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, outbuilding engines, selling aircraft and landing one of the first federal aerial contracts. Riddle went on to train the workforce for the first package express business and later established a technical aviation school for campuses and proud of projects based surprised — that a nationally respected 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.

We continue the twin legacy of flight and unmanned aircraft. I think both Embry and business. I think both Embry and business is in our DNA, thanks to T. Higbee Embry.

The Daytona Beach Campus community joined together in October 2018 to celebrate the opening of the Mori Hosseini Student Union. Photo by Daryl LaBello.
New Passenger Jet Service Touches Down in Prescott

Visitors 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 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 pathway 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

Emory-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 many unmanned aircraft systems (UAS) flying scenarios, from wedding photography to more dangerous situations, says Joseph Cerreta, Embry-Riddle’s Daytona Beach 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,” Cerreta 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.

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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. Kebbler.

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Looking for Former Teammates

I was enrolled in the airframe and powerplant program (1966-68) and then in the aviation management program (1969-72). After graduation, I basically spent my life in South Florida, owning a maintenance company for 38 years, non-aviation. Now I’m retired and living in Cocoa Beach, Florida, and Hilton Head Island, South Carolina. I was a member of the first baseball team in 1967. I’m on the back row, fourth from right (see photo). Anyone who played on the team or recognizes my name from attending classes or going to the Beachcomber, feel free to contact me at bandchubbies@aol.com.

William "Bill" Wurster (B8, 71, 72)
Airframe & Powerplant Certificate
B.S. Aviation Management
B.S. Aviation Management

Remembering ‘Mack’

I am an alumna of the class of ’61 and remember ‘Mack’. Mack was 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. 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 Sliwinski (’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 college (with two letters) that’s about an hour south of Phoenix.” Now, it is considered the “city’s university,” and it generates a great deal of pride and support from among the locals.

Ray and Patty Newton
Prescott Campus Board of Visitors

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 Rafferty. 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

Follow Your Dreams

BY FACULTY EMERITUS ALEXANDER T. WELLS

I never planned on being a teacher; I worked for 12 years – the first 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 Christman (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 $10,000.

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 these 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, I became the graduate program director.

In 1979, I accepted a position with Brewood Community College (BOCC) heading up its aviation program. During my 20 years at BCC, I earned an airframe and powerplant pilot certificate 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 eighth 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 Sief Young, John Wersveen, Clinton Toulmin and Robert 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.

Returning in 1998, Mary and I moved to Deland, 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.
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.
After just one flight with John Paul 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.

At the time, T. Higbee was only 19; he did not yet have access to his trust fund. The outcome of the lawsuit is unclear. I can only assume that T. Higbee’s mother paid the damages and fines. I’d like to think that a conversation followed, where she encouraged her son to “grow up and get out of Cincinnati while this whole mess cools down.”

I do not know if military service was a condition of the legal settlement, but in August 1917, T. Higbee enrolled in the Ohio National Guard’s 37th Division, which was discharged as a private first class the next month to shell fire and gas more than once. T. Higbee returned stateside in March 1919. He 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 1922, Riddle competed again, in a Waco, in Fort’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 CAVM 24 airmail route, which allowed its aircraft to carry pass- sengers and mail from Cincinnati to Chicago. In September 1928, the company published its first issue of Sky Trafic, a company newsletter, to help promote its aviation businesses. T. Higbee had a column in each issue. Note: Sky Trafic can be accessed online at lift.edu/db/higbee.

T. Higbee and Riddle remained officers of the Emery-Riddle Aviation Corporation division at AVCO until 1932, when AVCO combined its assets under the American Airways moniker (the predecessor of 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 fol- lowed her there in 1932.

Sally, 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 oil industry. He was discharged from the air force and offered rides in his Curtiss Jenny.

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

At about this same time (1939), Riddle revived the Embry-Riddle Company in Palm Beach, 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 Sales Base and flight training facility. This is where our university’s modern history begins.

It’s important to note that Tally 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 the bringing forces, 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 (X38), 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 Daytona Beach Campus and the Federal Aviation Administration Organization Designation Authorization Certification Projects Manager for Airbus Helicopters, based in Grand Prairie, Texas.

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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

The Union

A 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.”
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.

**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 our price on the M-22 based on its performance, range and useful load,” he adds. “We’re also aviation from Embry-Riddle.

Improved manufacturing efficiency is another key goal for SeaMax, which is why the M-42 will be based on composites rather than metal fabrication, says Miguel Rosario, the company’s chief operating officer and head designer. “We’ve developed the models 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.”

Phoebus, professor of strategy and chair of the department of management, marketing and operations, says patenting 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.

**“It was valuable work experience for me. 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.’”**

— MENGYUAN LU
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.”

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.”

“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. I think their success speaks for itself.”

“I think their success speaks for itself.”
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 not core [to its business plan] to the former CIT management team,” Diaz says.

The aircraft, primarily A320s and Boeing 737s, are all presently leased to major commercial airlines. The Zephyrus management team constructed each of these leases while working for CIT. “The thought was that since we were familiar with the aircraft and airlines, the novation [lease transfer] process with the airlines would go smoother,” Diaz explains. And it has. As of the end of December, Zephyrus had closed on three-quarters of the aircraft. “The novation process is the hardest part. It takes a little time,” Diaz says. He expects all 21 aircraft will be novated by March 31, 2019.

The Embry-Riddle Formula

Diaz and D’Agostino say their shared Embry-Riddle roots — even more, their passion for aviation — is what makes their team work. It’s also the basis of a successful hiring formula that started at CIT Aerospace and continues to this day.

Diaz explains, “When we were at CIT in the early days, CIT would hire a lot of people out of college or internships. They tended, however, to come from finance schools.”

Although they were high-caliber employees, there was an unintended result for the aerospace group: high turnover. The new hires were hungry to learn all aspects of finance and the various industries served at CIT, so they would only stay a month or six weeks in the aircraft leasing sector, Diaz says.

One day, he recalls, “the lightbulb went off!” Diaz suggested the group try to hire new graduates who had an affinity for aviation. One of the first people hired under that program was D’Agostino, who spent the next 23 years in the CIT Aerospace division.

“Our success rate in keeping people went from almost zero to nearly 90 percent. That was one of the best decisions we made,” Diaz says. With their firsthand knowledge — as alumni — and the university’s reputation as a leader in aviation business education, Embry-Riddle graduates became top prospects for internships and jobs at CIT Aerospace. “We didn’t try to have a bias for Embry-Riddle, but that’s frankly where we found the best qualified candidates,” Diaz says. “The secret sauce was that they had an affinity for aviation. ... Embry-Riddle was fertile ground.”

D’Agostino, who in 2009 hired Zephyrus co-founder and fellow Eagle, Richard Genge, at CIT, agrees. “Embry-Riddle brings graduates with a solid foundation of a top-tier business education, along with the passion for aviation that we all have in this industry. It’s a home run for us.”

Diaz says, “When we started CIT, we knew we’d want to hire new graduates with an aviation background.” What they didn’t expect was how popular the Embry-Riddle candidates would be. “The secret sauce was that we found the best qualified candidates,” Diaz says. “We had an affinity for aviation. One of the first people who suggested the group try to hire new graduates who had an affinity for aviation was — Embry-Riddle was fertile ground.”

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 teams businesses 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. “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.”
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. 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 19 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

A Human Factors Remedy

Mission Readiness Model

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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

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A Simple Charge

Trustee David O'Maley pays forward a special gift he received as a young man

BY MELANIE STAWICKI AZAM

Embry-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 his 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 the university’s leadership program in the world — to even greater heights, says university President P. Barry Butler. He describes the gift as “a key moment for the university’s leadership program in the world — to even greater heights.

“T ogether, 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.”

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 2010. 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.

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.

“T ogether, 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.”
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.

In 2018, an Embry-Riddle alumnus installed the only optical telescope currently at the South Pole to begin studying Jupiter and Saturn. The knowledge gained could overturn popular science theory and narrow the search for extraterrestrial life forms.

“We what 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.

“I’m pushing that question to the edge of the system evolved and, in particular, why Jupiter orbits in an icy realm beyond the asteroid belt,” says Nayak. In 2018, an Embry-Riddle alumnus installed the only optical telescope currently at the South Pole to begin studying Jupiter and Saturn.

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A Marriage of Science and Engineering

The effort sprung 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 Shaw (’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 helioseismology.

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 temperatures.

“What we learn could provide insights to the past and future evolution of our solar system,” Nayak says.

Extraterrestrial Life

Understanding Jupiter’s ancient origins might also help narrow the search for life on distant moons, says Nayak’s former teacher, satellite expert Bogdan Udrea, associate professor of aerospace engineering at Embry-Riddle. Europa — a moon, or natural satellite of Jupiter — is covered with ice, but some researchers think it may harbor water, and thus, microbial or other life forms.

“One time we how Europa evolved around Jupiter, we want to extrapolate from that model to look for other moons that might harbor life,” says Udrea, who received a 2017 AFRL Summer Faculty Fellowship that supported this research.

Commercial Space Application

The potential for other applications for this science also exists. If researchers can model the interior of Jupiter using seismic signals detected by LANDIT and the resulting mathematical data, similar models might gauge how much fuel is left in the tanks of human-made satellites in orbit, Udrea says. His undergraduate students Zachary Henry and Graham Fox are working to model how the light reflected by a small satellite changes due to fuel sloshing in its tanks.

Nayak cites Stacie Williams, Ph.D., the project officer who runs the remote-sensing initiatives for the AFOSR, as an “inspirational human being” and a key champion of the LANDIT mission. He also credits his Embry-Riddle education.

“To make something work over the winter at the South Pole, when it can reach negative 90 degrees Celsius — it’s a whole other level of engineering,” Nayak says.

EDITOR’S NOTE: In January 2019, Nayak started training at the U.S. Air Force Test Pilot School. He expects to graduate in December as an experimental flight test engineer.

Michael Nayak, far-left, tests the remote automation functions of the LANDIT telescope at the Air Force Research Laboratory in Maui, Hawaii, prior to deploying to the South Pole. LANDIT must now remain resident in 2019 for 100 days during the winter, with ambient temperatures as low as -90 degrees F. Co-directing the project with Nayak is astronomer Ryan Swindle, pictured left, with Nayak.

“We what learn through this project could change the way we think about our solar system.”

—CAPT. MICHAEL NAYAK

OPPPOSITES: MICHAEL NAYAK’S IMAGES COURTESY OF ALUMNI.ERAU.EDU
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 WIKD 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 29)
✈ At the NIH 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 reach out to one another, reconnect, say “hello,” “thank you” and “how can I help you?”

In addition, reach out to your unit, team, club, sorority or fraternity and come back as a group for a reunion. The office of alumni engagement will gladly assist.

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
Lift Spring 2019 | Alumni.erau.edu

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: B.erau.edu/Flight-team-story

Martin-Belitz, a standards check airman at Southwest Airlines and a pilot since age 16, was recognized for her contributions to their profession, their industry and community. The Prescott Campus. Additionally, she contributed, along with technology, engineering and mathematics (STEM) at the Scholarship to assist female students studying science, the Tonia Knight Fortner Women and STEM Endowed Scholarship, which was established by Prescott Campus Chancellor inducts three Hall-of-Famers

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 2006. Robertson currently serves as chairman of the Embry-Riddle Board of Trustees and 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 at ERAU, the school transitioned from the NAIA to NCAA III competition.

For the Love of the Game
The Lacrosse Club members used to make their own uniforms out of white T-shirts, with ERAU and a number scrawled in black marker on the back, says Chris Watson (‘96), who attended the reunion and started a Facebook page for Embry-Riddle Lacrosse Club alumni. The referee wore a white T-shirt striped with black electrical tape.

Teammates Forever
Lacrosse club members return to campus for reunion

By Melanie Stawicki Azam

“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 were 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. He was probably even vivid — except we were all ready for bed by 9 p.m.”

“Lacrosse was added to Embry-Riddle’s intercollegiate athletics program in 2017—18, when the school transitioned from the NAIA to NCAA III competition.”

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“We did what 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.

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

orty years later, he’s still in touch with several club members and put together a July 27-28 Lacrosse Club 2018 Summer Reunion, which was attended by more than a dozen of his old teammates at Embry-Riddle’s Daytona Beach Campus. Thanks to their shared love of aviation, he says he was still in touch with several club members and was able to track down the rest.

“Out of the 14 of us, eight of us are still active pilots,” he says. “Aviation is what kept us together.”

Lacrosse Club members — many who had not been back to campus in 30 years — toured the campus and were amazed at its growth. SkyTrek Alaska is based at Merrill Field in Anchorage.

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For the most up-to-date list of events, visit alumni.erau.edu/events.
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 deput y division director for the Navajo Division of Transportation. In 2017, he was inducted into the Prescott Campus Chancellor’s Hall of Fame.

Jake Cefolia (‘96) was promoted to senior vice president of worldwide sales at United Airlines. Cefolia has been with United since 2007, 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 P. Anderson (‘97, ’05) was recruited by Continental Airlines Who as a Platinum Lifetime Member in the airline and defense fields and his role as director of global business development at Textron Systems.

Anderson is a Prescott and Worldwide campus graduate. Rear Adm. Jonathan W. Bailey (‘95) was inducted as a member of the Military Officers Association of America Board of Directors. A Worldwide Campus graduate, Bailey completed a 32-year career as a National Oceanic and Atmospheric Administration commissioned officer in 2012.

Joe Mardelle (‘96), ’96 retired from the U.S. Air Force Reserve. A graduate of the Dayton Beach and Worldwide campuses, he flies full time for Southwest Airlines.

Richard Zaher (‘65) is the CEO of Paramount Business Jets (PBJ), which was included in Inc. magazine’s 2018 list of the 5,000 fastest-growing companies in the United States. PBJ is a private jet charter, jet card membership, and sales and leasing broker. This is PBJ’s 25th anniversary in the industry. A Daytona Beach Campus graduate, Zaher founded PBJ in 2005.

2000s

Peter Biondi (‘91), a Daytona Beach Campus graduate, received the Airbus Ambassador prize from the general manager of Dornier-Field Jacksonville Atlanta International Airport. He was also honored by the airport in April 2018 for his volunteer work. Fluent in Spanish, French, Italian and Portuguese, Biondi has served as a volunteer chaplain at the airport for more than seven years.

Kat Matlack (‘91), ’44 recently served as director of risk and opportunity for Leonardo DRS on its Advanced Pilot Training (A-PATraining) program efforts in Crystal City, Virginia. A Daytona Beach Campus graduate, she does consulting work in Colorado.

Sean Rogers (‘91, ’92) was director of aviation medicine in the U.S. Air Force Reserve on March 29, 2018. A Daytona Beach Campus graduate, he will serve as a Medical Service Corps officer with the 914th Aeronautical Evacuation Squadron, Nagoya Air Reserve Base. Rogers was also recently hired by University of Rhode Island as an associate professor of management in the College of Business and will head the Spahnpan Professor of Human Resources and Labor Relations endowed chair.

Michelle Gamble (‘92, ‘95), a Worldwide Campus graduate, was named director of air charter and marketing at Titan Aviation, based at Fort Lauderdale-Hollywood International Airport.

Sam Laurelson (‘92), a physicist for the U.S. Department of Energy’s (DOE) Princeton Plasma Physics Laboratory (PPPL) and a Daytona Beach Campus graduate, has won a 2018 Early Career Research Program award, sponsored by the DOE’s Office of Science. The five-year award will fund PPGP research. Laurelson is lead U.S. collaborator on experiments on the Wendelstein 7-X (W7-X).

Capt. Gokhan Ozener (‘93), a Worldwide Campus graduate, upgraded to flying a Turkish Airlines Airbus A320.

David Bhola, D.O. (‘94), who is a primary care and sleep specialist, joined Roshaddi Regional Medical Center and Stewart Medical Group in Bremond County, Florida. A Daytona Beach Campus graduate, Bhola has worked as a nocturnist at Wellmont Medical Associates in Bristol, Tennessee, and has treated sleep disorders at Leiden Community Hospital in Halkah, Florida.

Lt. Col. Brian E. Musselman (‘04) a Worldwide Campus graduate, was named the 2018 recipient of the Kent C. Gillenwater Award at the Aerospace Medical Association’s 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 (‘95, ’15) and Jeremiah “Jeremy” Lee (‘94, ’06), both Worldwide Campus graduates, were among a team of Memphis Center air traffic controllers who were awarded the 2018 FAA Air Route MHRS Medal of Safety. — President’s Award — for the Southern Region in aviation traffic control.

Simone Drakes (‘13) is vice president of engineering for Florida-based aviation company Avionica. A Daytona Beach Campus graduate, Drakes serves as the company’s engineering representative to the Federal Aviation Administration.

Michelle Estea (‘10) was promoted on Oct. 1, 2010, to colonel in the U.S. Air Force during a ceremony held at the Division of Military and Naval Affairs Headquarters in Latham, New York. A Worldwide Campus graduate, Estea was assigned to the New York National Guard as its Inspector General.

Capt. Ryan Lynch (‘96), who is a Republic Airlines pilot and founder of the Indianapolis Aviation Career Education Academy, was recognized for business and industry achievement by the Center for Leadership Education Academy, was recognized for his leadership in October 2017 for his contributions to the Center for Leadership Education Academy, was recognized for his leadership in October 2017 for his contributions to the Indiana Convention Center.


Beyhan Sheik (‘02), a Worldwide Campus graduate, recently expanded his company’s presence into the United States, based in Crystal City, Virginia. A Daytona Beach Campus graduate, Sheik is a physics major in the U.S. Air Force Reserve on the Wendelstein 7-X (W7-X).

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

Chester Bullock (‘94) and Mark Polard co-authored Salesforce® Marketing Cloud for Dummies, published in 2018 by John Wiley & Sons. Bullock educated 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 Rip, 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.

Kerry M. Franko (‘07) authored 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. Franko earned a B.S. in Aeronautical Science from the Daytona Beach Campus.

John Lowery (‘95) authored A Pilot’s Accident Review, published by Aviation Supplies and Academics in 2015. "Because we often learn from the mistakes of others, A Pilot’s Accident Review is an in-depth analysis of aircraft accidents occurring in the various phases of flight. Also addressed are maintenance errors and material failure, along with human factors, system failures and human error,” Lowery said. He previously authored Professional Pilot, third edition (2008), and Anatomy of a Spin, third edition (1998). He earned a Master of Aeronautical Science from the Worldwide Campus. He also taught aircraft accident investigation and corporate aircraft management courses for 10 years as adjunct faculty for the Worldwide Campus.

Alumni News

ON THE BOOKSHELF

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

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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 Varecha (’06) is the Spacex-71 lead flight director and one of the flight directors in charge of International Space Station (ISS) operations at the Johnson Space Center’s Mission Control. A Daytona Beach Campus graduate, he led the team conducting the Spacex-15 cargo resupply mission, which launched June 29, 2018, to the ISS. Several lead officers for the mission were also former Eagles. They included lead robotics officer Billy Jones (’96), robotics analyst Bryan Costello (’04), and ground segment lead Lenny V市场营销 (’13).

Lara M. Vega (’07, ’14) was promoted to test manager in the U.S. Air Force Combat Rescue Officer program. A Worldwide Campus graduate, Vega is a retired Air Force helicopter crew chief and a warfighters’ systems acquisition professional.

Hewie Gibb (’80) marked her 20-year anniversary working for the Department of Defense. She is a Worldwide Campus graduate.

Casey Pullman (’98, ’17), a Worldwide Campus graduate, was named general manager at Cali Air and Cessna Aviation in Van Nuys, California.


Retired U.S. Air Force Col. Mike Edwards (’72), a Daytona Beach Campus graduate, joined Digital Globe as vice president, senior advisor, defense programs.

Audrey Kliefer (’98), a Daytona Beach Campus graduate, founded a tech company for buy-side customers called Herefly, which launched July 2018. She does aviation consulting and brokering for clients on the side.

Jeremy Smith (’09), 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 Westmorland (’06) was promoted to lieutenant colonel in the U.S. Army. He is stationed at Fort Bragg, Alabama, where he works for the U.S. Army Combat Readiness Center as an accident investigator. Westmorland is also an adjunct assistant professor of the Worldwide Campus’ College of Aeronautics.

Josh Oids (’11, ’15) 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 FAI UAS Industry category of the KECLENNAW Awards by the Association for Unmanned Vehicles Systems International. A Daytona Beach Campus graduate, Oids is an instructor-operator with Textron Aviation in Van Nuys, California. He serves as an assistant professor at the Garia Special Operations Institute and as director of the Worldwide Campus’ UAS program coordinator at Embry-Riddle. In 2014, he co-founded the Unmanned Safety Institute.

Beau Tsetsumura (’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.

Shelley 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 Dangal’s 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 System’s CTEM Conference in Detroit, Michigan. A Daytona Beach Campus graduate, Virani is a speaker analyst at Lockheed Martin.

Ravi Gondalpally (’13, ’16) presented a Talon 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, Gondalpally is a market and program engineer at Gulfstream Aerospace Corporation in Savannah, 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 McCallan (’15) is executive director for the Avalon Regional Airport in Louisiana. A Worldwide Campus graduate, McCallan has more than 16 years of experience in the aviation industry and has served as the Director of Transportation and Development Aviation program manager.

Christopher A. Salyer (’15), who is the sales and marketing manager for National Jets, was named one of Airport Business’ 2018 Top 40 Under 40. A Worldwide Campus graduate, Salyer volunteers for the South Florida Business Aviation Association and serves as the board’s vice president. Other alumni named as Airport Business’ Top 40 Under 40 include Scott S. Hill (’99, ’11) and Zachary D. Oakley (’16).

A Worldwide Campus graduate, Wagoner is a坐端 dam engineer at the Boeing Company. He is also an active member of the Black Aerospace Professionals.

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

1st Lt. Jonathan D. Wright (’15), son of Col. John A. Wright (’84), completed training as one of two first-year U.S. Air Force EA-18G “Growler” pilots. A Daytona Beach graduate, he is assigned to the 390th Electronic Combat Squadron “Wild Boars” at Naval Air Station Whidbey Island in Washington, and deployed on his first combat tour.

Fátima González Carriles (’16), a Daytona Beach Campus graduate, is serving as a ‘Sage’ pilot for the Blue Angels’ 2019 executive officer. She is a Worldwide Campus graduate, and lead flight director at the Daytona Beach Campus.

Caitlyn Riddle (’17) is an A&P Aviation program manager. She was also on the team and is a Worldwide Campus graduate, who is a managing consultant with Black Aerospace Professionals.

Fathi Hakam (’13), who is managing its mobile application development and organization. Hakam also recently met with Fathi Hakam (’08, ’17), a Worldwide Campus graduate, in California. Hakam is also an active member of the Black Aerospace Professionals.

Zackary D. Oakley (’16) is managing the mobile application development organization. Hakam and Capt. John “JC” Christian (’13), college relations consultant Lauren Isaac, first officer Dane Berger (’16), flight instructor Andy Trudell and first officer Samuel Lee (’18), all employees of Republic Airlines, visited the Daytona Beach Campus on Aug. 24, 2018.

Jorge and Kelly Torres (’72), Chelsea DeOreo (’12), Samantha Gillies (’13) and Robert and Raveena Morehead (’11) traveled across the country to spend a week together in Daytona Beach. The group of alumni stopped at the Daytona Beach Campus for an “On Air” Alumni Engagement during their visit to the area, which was their fourth annual post-graduation reunion.

Toby Kiff (’13) and Gary Knight (’11) visited Embry-Riddle Daytona Beach Campus on Sept. 10, 2018, to show-off the ICORAS amphibious aircraft.

Capt. Jean Mbog (’13) and Fathi Hakam (’17) worked in a support role at the Daytona Beach Campus.

Capt. J.J. Garcia (’10) is a lead robotics analyst with The Boeing Company. He is also an active member of the Black Aerospace Professionals.

Other

Brian Gage (’95) and Bob Temple (’93), who became friends while students at Embry-Riddle, recently met in Seattle, Washington. Gage, a Daytona Beach Campus graduate, is director of emerging solutions for Global Strategic Partners, the company he established in 2014, and a Daytona Beach Campus graduate. Goodwin of Houston, Texas. Goodwin proposed on Oct. 31, 2018. They will be married on Dec. 1, 2019, in Houston, Texas.

Capt. J.J. Garcia (’10), who is a Worldwide Campus graduate, is engaged to be married to Andrew E. Goodwin of Houston, Texas.

2019

Helmuth Eggeling (’88) and Lisa Gutierrez are engaged to be married. A Worldwide Campus graduate, Eggeling flew Gutierrez in a Cessna 182 to the Grand Canyon Airport on April 15, 2019, and proposed to the South Rim. They planned to wed on Jan. 28, 2019.

2000s

Mirasel G. Mayoral (’96) is a Worldwide Campus graduate. She is the sales and marketing manager for Eggeling Consulting, a company she established in 2014, and a Daytona Beach Campus graduate.

Toby Kiff and Gary Knight
From left: Robert and Raveena Morehead, Samantha Gillies, Jorge and Kelly Torres, and Chelsea DeOreo

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2018

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Capt. J.J. Garcia (’10) is a lead robotics analyst with The Boeing Company. He is also an active member of the Black Aerospace Professionals.

Other

Brian Gage (’95) and Bob Temple (’93), who became friends while students at Embry-Riddle, recently met in Seattle, Washington. Gage, a Daytona Beach Campus graduate, is director of emerging solutions for Global Strategic Partners, the company he established in 2014, and a Daytona Beach Campus graduate. Goodwin of Houston, Texas. Goodwin proposed on Oct. 31, 2018. They will be married on Dec. 1, 2019, in Houston, Texas.
Systems. “Coming back to Daytona feels both at zeroG, a subsidiary of Lufthansa and Spann is a senior analyst, business students at the Daytona Beach are all from Frankfurt, Germany, returned (‘17) Max Meintgens graduate and AMAC intern. says Le, a Daytona Beach Campus gradu-
opportunity to show some Riddle pride,” and

and

Country

and

Region and Africa Director for OBAP .

said she was going to be her and last husband, Bob, first discovered Embry-Riddle when Bob was flying a Piper Cub out of Lunken Airport in Cincinnati, Ohio — Embry-Riddle’s birthplace. She and Embry-Riddle shared the same birth year (1925) and birth city.

Walls’ award was accepted by his father,

Howard Walls (‘99), volleyball;

baseball;

row, wearing big sunglasses, on the

I was in the first row, in the middle, lying on the ground and wearing very big glasses (the style at the time). I am wearing short shorts and no tshirt (also the style at the time). I am wearing short shorts

My Story

After graduating from Embry-Riddle, I went back to Pennsylvania to continue my education at Marywood University in Scranton. I went for a masters in management information systems. While at Marywood University, I started dating a girl by the name of Mary, and we were married in 1993. In my last semester at Marywood, I was employed by a German software company called SAP. I was with SAP until 1998, when I formed my software company, Integrated Software Solutions Inc. In 2012 I left the consulting world and went to work full time with The Walt Disney Company in Orlando, Florida, as an integration analyst for Global HR Operations. I have been married to Mary for 25 fantastic years. We have two sons, Daniel and Joseph, who work for the Cape Canaveral Port Authority and Florida Fish and Wildlife, respectively. Go Eagles! John Molnar (‘89)

1950s

James B. Woodfill (’56)
Sept. 14, 2018

Garland Frederick Withers (’56)
Aug. 22, 2018

1960s

Andrew C. Deos (’65)
May 25, 2018

Loren “Jake” A. Jacobson (’66)
Sept. 30, 2018

George B. Sullivan (’66)
July 12, 2018

Daniel Andrew Yaklin (’62)
Nov. 17, 2018

Chester Allier “Al” Stine Jr. (’65)
Sept. 9, 2018

Elmo Torres Jr. (’66)
Oct. 10, 2018

1970s

Retired U.S. Army Maj. J. Michael Barland (’74)
May 3, 2018

Retired U.S. Army Chief Warrant Officer 3 Taylor Galvin (’76)
Aug. 20, 2018

2000s

Michael P. Lappin (’00, ’02)
Sept. 3, 2018

Todd Lee McNamee (’00, ’04)
Sept. 3, 2018

Retired U.S. Air Force Master Sgt. Ronald Allen Bricker (’01)
July 28, 2018

Retired U.S. Air Force Chief Master Sgt. Karl E. Midkiff (’76)
April 24, 2018

James “Jay” Shannon McKinnon (’77)
Nov. 17, 2018

July 27, 2018

Retired U.S. Air Force First Officer 3 Carl E. Midkiff (’76)
April 24, 2018

Oct. 23, 2018

George F. “Jeff” Condrey (’71)
July 27, 2018

Fay Jung (’76)
July 10, 2018

Retired U.S. Army Chief Warrant Officer 3 Eric L. Milchik (’76)
April 24, 2018

Jonathan D. Bahr (’74)
July 28, 2018

James C. Buck ’74
May 18, 2018

Jim Cook

Sept. 3, 2018

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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.