standout Celebration
Prescott Campus Chancellor inducts three Hall-of-Famers and names two honorary alumni

BY MELANIE STAWICKI AZAM

One of the first students enrolled at Embry-Riddle's Prescott Campus in 1978, Capt. Mark Overley ('81) never imagined the fledgling Golden Eagles Flight Team he helped found would become one of the top collegiate flight teams in the nation. "We always knew the team would grow to be competitive but never dreamed they would grow into the exceptional team they became over these 40 years," says Overley, now a senior captain at the Citation Corporation Flight Department and a mentor/judge to the Golden Eagles. For more about his involvement with the Golden Eagles, go to: alumniera.edu/flight-team-story

Overley, along with two other Prescott Campus alumni — Capt. Nancy Martin-Belitz ('81) and Jamie Patterson-Simes ('81) — were inducted into the Chancellor's Alumni Hall of Fame during an awards reception and dinner held Oct. 5, 2018, during OctoberWest. The awards were established by Prescott Campus Chancellor Frank Ayers Oct. 5, 2018, during OctoberWest. The awards were established by Prescott Campus Chancellor Frank Ayers Oct. 5, 2018, during OctoberWest. The awards were established by Prescott Campus Chancellor Frank Ayers Oct. 5, 2018, during OctoberWest. The awards were established by Prescott Campus Chancellor Frank Ayers Oct. 5, 2018, during OctoberWest. The awards were established by Prescott Campus Chancellor Frank Ayers Oct. 5, 2018, during OctoberWest.

Martin-Belitz helped start Southwest Airlines' Adopt-A-Pilot Program and has mentored thousands of students. Additionally, through Southwest, she volunteers at St. Jude's Children's Research Hospital, Ronald McDonald House and The Salvation Army.

Patterson-Simes is the founder and owner of SkyTrek Alaska Flight Training, which was designated the 2017 National Fastest Flight School by the Academy of Flight Safety and Education Committee. She spent most of her time as a full-time student at the Prescott Campus (1989-1992).

"When I opened my flight school in 2014, I never dreamed that AOPA would name it No. 1 in the nation in 2017," says Patterson-Simes, who is one of only four Master Flight Instructors in Alaska, as designated by the National Association of Flight Instructors. "It was an amazing experience to realize that my education and training helped get me to this place."

Patterson-Simes is actively involved in Alaska's aviation community, serving on numerous boards related to airport development. SkyTrek Alaska is based at Merrill Field in Anchorage.

Honorary Alumni

Also at the awards reception and dinner, David Robertson and Tonia Fortner were named honorary alumni.

Robertson is a member of the Embry-Riddle Board of Trustees and a longtime supporter of the university. As a professional pilot for more than 30 years, Robertson's flying experience has ranged from gliders to jet airliners. Through the Robertson family's support, the Prescott Campus established the Robertson Safety Institute and the Robertson Aircraft Crash Investigation Laboratory. He and his wife also established the David and Andrea Robertson Endowed Scholarship in 2008. Robertson currently serves as chairman of the Embry-Riddle Board of Trustees and Flight Safety and Education Committee.

Fortner is a member of the Prescott Campus Board of Visitors and a benefactor and advocate for Embry-Riddle since the Prescott Campus opened. Formerly the Golden Eagles Flight Team Captain, Fortner contributed along with others to name the Professor Emeritus Fielding Mcclane Physics Lab at the STEM Education Center, which opened in 2017 at the Prescott Campus.

Teammates Forever

Lacrosse club members return to campus for reunion

BY MELANIE STAWICKI AZAM

"We did whatever we could," says Watson, now a pilot for Atlas Air Worldwide living in Port St. Lucie, Florida. The Lacrosse Club was loosely organized in 1984 by a group of students, most of whom played lacrosse in high school. They arranged the games and drove themselves to competitions at other Florida colleges.

"We would get the other team to put us up and sleep on the floor of the frat house or whatever," Campanella says. "It was an interesting time, before there was any structure or money. We created our own schedule and roster. We didn't have coaches or referees, so we designated a student as a referee." Lacrosse games were played on a field that the team members lined themselves.

"Someone would bring a pickup truck with a keg of beer and some beach chairs," Campanella recalls. "We didn't have Gatorade, because that was too expensive, so we would drink beer during the games instead."

One of their biggest fundraising events was having members sell snacks at the Daytona 500, Watson says.

"Out of the 14 of us, eight of us are still active pilots. Aviation is what kept us together," — MARTY CAMPANELLA, ORGANIZER OF THE LACROSSE CLUB SUMMER REUNION

"Each of us would get $400 and get to see the Daytona 500 for free," Watson recalls. "That was our one day of fundraising. You had to sell out your basket to get that cash, but it was fun."

At the reunion this past summer, the former teammates threw the ball around a bit, says Campanella, but the event was more about camaraderie than competition, and there are plans to meet up again in a couple of years.

"We're all in our 50s now, but to start off the reunion, we decided to meet at the Ocean Deck at 5 p.m., like in the old days," Campanella says. "One guy showed up in his jersey that he's had for 30 years. So it was deja vu — except we were all ready for bed by 9 p.m."
For the most up-to-date list of events, visit alumni.erau.edu/events.

For additional information and job resources, visit careerservices.erau.edu.

Send us your news! Email your life events to: eraunotes@erau.edu. For guidelines, visit alumni.erau.edu/notescalendar.

EVENTS ON THE RADAR

APRIL 2 –7
Sun. 4 Fun Fly-In & Expo 
Lake Lakeland, Florida 
Alumni Reception, April 2
APRIL 4
Fort Lauderdale Network – Corporate Run 
Fort Lauderdale, Florida
APRIL 5
Alumni Events 
Daytona Beach, Florida
APRIL 8
Lift Off the Page 
Daytona Beach, Florida, and Livestreamed alumni.erau.edu/LiftTalks
APRIL 9-11
Aviation Week’s MRO America 
Atlanta, Georgia 
Alumni Reception, April 10
APRIL 14
JFK Rotary Club: JFK Runway Run 
Queens, New York
APRIL 17
West Palm Beach Network – Corporate Run 
West Palm Beach, Florida
APRIL 25
Miami Network – Corporate Run 
Miami, Florida
APRIL 26 – 27
Worldwide Campus Commencement 
Daytona Beach, Florida
JUNE 2 – 3
Eagle Explorers 2019: Great Trains & Grand Canyons 
Sedona, Arizona 
alumni.erau.edu/explorers
JUNE 16-18
American Association of Airport Executives Conference and Exposition 
Boston, Massachusetts
JUNE 30
Worldwide Campus Commencement 
Dinahwa, Japan
JULY 14
Worldwide Campus Commencement* 
San Diego, California
JULY 20 – 29
EAA AirVenture 
Oshkosh, Wisconsin 
Alumni BBQ, July 24
JULY 31 – AUG. 2
Organization of Black Aerospace Professionals Los Angeles, California 
Alumni Reception, Aug. 1
AUG. 3-4
Space & Missile Defense Symposium Huntsville, Alabama 
Alumni Reception, Aug. 8
*Alumni receptions are pending.
of New York system. He has also embarked on a Ph.D. program and is expected to graduate in December 2018. The Worldwide Campus graduate has 32 years of federal service.

Arlando Teller (’95) was elected state representative for District 7 in the Arizona House Legislature. A Prescott Campus graduate, Teller was deputy division director for the Navajo Nation Division of Transportation. In 2017, he was inducted into the Prescott Campus Chancellor’s Hall of Fame.

Jake Cofala (’96) was promoted to senior vice president of worldwide sales at United Airlines. Cofala has been with United since 2001, most recently serving as vice president of sales for the Americas. A Worldwide Campus graduate, he has also served as vice president of Atlantic and Pacific sales, as managing director of the Global Accounts Division and as managing director for United’s Pacific region, based in Hong Kong.

Xavier Samuels (’96) recently spoke to students at Yes Prep in Houston, Texas. A Daytona Beach Campus graduate and first officer at United Airlines, he is very involved in the Organization of Black Aerospace Professionals.

Retired U.S. Air Force Lt. Col. Brian A. Anderson (’97, ’01) was selected by the North Carolina Aerospace Board for his role in aerospace and defense field and for his risk as director of global business development at Textron Systems.

Capt. Gokhan Ozener (’03) of Worldwide Campus graduate, upgraded to flying a Turkish Airlines Airbus A320.

David Bihoa, D.O. (’04), who is a primary care and sleep specialist, joined Rodgers Fundamental Regional Medical Center and Stewart Medical Group in Brevard County, Florida. A Daytona Beach Campus graduate, Bihoa has worked as a research fellow at NHLBI Clinical Associates in Bristol, Tennessee, and has treated sleep disorders at Leuken Community Hospital in Halkah, Florida.

Lt. Col. Brian E. Musselman (’04) of Worldwide Campus graduate, was named the 2018 recipient of the Kent K. Silliman Award at the Aerospace Medical Association Honor Night ceremonies, held May 10, 2018. Musselman is the deputy chief of the U.S. Air Force Human Factors Safety Division at the U.S. Air Force Safety Center at Kirtland Air Force Base in New Mexico.

Daren P. Tunelson (’05, ’15) and Jeremiah “Jeremy” Lee (’04, ’06) both Worldwide Campus graduates, were among a team of Memphis Center air traffic controllers who were awarded the 2018 Airline Cave Medal of Safety — President’s Award — for the Southern Region in September 2018. The Air Traffic Controllers Association Communicating for Safety conference in Las Vegas was hosted by the FAA. The team was presented for the team’s efforts on Aug. 11, 2017, which assisted a pilot to safely land, despite issues with locked flight controls, autopilot, loss of pitch control and hydraulic failure.

Kevin M. Ketelaar (’06) is now a 3 Feet to the Left, a memoir about his first year as United Airlines youngest captain. He self-published the book in September 2018, and officially launched it in October at the Eagle Authors Showcase at the Daytona Beach Campus. In its first week of publication, the book was the No. 1 new release for Amazon’s Commercial Aviation category. Frankie earned a B.S. in Aeronautics from the Daytona Beach Campus.

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Ashley Andrews Bear authored The Remarkable Kinship of Maryjane Kinn Raghvani and Ellen Glasgow, published by Florida University Press in 2018. The book examines the deep connections between two pioneer American women, their friendship and the correspondence that helped sustain them through a time of social upheaval and changing norms in the American South. Bear is an associate professor of humanities and communication at the Daytona Beach Campus.

Chester Bullock (’94) and Mark Pollard co-authored Salesforce® Marketing Cloud for Dummies®, published in 2018 by John Wiley & Sons. Bullock earned a B.S. in Aviation Business Administration from the Prescott Campus. He is the vice president of Solutions Consulting for Trendline Interactive, an email marketing agency.

Stephen Carbone (’97, ’01) is the author of The Air Crash Files novels, which include Thrall Runaway and Jet Blast, published in 2016 and 2014, respectively. Carbone earned a B.S. in Professional Aeronautics and a Master of Aeronautical Science from the Worldwide Campus. He currently teaches at the Federal Aviation Administration Academy in Oklahoma City.

Brian Delaney (’06) authored Barrier Riff, a science fiction, time travel thriller published in 2017 and From Within, a dystopian thriller published in 2016. From Within spent several weeks on Amazon’s Hot New Releases Top 100 Bestsellers list in the dystopian genre, and became an Amazon Top 100 Bestseller in both dystopian and post-apocalyptic genres. Delaney is an air traffic controller at Centennial Airport in Englewood, Colorado. He earned a B.S. in Aeronautics from the Daytona Beach Campus.

Bijan Vaighi, professor of aviation business administration, Ken Fleming, adjunct faculty, and Thomas Tacker (’77), professor of economics, all at the Daytona Beach Campus, co-authored Air Transport Economics: From Theory to Applications, third edition (2018). The book weaves together the institutional and technical aspects of the aviation industry with economic theory. Tacker earned a B.S. in Management from the Daytona Beach Campus.
Lynch helped launch its Pilot Mentor Program. He is also an active member of the Indianapolis chapter of Pilots For Kids and the Organization of Black Aerospace Professionals.

Anthony Vareha ('96) is the SpaceX-15 lead flight director and one of the flight directors at NASA in charge of International Space Station (ISS) operations at the Johnson Space Center Mission Control. A Worldwide Campus graduate, he led the team conducting the SpaceX-15cargo resupply mission, which launched June 29, 2018, to the ISS. Several lead offi-
cers for the mission were also former Eagles. They included lead robotics offi-
cer Billy Jones ('96); robotics ana-
yst Brian Costello ('94); and ground segment lead Casey Johnson ('11), who is a Worldwide Campus graduate. Also on the team were lead trajectory officer Victor Rice ('74), who is a Prescott Campus graduate, and lead ground controller for Ronald Moseley ('86), a Worldwide Campus graduate.

Robotics crew instructor Mike Fenella ('97, '18) was also on the team and is a Daytona Beach and Worldwide campus graduate.

Susan D. Whelan is a retired Air Force helicopter crew chief and a warfighters’ systems acquisition professional.

Hosie Gibsach ('89) marked her 20-year anniversary working for the Department of Defense. She is a Worldwide Campus graduate.

Casey Pullman ('97, '17), a Worldwide Campus graduate, was hired as general manager at Castle & Cooke Aviation in Van Nuys, California.


Retired U.S. Air Force Col. Mike Edwards ('80), a Daytona Beach Campus graduate, joined DigitalGlobe as vice president, senior advisor defense programs.

Aubrey Kliefer ('99), a Daytona Beach Campus graduate, founded a tech company for busy pet owners called Heroly, which launched July 2018. She does aviation consulting and brokering for clients on the side.

Jared Henry ('07), a Worldwide Campus graduate, is the new commander of Coast Guard Sector Columbia River, after a change of command ceremony at Coast Guard Station Astoria in Oregon.

Patrick Westrom ('90) was promoted to lieutenant colonel in the U.S. Army. He is stationed at Fort Rucker, Alabama, where he works for the U.S. Army Combat Readiness Center as an accident investigator. Westromland is also an adjunct assistant professor for the Worldwide Campus’ College of Aeronautics.

Josh Olds ('11, '15), who is the vice president of operations and co-founder of the Unmanned Safety Institute, was named the first place winner in the individual Airmanship and Contribution to the UAS Industry category of the KELLENNACE Awards by the Association for Unmanned Vehicles Systems International. A Daytona Beach Campus graduate, CIV was an instructor-operator with Boston UAS. He went on to serve as an assistant professor and the Gaetz Aerospace Institute UAV program coordinator at Embry Riddle. In 2014, he co-founded the Unmanned Safety Institute.

Beau Tutsutuma ('11) was appointed vice president for maintenance and engineering for Hawaiian Airlines. A Worldwide Campus graduate, he joined Hawaiian in 2014 and most recently served as managing director of maintenance operations.

Shelby Hooker ('12) was promoted to director of client support at Cutter Aviation in Phoenix, Arizona. A Worldwide Campus graduate, she started at Cutter in 2009.

Aaron Trudell ('12) is an A&P mechanic inspector at the Jacksonville Sheriff’s Office in Jacksonville, Florida. Trudell is also owner of Derry’s Salvage LLC, which he established in 2014, and a Daytona Beach Campus graduate.

Hemali Virani ('12, '14) received a 2018 Technology Rising Star award at the 2018 Worldwide College STEM Conference in Detroit, Michigan. A Daytona Beach Campus graduate, Virani is a special analyst at Lockheed Martin.

Ravi Gondalpy ('13, '16) presented a Tailor Talk at the Daytona Beach Campus’ 2018 Homecoming. The topic was based on a TEDx talk that he delivered earlier in the year. A Daytona Beach Campus graduate, Gondalpy is a marketing and business engineer at Bath & Body Works in Vonore, Georgia.

Conde. William Schomer ('13), who is the air operations officer for Naval Air Station Pensacola, Florida, was recently selected as the U.S. Navy Blue Angels’ 2019 executive officer. He is a Worldwide Campus graduate.

Megan McIlvan ('15) is an executive director for the Aviodula Regional Airport in Louisiana. A Worldwide Campus graduate, McIlvan has more than 16 years of experience in the aviation industry and has served as the Department of Transportation and Development Aviation program manager.

Christopher A. Salley ('15), who is the sales and marketing manager for National Jets, was named one of Airport Business' Top 40 Under 40. A Worldwide Campus graduate, Salley volunteers for the South Florida Business Aviation Association, and he serves as the board’s vice president. Other alumni named as Airport Business' Top 40 Under 40 include Scott E. Hill ('99, '11) and Zachary D. Oakley ('16). A Worldwide Campus graduate, Hill is interim division manager of infrastructure—asset management at Houston Airport System. Oakley, also a Worldwide Campus graduate, is deputy director of operations and planning at Chicago Rockford International Airport.

Marc Skiler ('15), a Worldwide Campus graduate, was named director of technology for the Smithsonian Institution’s National Air and Space Museum. Previously, he spent 16 years with The Boeing Company.

First Lt. Jonathan D. Wright ('15), son of Lt. Col. John A. Wright ('84), completed training as one of two first-year U.S. Air Force EA-18G “Growler” pilots. A Daytona Beach Campus graduate, he is assigned to the 309th Electronic Combat Squadron at Whidbey Island in Washington, and deployed on his first combat tour.

Fátima González Carriles ('16), a Daytona Beach Campus graduate, is working at SpaceX Visages, a Madrid, Spain, travel agency she co-owns with her sister. The agency specializes in customized luxury trips around the world, including itineraries for golfers. Carriles carried on Embry-Riddle’s Women’s Golf Team and competed in the Symtra Tour, Santander Tour and NWGA Tour.

Diana Danhan ('16, '18) is an office manager at TruVirt Corporation in Roanoke, Virginia. A Worldwide Campus graduate, she previously worked in a support role at the Florida NextGen Test Bed at Embry- Riddle’s Daytona Beach Campus.

James Avila ('17), a Worldwide Campus graduate, was promoted to program subcontract manager at Northrop Grumman Innovation Systems.

Joshua Chiu ('18), a Worldwide Campus graduate, was hired as senior manager and head of supply chain at North America for Certara in 2018.

Michelle Buhl and Loida Goodwin are engaged to be mar-
ried. A Worldwide Campus graduate, Goodwin proposed on Oct. 31, 2018. They will be married on Dec. 1, 2019, in Houston, Texas.

Brian G. Porter ('95), '16, a Daytona Beach Campus graduate, married his partner of 18 years, Rick Howard, in a ceremony in Key West on Nov. 21, 2017. For more than 18 years, he has been a career油气 for US Army Jets. He served in the U.S. Army from 1987 to 1993.

Capt. J.J. García ('16), who is a Worldwide Campus graduate and Naval Reserve officer, married March 19, 2018, at a stone chapel in Prospect Plantation, Jamaica. After brief stays in Miami, Florida, and Minas, Minnesota, the Garcia have been residents since July 2016 of Lantau Island in Hong Kong, where they manage business gigs globally for private clients.

Helmuth Eggeling ('80) and Loisa Gütesime are engaged to be mar-
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Josh Olds ('11, '15) is the winner in the individual Airmanship Engagements Under 40 of the My 2018 Daytona Beach Athletics Hall of Fame Inductees. From left: Robert and Rowena Morehead, Samantha Gilligan, Jorge and Carl Tomé, and Charles Doorre, 2018 Daytona Beach Athletics Hall of Fame Inductees. From left: Robert and Rowena Morehead, Samantha Gilligan, Jorge and Carl Tomé, and Charles Doorre.
Are You in This Picture?

Do you remember this moment, captured at the John Paul Riddle Student Center at the Daytona Beach Campus? We’re guessing this photo was taken at an on-campus concert of some kind, circa 1980s. 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

NOTE: With the construction of the new Student Union, the John Paul Riddle Student Center was demolished in February 2019, to create a multi-purpose green space for students.