



VOL V, No. 1

THE SECOND CENTURY BEGINS! HOMECOMING BECKONS

SPRING 2004

The most vivid imaginations of early 20th Century citizens couldn't begin to comprehend not only the mechanics of powered flight, but what the Wright Brothers' innovation would unleash on society. Having yielded the sky to the birds for eons, aviation pioneers brought a great vision into reality.

February holds many milestones.

In 1912, French pilot Jacques Vedrines was the first to break the 100mph barrier. In 1929, Boeing spun off United Aircraft & Transportation Corp., the predecessor to United Airlines. 1933 saw the first flight of the Boeing 247, which could transport 3 crew, 10 passengers and 400 pounds of mail at a zippy 189mph.

The 60's brought us many of the airliners still plying the skies today: the 727's first flight in 1963; the DC-9 in 1965; the 747's inaugural flight in 1969; the 757's first flight in 1982, shortly before delivery to Eastern in 1983. A now-defunct airliner and a ghost carrier. The cyclical rise and fall of aviation has contained experiences both spectacular and vicious.

Today's 747 can carry up to 524 passengers aloft for up to 17 hours—not bad for a legacy airframe. Airbus has committed their business model to the hub and spoke centered on the massive A380. Boeing, on another course entirely, expects to fuel point-to-point operations with its 7E7. The next decade will reveal who's business plan hit the mark.

Why is this important to Florida Tech's School of Aeronautics? Because essential change has occurred—not only in our lifetimes, but in the span of even the newest careers. Environmental and community challenges hinder airport expansion—

NIMBY loves airports. Economic shifts and strategic fleet changes are embracing new aircraft. Whether you work landside consulting or managing an airport, airline or flight department, or your office is at 35,000 feet in a Gulfstream or B747, your career is already markedly different than it was five years ago, and it is still evolving.

This February, in the 101st year of aviation, Florida Tech will host its 20th Annual Aviation Symposium. Our speakers are a spectacular lot. Some will share their thoughts on managing growth and environmental issues from the airport perspective; others will offer insights on the ebb and flow of business aviation, future regional aircraft expansion, and the rapidly changing career of the airline pilot.

Quite simply this is the most diverse roster of speakers ever hosted by Florida Tech. They are all cutting edge in their fields.

If that's not enough, then come and check out the bustle of the flight line and in Skurla Hall. The School of Aeronautics enrollments stand at tremendously high levels, and new programs are thriving. In 1967, the Aerospace Technical Institute—predecessor to the SOA—opened its doors to offer an Associates Degree in Flight Technology. Today, the SOA offers Masters and Doctoral degrees ranging from Human Factors to Science Education.

There's a lot to see and learn here in Melbourne in February. We urge you to renew your ties with the School and your old friends. In the pages of this issue of Tradewinds you'll find articles that show the beginnings of the School, how one graduate is sharing her love of aviation with today's kids, and all of the updates we have received from alums over the past several months. We hope you enjoy it. See you soon!

2004 AVIATION SYMPOSIUM

FEBRUARY 19-21, 2004

TRADEWINDS

A PRODUCTION OF THE
SCHOOL OF AERONAUTICS
AND THE
FITSA ALUMNI NETWORK

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President's Message.....

Happy New Year!

For those of you who haven't focused in on it, the annual Alumni pilgrimage to Melbourne is scheduled to take place in just a few short weeks, and I hope you've all made plans to be with us on February 19-21. For those of you "considering employment options," whether this has developed from a forced or elected situation, you might consider arriving a day early for the Career Day scheduled by the University on February 18.

Detailed in this publication are more details about The Weekend. While the events we've all come to enjoy over the years—such as speaking with the students, presentation of the Skurla Award, the Hangar Party and Aviation Day—will, once again, be part of the festivities, some other, in some cases new, activities have also been planned. These include bringing in numerous industry experts to discuss aviation issues affecting the various sectors of our industry during the Annual Symposium, to having alumni judge a student competition—presentations covering creative solutions to some of today's complex aviation issues.

I know I speak for the entire FITSA Board in saying that we look forward to seeing all of you in Melbourne next month.

Kind regards,

Tony Kioussis
President

ALUMNI NOTES.....

Capt. Jen Newsome, '97 had a chance to report in about her participation in Operation Iraqi Freedom. "I can't tell you how proud I am to be able to go join the 101st Air Assault Division in Iraq. We will do what needs to be done!! That's a fact. I'm just happy that I have been blessed to be one of the soldiers participating in this operation." Jen is a CH-47 Chinook pilot with the 101st.

Capt. Liz (Bonsignore) Martin, '98, and husband, Aaron, are now in Korea for their tour of duty. Liz is with the 17th Aviation Brigade in Yongsan, Seoul and Aaron is in the 407 CAV. They got a very nice apartment and have some great views of the city. Even the cats are happy to be done with travel and kennels, and enjoy roof access and view of the city from the large windows! Anyone wanting

to get in contact can reach Liz at the following address:

Capt. Elizabeth Martin
HHC, 17th Aviation Brigade
Unit 15270
APO AP 96205-5270

Russell Bane, '99, has a new son, Kealan Russell Bane. Born March 19th, Russell says "he's a great kid".....and that statement is a surprise? Russell also said that Michelle Parkinson did a "jump seat" on one of his flights and that he also ran into Jake Cooper in Memphis.

Aaron Kreps, '01 received two job offers on the same day! He received a call from Mesa on the day he interviewed with Horizon. He was hired on the spot at Horizon and is now flying the Dash 8-400 and living back in the Northwest.

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HOTEL INFO
ONLINE AT
WWW.FITSA.ORG

20th Annual Florida Tech Aeronautics Symposium

Hosted by the Florida Tech School of Aeronautics
and the FITSA Alumni Network

February 19-21, 2004

Florida Institute of Technology, Melbourne, FL

<http://aero.fit.edu> <http://www.fitsa.org>



SYMPOSIUM - THURSDAY, FEB. 19 8:30AM-12:30PM

Airport Growth & Environmental Issues

Mr. Robert M. Ball, AAEA, Executive Director
Southwest Florida Int'l Airport

Mr. Ron Seymore, Consultant
Environmental Science Associates

The Evolution of the Airline Pilot

Capt. Peter Russo, Chief Pilot
JetBlue Airlines

Business Aviation Challenges

Mr. Gil Wollin, Publisher Emeritus
Business/Commercial Aviation

Rise of the Regional Aircraft

Mr. Byron Bohlman, Analyst
EMBRAER Market Intelligence

GEORGE W. SKURLA AWARD BANQUET - THURSDAY, FEB. 19 12:30PM - 2:00PM

- ◆ Presentation of the George W. Skurla Award
- ◆ Presentation of the Faculty Excellence Award
- ◆ Recognition of FITSA Scholarship Recipients

Keynote Address
Capt. Jacques Drappier, Airbus
Senior Director-Training & Flight Ops Support
*An insider's view on the development of the Airbus
A380 and the unique innovations, challenges and
benefits of the aircraft.*

THURSDAY, FEB. 19 AFTERNOON ACTIVITIES

- ◆ Alumni Panel Judging Student Presentations
- ◆ Annual FITSA Alumni Business Meeting
- ◆ Evening reception for Alumni

FRIDAY, FEB. 20 ACTIVITIES

- ◆ Morning: Alumni in the Classrooms
- ◆ Noon: Texas Scramble/Best Ball Tournament
The Majors: PGA Tour Course designed by
Arnold Palmer
- ◆ Evening: Hangar Party & Awards

SATURDAY, FEB. 21 AVIATION DAY

- ◆ Static Aircraft Displays
- ◆ Precision Landing ("Hashmark Award") Competition
- ◆ Biannual Flight Reviews from FIT Aviation for Alumni
- ◆ WINGS Safety Seminar

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EMBRAER



THE HISTORY OF THE SCHOOL OF AERONAUTICS

Rediscovered this year in a file in the School of Aeronautics office is a comprehensive history of the SOA from 1967 until its 1992 publishing. Excerpts will be published over the next several editions of the *Tradewinds*.

In the beginning there was only one, Jerry Lauderbaugh. He left his vice-presidential position with Embry Riddle University in 1967 to join the fledgling Florida Institute of Technology. Jerry had a dream and along with his dream a vision which, when brought into focus, would make this dream come true. As is generally true, visions do not come replete with details.

The development of the School of Aeronautics began that bleak day in 1967 when Jerry sat alone in his makeshift office in the basement of Grissom Hall, and unfolded a series of mostly unpredictable events. However, at no time did he and his colleagues lose sight of their ambitious goal of making the School of Aeronautics one of the largest and most respected aviation programs in the world.

FIT has a number of highly respected programs. However, it is to be noted that when judged against peer programs across the nation, the aeronautics program is probably the university's only program which is considered among the top three in the United States.

Dr. John E. Miller, 1991
FIT President Emeritus

Part I – The Beginning

In 1967 Jerry Lauderbaugh was persuaded away from Embry Riddle to develop and lead the Aerospace Technical Institute (ATI), the forerunner of the present School of Aeronautics.



GRISSOM HALL, BIRTHPLACE OF THE SOA

The University had set up office space for ATI in the basement of Grissom Hall, and the only employee other than Lauderbaugh was a secretary. Immediate problems included finding aircraft and a training facility and making the public aware of FIT's latest venture.

In March 1968, *The Daily Times* reported that ATI has tentatively been given 4 ½ acres on lease from the Cape Kennedy Regional Airport (now Melbourne International). The area was located north of NASA Blvd. and east of the FAA control tower. Due to a myriad of problems with the FAA and the airport authority, the negotiations were discontinued and the tentative agreement dissolved.

Later in March, FIT asked the Brevard County Commission for use of a 100 acre portion of the abandoned Valkaria Airport in South Brevard. A long

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.....ALUMNI NOTES.....

Wes Davison, '02 is now a 2LT in the U.S. Army.

Samir Ahmed, '01 is flying a DHC-5 Buffalo for the United Nations relief effort in Sudan. He also got married last February. Graduate school was something he wanted to do, but finances got in the way.

Lisa Noel is flying for AirNet and seems pretty happy there. "Upgrade time out of the props isn't as fast due to the economy but our Lear guys aren't moving as fast as they used to either. The company is hiring if anyone is interested. Many leaving here going to SkyWest and Chatauqua but most are waiting to see what will happen with the contract negotiations elsewhere.

Danielle Mazzaro, '02, is working for TAG Aviation in the Charter Sales Support. She started working as an

intern at Avitat, an FBO based at Westchester County Airport and networked her way to a customer service rep position. She also flew three times a week for a guy who owned a Beech Baron 55. Continuing to network, she met a pilot who flew for TAG, interviewed for a charter rep slot, and got the job (not to mention the fact that the Charter Manager graduated from Florida Tech – which sure helped!). "I am now selling charters for one of the largest charter companies in the world, still work with other Florida Tech grads at Westchester County Airport and also fly for a charter company in Danbury, CT, called Tradewind Aviation, along with Matt Livingston from FIT. Thank goodness Mr. Davis kept "nagging" about the importance of internships because I would probably never be in the position I am now! Looking back on the four years spent at Florida Tech has made me realize what a wonderful decision I made.

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SPEAKING TO KIDS ABOUT AVIATION (AND HOW TO GET FREE COOKIES)

By Jo Damato'97

Help! I've been asked to speak to kids about aviation and I don't know what to say or do to make it interesting.

We've all been in this position at some point and, if you haven't yet, then trust me that you will be. You may think to yourself, 'The shiny buttons on my uniform are only going to hold their attention for, like, a minute and then I'm out of material for sure!' Or, 'most of the stories that I usually tell about my aviation escapades are PG-13 at best and really don't involve flying at all.' Relax. I am happy to report that there are excellent resources to show you the way and I am going to lead you to them so that you will feel completely comfortable and prepared to have fun teaching kids about aviation. I promise!

Until October, the last time I spoke to grade-school aged kids about aviation was probably 1996 when I was an FIT undergrad and flight instructor. I remember that Professor Davis used to ask some of the girls from the flight line to accompany him to local schools to speak on career days. I think that at that time the "girls" consisted of Brooks Almquist (then Brooks Whitney) and me (then Joanne Lomurno). He thought it would be great for the kids to see that females can work in non-traditional fields and be excellent role models too. I was happy to go along because I remembered that no one had ever talked

to me about flying until I had my first flight lesson at age 15 and, even then, a high school *girl* at the local airport flight school was rare. Anyway, even though I enjoyed speaking with the kids about aviation, at some point I stopped having time to do so or at least that was my excuse.

The excuses ran out when I was asked to speak to 30 young girls aged 8-9 years old at their after school Brownie Meeting/Halloween Party. I accepted on the spot because I love aviation, I love to talk about aviation, and other adults usually find it an interesting topic too. Then, I remembered, these aren't adults! That's about when the panic started. I couldn't remember what we used to talk about with Professor Davis back in Melbourne at those schools. I remembered that he always brought a prop with him. No, not a Prop, a *prop*, you know like a model airplane or something. Then he'd wave it around and teach about lift and drag...



The kids would laugh, they'd all learn something and then we'd eat cookies. Hmm, I thought to myself, I wonder if the Brownies will have cookies or would they serve brownies – I know, bad joke - but I couldn't resist. So, other than the cookie fixation I was lost. Where was I going to get help? I found the answer at www.avkids.com.

continues on Page 6

.....ALUMNI NOTES.....

Tell the "soon-to-be" Florida Tech students not to hesitate to contact me with any questions they may have. My work number is: 1-800-331-1930."

Cpt. Dennis Lorenson, '99, is a new Battalion S-4 preparing his unit for deployment to Iraq. He is a PIC in a modified U.S. Army Beech King Air 200. "I had my first engine failure over the Swiss Alps. I declared my first emergency and landed it safely at Munich International Airport. What an experience! Still with the 1st Military Intelligence Battalion in Weisbaden, Germany!"

Kent Greimel, '96, was hired by UAL in '99, spent three months on the panel of the 727 before going back to training for the right seat of the 757/767. "I wasn't even off probation and was flying international trips on a wide-

body. Then 9/11, and I was furloughed. It took almost three months of job searching before the first company called. I interviewed with PSA and out of 5, only 2 of us made it through the written testing. After the personal interview and the sim ride, I was hired on the spot! As for the personal stuff, I have been engaged for about a year now and will be getting married on August 9, 2003."

Jeff Nagel, '98 earned his AAE accreditation in December after completing all three phases in 14 months. He was named Airport Manager of Tri City Airport outside Saginaw, MI effective February 14th.

Tony Quintana, '93 Happily announced his engagement to Maria Victoria Camuyrano. The wedding is tentatively programmed to take place Dec. 2004 in Buenos Aires. Tony is the International Business Development Manager for Smiths Aerospace. *continues on Pg. 6*

SPEAKING TO KIDS ABOUT AVIATION (AND HOW TO GET FREE COOKIES) - CONTINUED

AvKids, short for Aviation for Kids, is an NBAA educational program designed for students between grades 2 and 5. Its purpose is to educate children about business aviation benefits and careers. At www.avkids.com, there are resources designed for kids, teachers, and – you guessed it - guest speakers! In fact, AvKids.com was selected in August 2003 by USA Today as the best educational website of the week and Microsoft Flight Simulator has added the website to its list of educational references too. Since AvKids started, these resources have reached million of children and their teachers. I quickly found out why.

The website is divided into five main sections for ease of use – The Teacher’s Lounge, The Kid’s Hangar, The Speaker’s Center, The Community Guide, and the Resource Center. The Teacher’s Lounge has lesson plans, classroom activities, reading material and a downloadable 120-page Activity Guide. The Kid’s Hangar has more activities and fun yet educational online games as well as printable coloring sheets. The best part is the Speakers’ Center. I downloaded a Speaker’s Kit Outline with handouts and a guide that helped me know what to say to both get and keep the kids’ interest during my presentation. I also used the Resource Center to order some great giveaways that AvKids sells at cost that I could use as prizes!

So, how did my big day go, you ask? Well, I’ll tell you. I showed up at the school in the late afternoon and walked into a classroom of 30 bright, smiling, energetic and LOUD little girls who were thrilled that the lady pilot had arrived. “Wow, you’re tall”, one said. “You have pretty hair,” said another. Ok, so far so good. I gave them each one of the cute little AvKids bags that I had ordered filled with AvKids pencils, magnets and buttons also obtained from the Resource Center. I quieted them down by showing them part of a Peanuts cartoon video my coworker had lent me called “The Wright Brothers at Kitty Hawk”, which is part of the “This is America, Charlie Brown” educational video series. Then I used my Speaker’s Kit to help me engage the girls in conversation about aviation. The first question that I asked was, “Who can tell me what is important about the year 2003 and aviation?” At least 20 hands popped up and girls were jumping up and down in their seats waiting to be called on for the answer. I picked one of them and she said, “Well, it’s the 100th Anniversary of Flight, of course.” I was impressed! I asked the others if they were going to say that too and they said, yep, they were. They had just learned about it in school. From that point forward it was smooth sailing. I talked about my first flight, and how young I was when I started, that I had skydived once and that I had also once taught a girl about their age how to fly. The Resource Center had also supplied me with color paper airplanes that we made together so we could learn about the parts of an airplane and what makes them fly. I kept up the Q & A the entire time and discarded my speaker notes after the first question. I realized that I didn’t need to use notes to talk to kids like I was giving a Power Point presentation to some customers. Instead, I learned that I needed to give my time, speak from the heart, remember what its like to be 8 years old, and stop running out of excuses to tell little girls why they can be anything they want to be if they aren’t afraid to try.

By the way, they served cookies and they were delicious.

.....ALUMNI NOTES.....

Dave Anyzeski, '95 is a new (old) resident of Brevard County. He and his wife Lisa, son Joshua (2 1/2yrs), step sons Austin (8) and Lance (13) decided that Palm Beach County was too hectic for family life and so we relocated to Satellite Beach. “There is no turning back now, we love the laid back beach style living. No construction traffic etc.... Reminds me of the college days!!” Dave is coming up on his 3 year anniversary with Spirit Airlines, based out of Ft. Lauderdale.

Tom Shannon, '02 hit the line in November flying the Saab 340 for Chicago Express. “My first day of flying was the Wednesday before Thanksgiving, nothing like starting on the busiest day of the year!!! We stayed in Indianapolis that night and made it home the next day for Thanksgiving by noon. We had Thanksgiving dinner at home and reported back to Midway Friday morning to finish the remainder of

the trip.” Tom’s first trips on the line were flown with Training Captain Al Courtney '97.

Milo Zonka, '95 sucked it up and abandoned Miami for the serene lifestyle of Brevard County again. He reports that his kids are just starting to talk to him again six months after the move, but that everyone’s doing great in schools, jobs, etc.

Zach Grant, '95 received word one week before his 30th birthday that he earned a captain’s slot at ATA Airlines. Zach is now logging PIC in a brand new 737-800, which he finally admits does not fly AT ALL like a Cherokee Six.

Bill Hearne, '95 married his fiancée Hollie in Texas this last November. Bill is a training captain for ExpressJet/Continental Express in Houston.

THE HISTORY OF THE SCHOOL OF AERONAUTICS - CONTINUED

term lease was granted by the commissioners on March 29, 1968, to help the school attain federal funding. The plan had to be approved by residents in the area and Air Force officials from the Eastern Test Range Tracking Station at Valkaria. The Air Force required three months to conclude that "large scale flying operations at the airport would hinder our operations in the tracking station at Valkaria", and rejected the plan in late June.

Meanwhile, Lauderbaugh had been passing to the press information concerning negotiations with a site other than Kennedy Airport. An offer was made for Melbourne Aviation, a fixed base operation located just north of the main terminal; but the deal fell through. On July 26 the *Orlando Sentinel* reported the surprise purchase by FIT of Campbell Aviation, Inc. The Campbell FBO was a 4 ½ acre site with a 28 year lease from Kennedy airport, located directly west of the main airport facility.

Included in the purchase were seven aircraft, two hangers and classroom facilities for approximately 100 students. The property was appraised at \$750,000, but the purchase price was much reduced, allowing Stuart Campbell a large tax write-off and causing FIT to term the exchange a "bargain gift". On October 2, 1968, a dormitory was dedicated on the FIT main campus and given the name Campbell Hall in honor of the benefactor.

The first class of ATI students was to begin taking courses in September 1968. Instruction would cover such areas as flight technology, aerospace

engineering and a vocational program in aircraft mechanics. The outlook for enrollment was promising as ATI would be providing a very unique program.

The 1969-1970 ATI catalog outlined three courses of study offering Associates of Science degrees. They were Flight Technology, Air Transport Technology and Aviation Maintenance Technology.

The Air Transport degree was designed to prepare students for management positions in aviation related fields such as airport administration, transportation logistics and the FAA. The degree also offered sufficient electives for those students wishing to complete the flight training sequence and be eligible for the FAA commercial pilot exam.

The Aviation Maintenance Technology degree focused on preparing the student to receive the FAA Airframe and Powerplant exam.



SKURLA HALL
HOME OF THE SCHOOL OF AERONAUTICS

The Flight Technology degree was designed to take a student with limited or no flight experience and prepare him/her for employment in the aviation industry as a Commercial/Instrument rated pilot. The flight fees were subject to change, but in the first ATI catalog were offered at approximately \$650 per quarter for six quarters. An aviation flight kit was required at a cost of \$55. Included books and equipment necessary for completion of the program. Tuition was \$300 per quarter for the classroom courses.

Next issue: *Maid service and a piano bar?*
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NEW SOA FACULTY

Joining the School of Aeronautics this year are a colorful pair of instructors.

Fin Bonset (l) earned his BS and MS from the School of Aeronautics and, after cutting his teeth in airport consulting for several years, has returned to teach Airport Planning & Design. Frank "Irish" Gallagher, a former Marine Corps helo pilot, (r) comes to us from Connecticut, where he owned and operated his own FBO and aircraft. Frank teaches private & commercial ground and physical sciences.



CALLSIGN "FIT 340"



CHICAGO EXPRESS AIRLINES TRAINING CAPT. AL COURTNEY ('97) AND FIRST OFFICER TOM SHANNON ('02) COMPLETE TOM'S FIRST REVENUE FLIGHT IN A SAAB 340.

**SAVE
THE
DATE!**

**2004
SYMPOSIUM**

Feb. 19-21

**(321) 674-8120
for info.**

SEE YOU THERE!

TRADEWINDS

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