Fall 2026 FPAW Meeting
Biographies of the Hosts, Speakers, Session Leads, and Moderators, Panelists and Presenters (MPP)

Key: **FPAW Steering Committee Member** Student
[r] = Remote Participant MPP = Moderator/Presenter/Panelist
Note: Session Co-Leads and Leads may also serve as MPPs in their sessions

Name	Organization	Session(s) and Role(s)	Pg
Rex Alexander	Five-Alpha LLC	Sessions 2 and 5 MPP	2
Gus de Azevedo	Oklahoma State University	Sessions 1, 9 Co-Lead	2
Bill Bauman	MITRE	Session 5 Co-Lead	2
Tanner Beard	The OTUS Project	Session 2 MPP	2
Tim Beglau	FAA	Session 1 MPP	3
Tim Bonin	MIT/LL	Session 3 MPP	3
Samantha Bowyer	ERAU	Session 5 MPP	3
Joe Bracken	AvMet Applications	Session 6 MPP	4
John Celenza *[r]*	Zipline	Session 4 MPP	4
Sean Curran	NTSB	Session 2 MPP	4
Jonathan Daniels	DroneUp LLC	Session 5 MPP	5
David Dillahunt	Southwest Airlines	Session 4 Co-Lead	5
Michelle Duquette	3 MAD Air LLC	Session 1 MPP, Session 8 Co-Lead	6
Bill English	Virginia Tailwheel Academy	Session 5 MPP	6
Erik Fox	The OTUS Project	Session 2 MPP	6
Matt Fronzak	MITRE	Host, Sessions 8, 10 Co-Lead	6
Brad Guay *[r]*	Meteomatics	Session 3 MPP	7
Doug Hilderbrand	American Wx Enterprise Assn	Introduction to the AWEA	7
Adam Houston	University of Nebraska-Lincoln	Sessions 1 and 4 MPP	7
Mark Huberdeau	MITRE (ret.)	Udvar-Hazy Tour Lead	7
John Kleber	ERAU	Session 6 Co-Lead	8
Ian Johnson	FAA	Session 6 Co-Lead, Session 8 MPP	8
Scott Landolt	NCAR	Session 3 Co-Lead, Session 8 MPP	8
Steve Maciejewski *[r]*	FAA	Session 3 Co-Lead	9
Bill Mahoney	NCAR (ret.)	Lunch Seminar Speaker	9
Curtis Marshall	NOAA NWS	Session 3 MPP	9
Starr McGettigan *[r]*	FAA	Session 7 MPP	9
Beth Meinert	MITRE	Welcome and Keynote Address	10
Doug Murphy	FAA	Session 7 MPP	10
Gary Pokodner	FAA	Session 6 MPP	10
Nathan Polderman	United Airlines	Lunch Session 10 Co-Lead	11
Zach Reeder *[r]*	Joby Aviation	Session 5 MPP	11
Mike Robinson	Aeris LLC	Sessions 2, 4 Co-Lead, Session 8 MPP	11
Joel Siegel *[r]*	FAA	Session 7 MPP	11
Mike Splitt	Florida Institute of Technology	Session 2 Co-Lead, Session 8 MPP	12
David Strand	MITRE	Session 5 Co-Lead, Session 8 MPP	12
Louis Tucker	The OTUS Project	Session 2 MPP	13
Russell Viall *[r]*	FAA	Session 1 MPP	13
Matthew Wandishin	NOAA Global Systems Lab	Session 4 MPP	13
Beth Welliver	Joby Aviation	Meeting Coord., Session 9 Co-Lead	14
Frank Willingham	MITRE (ret.)	Udvar-Hazy Tour Lead	14
Chandler Zuck	FAA	Session 2 Co-Lead	14

Rex Alexander (Five Alpha LLC)



Rex Alexander, FRAeS, is a plain 'Old' run-of-the-mill, blue-collar, knuckle-dragging, grease-under-the-fingernails, flight-suit-smelling-like-jet-fuel, dual-rated pilot/mechanic of some 40+ years, who has been afforded the opportunity and privilege to design and develop Vertical-Flight Infrastructure around the globe.

Rex is a Vertical Flight Infrastructure Subject Matter Expert working with the FAA, NASA, ICAO, EASA, VFS, NFPA, ASTM, IES, VAST, GAMA, VAI, AAMS, CAMTS, NASAO, EAA, AOPA, and numerous others, in a continuous effort to enhance the safety, efficiency, and viability of vertical flight infrastructure worldwide.

Gus de Azevedo (Oklahoma State University)



Dr. Gustavo de Azevedo is an Assistant Research Professor at Oklahoma State University. Although his degrees are in Electrical and Computer Engineering (ECE), his terminal degree was equally divided between ECE, Aerospace Engineering, and Meteorology. This diverse background gives Gus a multifaceted perspective to tackle atmospheric observational challenges in support of NextGen Aviation Weather.

Besides the development of patented UAS-based atmospheric sensing technologies, Gus's research exploits also led him to write a chapter in the book *Fundamentals of Capturing and Processing Drone Imagery and Data* (CRC Press, 2021) to help educate the next generation of atmospheric scientists and engineers.

Bill Bauman (MITRE)



Dr. Bill Bauman is a Principal Operations and Research Meteorologist in MITRE's Center for Integrated Transportation and has nearly forty-five years of experience in aviation and aerospace meteorology. He provides insights and recommendations for continuous evolution of surface to space operations through performance monitoring, evaluation, planning, prediction, and teaming, with a focus on unmanned aircraft systems, legacy aviation, and aerospace terrestrial meteorology and space weather.

Bill served as a weather officer in the United States Air Force from 1981-2001. He then worked in private industry for fourteen years where he managed three aviation and aerospace program contracts at Kennedy Space Center and Marshall Space Flight Center. From 2015-2017, Bill was Chief of the Aviation and Space Weather Services Branch at National Weather Service headquarters and prior to joining MITRE in 2022, he was the Manager of the Federal Aviation Administration's NextGen Aviation Weather Division.

Bill holds a B.S. in Meteorology from Lyndon State College and an M.S. and Ph.D. in Atmospheric Science from North Carolina State University.

Tanner Beard (The OTUS Project)



Tanner Beard is an aerospace engineer based in Brownsville, TX with over eight years' experience building, flying and racing quads and fixed wing aircraft. He is a sponsored drone racing pilot, placing 2nd at the 2023 collegiate drone racing nationals. Tanner has transformed his house into a workshop with a mill, lathe, welder and 3d printers. Outside of drones, Tanner enjoys longboard dancing, surfing and storm chasing!

Tim Beglau (FAA)



Tim Beglau obtained an Associate of Applied Science degree in Professional Pilot from Lenoir Community College and a Bachelor of Science in Aviation from Liberty University. He did flight instructing at both Part 61 and 141 flight schools before transitioning to a role as a pilot for Part 135 operations. In 2000, Tim joined the FAA and spent nine years at the Atlanta Flight Standards District Office (FSDO) as a Principal Operations Inspector. Since 2009, he has been working at FAA Headquarters, specializing in Part 135 operations and Unmanned Aircraft Systems (UAS).

Tim Bonin (MIT LL)



Dr. Tim Bonin is an Assistant Group Leader in the Air Traffic Control and Weather Systems Group at MIT Lincoln Laboratory. He received his Ph.D. in Meteorology from the University of Oklahoma in 2015, with a focus on observing the planetary boundary layer using both in situ and remote sensing technology, including meteorological unmanned aerial systems and Doppler wind lidar. After completing his Ph.D., he worked at NOAA's Earth System Research Laboratory to develop algorithms for measuring wind and turbulence using Doppler lidars for wind energy and chemical dispersion applications.

Tim joined MIT Lincoln Laboratory in 2018 and has contributed to a variety of programs including the NextGen Weather Processor (NWP), Winds Forecast Prototype, the Portable Aircraft Derived Weather Observation System (PADWOS), and Weather Observations Improvement. Additionally, he has led several efforts that include developing a numerical weather model blending capability for the United States Air Force and enhancing Doppler lidar measurement capabilities for aviation situational awareness.

Tim's current interests center on novel and improved weather sensing and forecasting capabilities, with a specific focus on aviation applications including the emerging advanced air mobility sector.

Samantha Bowyer (Embry-Riddle Aeronautical University)



Dr. Samantha Bowyer is an Associate Professor of Aeronautical Science at Embry-Riddle Aeronautical University (ERAU). Samantha began her aviation career as a flight and ground instructor at Part 141 and Part 61 flight schools, later serving as Chief Flight Instructor. She also developed and led a four-year aviation academy at a public high school in partnership with ERAU's Aerospace Career Academy.

Samantha holds a B.A.S. in Supervision and Management, an M.B.A. in Project Management, and a D.B.A. specializing in the application of project management to higher education curriculum change. She is a certified Project Management Professional (PMP) and holds AGI, CFI, CFII, and MEI certificates.

Samantha's research focuses on aviation curriculum and program development, support for early-career flight instructors, and the mental wellness and resilience of collegiate and emerging aviation professionals. She serves on the Board of Directors for the National Association of Flight Instructors (NAFI) and is committed to mentoring the next generation of aviation educators and professionals.

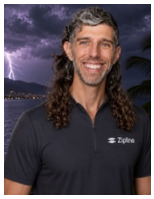
Joe Bracken (AvMet Applications)



Joe Bracken, a dependable and seasoned advocate and professional with 30+ years' experience in aviation safety, is a Principal Engineer at AvMet Applications. His most recent experience includes technical and program support to the FAA's Aviation Weather Division in the area of weather information research to support traditional and new entrant flight operations. Other areas of expertise include flight and radar data analysis, aircraft performance analysis, expert witness testimony, aviation industry weather information standards development, and aviation industry committee participation.

Joe holds a B.S. in Aerospace Engineering from Penn State, and has a proven ability to meet deadlines, write proficiently, and effectively communicate aviation safety issues. He has strong skills in analyzing all types of safety data, identifying accident and incident root causes and trends, and determining means to arrive at effective aviation safety solutions.

John Celenza *[r]* (Zipline)



John Celenza, Chief Meteorologist at Zipline, is a long-time weather geek and computer scientist hailing from the snow capital of Syracuse, NY. John graduated with an undergraduate degree in Meteorology from Penn State University. He then immediately went to Weather Underground where he was key to developing the global Personal Weather Station network as well as innovating public weather technology with the "weather for all" philosophy of the company.

During his time at Weather Underground, John also received an MS in Computer Science from Stanford University. He used skills attained in that degree at Saildrone, and then finally at Zipline International, focusing on data science and machine learning. John now spends his time developing innovative approaches to nowcast forecasting to support drone operations in Africa and around the world.

Sean Curran (NTSB)



After more than 18 years of experience in aviation meteorology and weather forecasting, Sean Curran joined the NTSB as a senior meteorologist in the Operational Factors Division within the Office of Aviation Safety in February 2026.

Prior to that, Sean worked in the private sector as an aviation weather forecaster and weather briefer, supporting aviation operations through contracts with Lockheed Martin and Leidos. He led research and development efforts focused on aviation weather safety, with an emphasis on modernizing weather capabilities within the NAS, supported aviation accident investigations, and coordinated with response operations centers during search-and-rescue activities. Sean also worked closely with the NWS, the FAA and the DoD to provide pilots with weather information and guidance to help them avoid hazardous conditions and improve flight safety, and served for five years as the International Association of Machinists and Aerospace Workers facility bargaining representative. He also contributed to multiple safety councils, staffing boards, and working groups supporting aviation weather services for the FAA and National Weather Service.

Sean holds a B.S. in Meteorology from Embry-Riddle Aeronautical University and an M.S. in Meteorology from Mississippi State University. He is a certified National Weather Service pilot weather briefer, an FAA enroute flight advisory service specialist, and an FAA-licensed private pilot currently working toward his instrument rating.

Jonathan Daniels (DroneUp LLC)

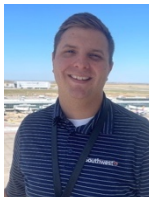


Jonathan Daniels is the Vice President of Governance, Risk and Compliance (GRC) and Empowered Official at DroneUp, where he leads the company's safety, compliance, and quality programs, including its certification as a Part 135 Air Carrier. A performance-driven UAS innovator, consultant, and educator, he brings more than two decades of aviation and unmanned systems leadership to DroneUp's operations.

Jonathan is an internationally recognized industry authority, serving as a Cleared Advisor to the US Department of Commerce's Industry Trade Advisory Committee on Aerospace Equipment (ITAC 1), Head of the US Delegation to the International Standards Organization's TC20/SC 16 Committee on Uncrewed Aircraft Systems, and a member of the Joint Authorities for Rulemaking on Unmanned Systems (JARUS) Industry Stakeholder Body. He is a Fellow of the Royal Aeronautical Society (FRAeS) and a Fellow of ASTM International (FASTM), where he has led standards development for lightweight UAS design, vertiport automation, and personnel qualification. Jonathan has also served on the FAA's Drone Safety Team, the Beyond Visual Line of Sight Aviation Rulemaking Committee, and as an FAA-Designated Airworthiness Representative for Unmanned Aircraft Systems.

A retired US Army Chief Warrant Officer with more than 23 years of combined manned and unmanned aviation experience, Jonathan is a dual major student (JD/MIP) at the UNH - Franklin Pierce School of Law and holds a dual-major B.S. in Aerospace Studies and Business Management, an MBA, and a Graduate Certificate in Strategic Studies from the US Army War College. He is an FAA-certificated commercial/instrument rotorcraft and remote pilot.

David Dillahunt (Southwest Airlines)



David Dillahunt is a Chief Meteorologist at Southwest Airlines in Dallas, TX. He leads Southwest's team of operational meteorologists and supports Southwest's strategic initiatives as they relate to weather. David first started as an intern at Southwest before starting a fulltime role as meteorologist in 2017. Prior to joining Southwest fulltime, he worked for American Airlines subsidiary, PSA Airlines, as an aircraft dispatcher for about one year.

In his role at Southwest, David stays engaged with the industry through various organizations and committees. He has been an active member of FPAW since 2019 and currently serves on the FPAW Steering Committee. He is a current member of the American Meteorological Society (AMS) Weather Analysis and Forecasting (WAF) Committee. David previously chaired the National Weather Association (NWA) Aviation Committee from 2020-2024 where he now remains an active general member. Additionally, David stays regularly involved in university outreach efforts and welcomes students to reach out to him.

David graduated from Embry-Riddle Aeronautical University (ERAU) in Daytona Beach, FL with a B.S. in Meteorology in 2016 and an M.S. in Aeronautics in 2021. He also earned his Aircraft Dispatcher Certification while in Daytona Beach. While at ERAU, he was a Pathways Intern with the National Weather Service (NWS) in Bismarck, ND and spent a summer doing research at the University of Michigan.

Michelle Duquette (3 MAD Air LLC)



Michelle Duquette is an executive strategist in aviation and the Founder and CEO of 3 MAD Air. She helps organizations shift from where they are to where they want to be when the work sits at the intersection of operations, policy, safety, security, and engineering.

Her focus areas include Unmanned Aircraft Systems (UAS), Counter-UAS (C-UAS), and Advanced Air Mobility (AAM). Michelle is frequently brought in when the technology is only part of the challenge and the real work is alignment of the whole system across FAA needs, national security and critical infrastructure constraints, public safety capability, commercial growth, and the demand for a safe, predictable, interoperable National Airspace System (NAS).

Michelle brings more than 35 years in aviation, including 10 formative years as a certificated aircraft dispatcher and two decades inside the FAA's Federally Funded Research and Development Center managed by The MITRE Corporation. Clients rely on her for strategic positioning and pathway clarity, stakeholder alignment across government and industry, and plain-language executive action briefs that decision-makers can use.

Bill English (Virginia Tailwheel Academy)



Bill English is a CFI at Virginia Tailwheel Academy, in Warrenton, Va. He holds commercial and flight instructor certificates for instrument airplane single engine land and sea, multi engine land and sea, and is rated in the E170/190. He has been flying since 1986 with over 5000 hours.

Bill is a retired NTSB accident investigator and FAA air traffic controller. He was an Assistant Chief with Examining Authority at a large Part 141 school and now focuses on tailwheel and vintage airplanes. Bill lives with his 1953 STOL-equipped Cessna 170B at a nearby grass strip.

Erik Fox (The OTUS Project)



Erik Fox has been chasing tornadoes since 1995 and has been a field correspondent since 2016 for Weather Nation. Before being a correspondent, he was a DOD forecaster from 2010-2015. Erik started the National Storm Chaser Summit (NSCS) in 2019 with James Menzies. When not chasing tornadoes and severe weather, Erik is a police officer and has been with the force since 2010.

Matt Fronzak (MITRE)



Matt Fronzak is a Principal Aviation Systems Engineer in MITRE's Center for Integrated Transportation (CIT). His primary focus has been on foundational applied weather and Air Traffic Management (ATM)-Weather Integration research and analysis. He has also been involved in a variety of projects revolving around weather uncertainty and ATM decision-making. He is the past chairman of the AMS Aviation, Range and Aerospace Meteorology (ARAM) committee and current co-chairman of the Friends and Partners in Aviation Weather (FPAW) group.

Prior to joining MITRE, Matt spent almost 34 years at Delta Air Lines working in a variety of operational and management roles, primarily in the Flight Control department at Delta's Operations Customer Center (OCC). In between Delta and MITRE, he had a short stint with Rockwell Collins (now Collins Aerospace) as a marketing manager supporting that company's airborne weather radar products. Matt holds a BS in Meteorology from the University of

Massachusetts Lowell and an MS in Aeronautical Science from Embry-Riddle Aeronautical University with specialties in Operations and System Safety. He is an operationally experienced aviation meteorologist, an FAA-licensed and experienced aircraft dispatcher, and an experienced Part 121 operations manager and ATC coordinator.

Brad Guay *[r]* (Meteomatics)



Brad Guay is Head of Government and Defense Solutions at Meteomatics. He works with aerospace, government, and defense organizations to apply weather data in operational and mission-critical contexts. His background spans weather intelligence, catastrophe risk modeling, and environmental monitoring systems.

He previously held roles at OTT HydroMet and Moody's RMS, leading national-scale deployments of meteorological and hydrological systems and advising insurers, corporations, and governments on assessing and managing natural catastrophe risk.

At Meteomatics, he leads global government and defense engagements, focused on improving the quality of weather data and how it is applied across operations, planning, and analysis.

Doug Hilderbrand (American Weather Enterprise Association)



Doug Hilderbrand is the co-founder and Executive Director of the American Weather Enterprise Association, a non-profit trade association advocating for the growth and vitality of the Weather, Water, and Climate Enterprise. Prior to AWEA, Doug spent 23 years in federal service with NOAA and the National Weather Service. During his NOAA career, Doug worked in forecast operations, S&T planning, R2O, communications, science policy, and external affairs.

Adam Houston (University of Nebraska-Lincoln)



Dr. Adam Houston is a cloud-scale and mesoscale dynamicist whose research utilizes observational data as well as numerical models to 1) advance understanding of severe deep convection and associated phenomena and 2) apply these innovations along with new observational tools to improve operational forecasting. For nearly two decades, Adam has pioneered the use of uncrewed aircraft systems (UAS) in atmospheric research and weather forecasting. He has been involved as principal investigator in $23.2M in grant funding to advance UAS technology and its application to atmospheric science.

Adam earned his PhD in atmospheric sciences from the University of Illinois, Urbana-Champaign in 2004 and his BS in Meteorology from Texas A&M University in 1997. Prior to joining the faculty at the University of Nebraska-Lincoln, he was a visiting assistant professor and postdoctoral research scientist at Purdue University.

Mark Huberdeau (MITRE [ret.])



Mark Huberdeau is a retired systems engineer whose career centered on advancing aviation operations and safety. He worked on Traffic Flow Management systems, aviation weather analysis, and training improvements for air traffic professionals at The MITRE Corporation for more than 25 years. Prior to that, Mark served in the Operations Control Center at US Airways and instructed flight crews on aircraft systems.

Mark holds an M.S. in Systems Engineering from Johns Hopkins University and now volunteers as a docent at the Smithsonian National Air and Space Museum.

John Kleber (ERAU)



Dr. John Kleber is an Assistant Professor of Human Factors at Embry-Riddle Aeronautical University's Prescott Campus, where his research focuses on aviation human factors, decision-making, automation, and emerging aviation technologies. His aviation weather research has examined how general aviation pilots use and understand preflight weather information and how weather information influences pilot decision-making.

John's current research includes examining weather-related needs and the suitability of existing weather products for Advanced Air Mobility operations, as well as the development and validation of a measure of decision-making during encounters with aviation illusions.

Ian Johnson (FAA)



Dr. Ian Johnson is an Engineering Psychologist with the FAA Weather Research Branch of the Aviation Weather Division. He currently serves as the Human Factors Lead, Pilot, and General Aviation Subject Matter Expert for the Weather Technology in the Cockpit (WTIC) program.

Ian has more than 20 years of experience in Human Factors Engineering and system safety, with expertise spanning cockpit display systems, human-machine interfaces, and aviation user interfaces. His experience includes serving as a Lead Human Factors Engineer, Staff Human Factors Engineer for the Presidential Helicopter program, and technical contributor to RTCA and SAE special committees.

Ian holds a Ph.D. in Psychology, with an emphasis in Cognition and Instruction, from Grand Canyon University; a Master of Aeronautical Science in Human Factors in Aviation Systems; a Master of Aeronautical Science in Aviation/Aerospace Safety Systems; a Bachelor of Science in Human Factors Psychology from Embry-Riddle Aeronautical University; and an Associate of Science in Computer Technology from Orlando Technical College.

He also holds certificates in General Aeronautical Engineering and Human Factors in Avionics Certification. Ian is a certificated single and multi-engine airplane pilot.

Scott Landolt (NCAR)



Dr. Scott Landolt is the Director of the Transportation Meteorology Applications Programs in the Research Applications Laboratory at the National Center for Atmospheric Research (NCAR) in Boulder, Colorado. He has nearly 30 years of experience advancing aviation safety and winter weather research.

Scott has led numerous field campaigns, and continues to manage the NCAR Marshall Field Instrument Testbed, and oversee research related to aircraft icing and ground deicing. He has a strong interest in improving surface-weather observations with an emphasis on snowfall measurements, and his passion for winter weather has led him to Antarctica several times as part of an NSF-funded project studying snowfall measurements in the polar regions.

In his free time, Scott has taught various meteorology classes at local universities in the Denver/Boulder area for over 15 years, including a storm chasing class between spring and summer semesters.

Steve Maciejewski *[r]* (FAA)



Steve Maciejewski is an experienced research meteorologist with over 20 years of expertise in weather engineering, analysis, and evaluation—focused on reducing the impact of adverse weather on the National Airspace System and improving aviation safety. He is currently serving as the Program Lead for Weather Observation Research, and Modeling Development and Evaluation, guiding strategic efforts to advance operational capabilities. Steve is experienced in supporting projects that involve collaboration across different areas of weather expertise. He is also an avid weather photographer with a passion for capturing the beauty and complexity of atmospheric phenomena.

Bill Mahoney (NCAR [ret.])



Bill Mahoney led weather related research and development programs at the National Center for Atmospheric Research (NCAR) for more than 37 years on a variety of topics including aviation safety, surface transportation, intelligent forecast systems, wildland fire behavior prediction, and renewable energy. He has written or co-authored more than 50 papers and frequently presented NCAR's work at national and international fora. Bill is a member of the American Meteorological Society (AMS), served as AMS Commissioner of the Weather, Water and Climate Enterprise Commission, and is an AMS Fellow.

Bill received his M.S. degree in Atmospheric Science from the University of Wyoming in 1983 and received his B.S. degree in Aeronautics from Miami University of Ohio in 1981. He spent more than a decade researching microburst wind shear and its impact on aviation operations and was involved in the development of the in-situ and radar based low-level wind shear alert systems.

Curtis Marshall (NOAA NWS)



Dr. Curtis Marshall is the Director, National Weather Service (NWS) Commercial Observations Program, and Chair, WMO Expert Team on Aircraft-Based Observations. In those roles, he directs key and large commercial observational data programs for NWS, with responsibility for execution of a $50M annual budget, with highly visible roles on the international stage and under close scrutiny of the US Congress. His direction encompasses all aspects of these programs, from budget and contracts execution to ensuring the observational data are used efficiently and effectively in the NWS forecasting and warning mission, and in the furtherance of the missions of our partners in the broader weather enterprise, both domestically and internationally.

Starr McGettigan *[r]* (FAA)



Starr McGettigan, Co-Lead of the FAA Weather Community of Interest (COI), has over 30 years of experience in aviation weather, specifically designing weather products for NAS users to improve user decision-making and understanding of weather. She has worked for the Federal Aviation Administration since 1999 where she currently manages the Airspace Modernization Organization (AMO) Transformative Technology Office's Weather Engineering and Evaluation Branch at the William J. Hughes Technical Center for Advanced Aerospace.

Starr leads a team of engineers, meteorologists, computer scientists, and engineering research psychologists who advance the integration of weather information into National Air Space systems by performing cross-cutting concept maturity, technology development, and evaluation efforts. Her branch manages or supports programs including the Aviation Weather Demonstration

and Evaluation (AWDE) Services, Weather Observation Research (WOR), and Cloud Services for Aviation Weather (CSAW).

Beth Meinert (MITRE)



Beth Meinert is Senior Vice President and General Manager of MITRE Public Sector. In this role, she sets strategy, direction, and priorities while working with key senior sponsors of the federally funded research and development centers (FFRDCs) that MITRE operates for civilian government agencies—including the Center for Advanced Aviation System Development (CAASD), the CMS Alliance to Modernize Healthcare, the Center for Securing the Homeland, and the Center for Government Effectiveness and Modernization (CGEM). Beth also manages related international programs, leads collaboration opportunities with industry and academic partners, and works with the board of trustees on business strategy and key initiatives.

Beth previously led CGEM. In that role, she directed the work of FFRDCs supporting the U.S. Treasury Department, Internal Revenue Service, Social Security Administration, the Department of Veterans Affairs, and the Department of Commerce.

Beth joined MITRE in 1988 after four years in the U.S. Army, and since assuming a senior leadership role, has served as the officer champion for MITRE veterans and the Veterans Council. She holds a bachelor's degree in electrical engineering from Gannon University, and is a graduate of the Harvard Kennedy School Senior Executives in National and International Security program and the University of Pennsylvania's Wharton School Executive Finance program.

Doug Murphy (FAA)



Doug Murphy, Co-Lead of the FAA Weather Community of Interest (COI), is a meteorologist in the NextGen Weather Systems Program Office within the Enterprise Services directorate of the FAA Program Management Organization. He received his B.S. and M.S. in Atmospheric Science from Purdue University and has 25 years of experience working on federal government information technology systems, from software development on the NWS AWIPS to independent verification and validation on the National Archives and Records Administration's Electronic Records Archive. The last 16 years have been focused on collaboration with aviation weather data providers to and consumers of the FAA's WARP, CSS-Wx, and NWP systems to ensure a successful transition from legacy WARP and CIWS to NextGen Weather.

Gary Pokodner (FAA)



Gary Pokodner graduated from Lehigh University with a B.S. in electrical engineering. He came to the FAA in 2011 with 25 years of engineering experience in DOD avionics acquisitions. Gary is the FAA's Weather Technology in the Cockpit (WTIC) Program Manager, managing a portfolio of research with the objectives of identifying and resolving gaps in meteorological (MET) information and technology in commercial and General Aviation (GA) cockpits and in GA pilot weather training to enhance safety. Current WTIC research projects include weather aggregation and using the vertical rate information downlinked by ADS-B to produce turbulence observations.

Nathan Polderman (United Airlines)



Nathan Polderman is the Senior Manager of Meteorology at United Airlines where he oversees all of United's weather decision support systems and service contracts. He is also the Program Manager for United's FAA-approved Enhanced Weather Information System (EWINS) and serves as a business lead for all corporate-level turbulence injury mitigation initiatives.

Nathan has actively participated in and led numerous aviation weather industry groups since 2008, including as Chair of the Airlines For America (A4A) Meteorology Committee from 2019-2020. He was recently named FPAW Co-Chair and began serving in that role on October 1, 2025. Nathan is an FAA-licensed Aircraft Dispatcher, holds an MS in Atmospheric Science from Indiana University and a BS in Geography from Calvin University.

Zach Reeder *[r]* (Joby Aviation)



Zachary Reeder, Associate Fellow and 2021 Eta Award recipient, is the Chief Test Pilot and one of four Area Chief Engineers at Joby Aviation. At Joby, he has served in concurrent aircraft development and flight-test roles, flying every inhabited-capable Joby aircraft built to date while helping lead the evolution of the S4 aircraft from an early prototype into a certifiable, operational aircraft.

Prior to joining Joby in 2019, Zach spent fourteen years at Scaled Composites, contributing to the development and flight testing of approximately a dozen prototype aircraft. His engineering contributions culminated in the wing structure design of the Stratolaunch carrier aircraft before transitioning to a full-time experimental test pilot role in 2015.

Zach has logged more than 3,500 flight hours in over 60 aircraft types, the majority of them experimental

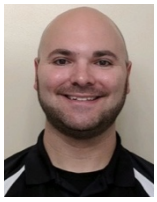
Mike Robinson (Aeris LLC)



For the past 25 years, Mike Robinson has pioneered efforts that advance applied weather and air traffic flow management solutions for aviation and transportation operations and ecosystems. Across his career, Mike has led research, engagement, and operationalization efforts that have provided collaborative weather resiliency solutions for air navigation service providers, major airlines and airports, and UAS, AAM, and rotorcraft operators and stakeholders now advancing emerging aviation missions and services.

Currently, Mike is the Director for Aviation Science and Applications with Aeris, a U.S. technical services company focused on transitioning science and technology into operations. Prior to Aeris, he worked in similar roles at The MITRE Corporation, MIT Lincoln Laboratory, AvMet Applications, and the NASA Goddard Space Flight Center. Mike has a master's degree in meteorology from Texas A&M University.

Joel Siegel *[r]* (FAA)



Joel Siegel is a meteorologist in the FAA Air Traffic Organization's Technical Operations Group. His aviation journey began on his 10th birthday with his first flight lesson, leading to earning his private pilot's license at 17 and his instrument rating in 2020. Joel received his B.S. in Atmospheric Sciences from the University of North Carolina at Asheville in 2008 and his M.S. in Atmospheric Sciences from the

University of North Dakota in 2015. During his time at UND, Joel indulged his passion for storm chasing across the Great Plains while continuing to pilot both fixed-wing aircraft and sUAS.

Joel initiated his professional career in 2012 at Rockwell Collins (now Collins Aerospace), where he obtained his aircraft dispatcher license and served as both a dispatcher and meteorologist for global business and general aviation operations. In 2018, he transitioned to Booz Allen Hamilton as an Aviation Environmental Specialist, applying his deep expertise in meteorology and aviation to support critical FAA and U.S. Navy Aviation Weather programs.

Joel currently supports surface weather infrastructure throughout the NAS by analyzing system performance and maintenance information, as well as identifying future technical needs to keep the NAS running safely and efficiently. He remains focused on aviation safety and community engagement through his involvement in Civil Air Patrol, regular presentations for the FAA Safety Team, and his outreach activities through the FAA's STEM AVSED (Aviation & Space Education) program.

Michael Splitt (Florida Institute of Technology)



Michael Splitt is an Assistant Professor of Aviation Meteorology in the College of Aeronautics at Florida Institute of Technology. He teaches and researches aviation weather, weather observing systems, atmospheric data analytics, and the application of emerging technologies to weather decision-making. Mike obtained a BS in Meteorology at Northern Illinois University in 1986. After working at the National Weather Service in Muskegon, Michigan, he headed to graduate school in Oklahoma and earned an MS in Meteorology in 1991.

Since joining Florida Tech in 2016, Mike has led and collaborated on research projects sponsored by the U.S. Department of Energy and the Federal Aviation Administration, with recent work emphasizing weather representativeness, observational uncertainty, and weather information systems for aviation applications. His broader research interests include air-sea interaction, tropical weather systems, atmospheric electricity, and weather impacts on aviation operations.

David Strand (MITRE)

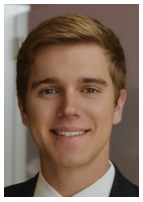


Captain David Strand currently resides near Atlanta, GA with his wife, Donna, where he has been a Lead Aviation Systems Engineer in meteorology and avionics/flight deck systems at The MITRE Corporation for the past seven years. After completing an M.S. in Meteorology at the University of Utah, he worked at Delta Air Lines for eight years as a meteorologist and aircraft dispatcher. During that time, David began flying in a variety aircraft from Cessna 150s to Citations, flying on-demand charters and cargo flights as well as doing flight instruction.

More recently, David completed nearly 33 years as a pilot for American Airlines. During his tenure there, he was in a variety of roles including Captain and Management Technical Pilot. Aircraft experience at American included B-777, B-767, B-757, B-727, DC-10 and MD-80. As a Management Technical Pilot for 19 of those years, David was responsible for international flight operations, managing several aircraft programs, and representing American at numerous industry groups including those at RTCA, IATA and ICAO.

David was chairman of the IATA NAT/NAM Regional Coordinating Group for 13 years. He has also engaged in several aviation contracting and consulting activities including for GE Aviation, Panasonic Avionics, Mammoth Freighters, and RTCA.

Louis Tucker (The OTUS Project)



Louis Tucker is the CEO of The OTUS Project. He has flown drones his whole life and picked up drone racing in 2019. Thousands of flight hours later, Louis became the 2023 National Collegiate Drone Racing Champion and led his school to a 1st place finish in 2024.

Older brother to OTUS CSO Nelson, Louis learned about the challenges that researchers faced when gathering data near/inside a tornado and figured that the OTUS concept was possible with the right engineering expertise to solve such issues. After pulling in Tanner Beard, a close friend through drone racing, OTUS was born and in less than three months Louis flew the first drone inside a tornado in May 2024.

Russell Viall *[r]* (FAA)



Russell Viall is a Federal Aviation Administration (FAA) Aviation Safety Inspector in the Emerging Technologies Division, Air Transportation Branch. He has built a distinguished career in aviation, beginning as a professional pilot and Part 135 Director of Operations in 1993 before transitioning to the FAA in 2014. Throughout his tenure at the agency, Russ has advanced from a safety inspector in Albany, NY and North Texas to specialized leadership roles focusing on Unmanned Aircraft Systems (UAS) and emerging aviation technologies.

Today, his work within the Air Transportation Policy Branch centers on pioneering initiatives like Advanced Air Mobility (AAM), commercial drone package delivery, and future regulatory frameworks. An alumnus of Embry-Riddle Aeronautical University with a degree in Aeronautical Science, Russ maintains numerous pilot certifications, including a Remote Pilot certificate, a Certified Flight Instructor certificate, and an Airline Transport Pilot certificate with type ratings in the King Air, Citation, Beechjet, and Gulfstream.

Matthew Wandishin (NOAA Global Systems Laboratory)



For the past 17 years, Dr. Matthew Wandishin has been part of the Quality Assessment Product Development Team at NOAA's Global Systems Laboratory (GSL), which evaluates aviation weather forecast products for the Federal Aviation Administration, leading the team for the last eight. As part of the Verification and Assessment Branch at GSL, he also supports model development efforts and has recently begun working with a social science group to develop verification approaches that capture the decisions users rely on weather forecast to make. For nearly three years, Matthew has been located at the National Weather Service Forecast Office in St. Louis, MO, serving as a link between operations and research/model development.

Prior to coming to GSL, he showed a contrarian nature by not studying tornadoes during twelve years at the National Severe Storms Laboratory in Norman, OK, choosing instead to focus on predictability and the use of forecast ensembles. Matthew holds a B.A. in Mathematics from Rice University, an M.S. in Meteorology from Texas A&M University, and a Ph.D. in Meteorology from the University of Oklahoma. He also has an inordinate interest in prescriptivist grammar, fonts, and color table choices.

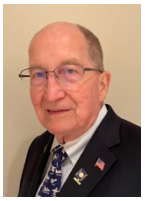
Beth Welliver (Joby Aviation)



Beth Welliver is an aviation meteorologist who has spent her career translating weather into operational decisions, for military aircrews, commercial agriculture, and now eVTOL flight testing. As Operations Chief of Staff at Joby Aviation, she delivers go/no-go forecasts, climatological analyses, and decision aids supporting eVTOL testing, demonstration flights, and fixed-wing operations. Beth previously served as chief meteorologist for Dole Fresh Vegetables, assessing weather impacts on crop growth, harvest timing, and supply chain logistics, and as a Weather Officer in the U.S. Air Force, providing airfield forecasts, aviation hazard products, and mission-specific briefs for aircrews across the Pacific and southeastern United States.

Beth is an instrument-rated private pilot working toward her commercial rating. She holds a B.S. in meteorology from the U.S. Air Force Academy, an M.S. in meteorology from the Naval Postgraduate School, and an MBA in international business from Portland State University. Beth is a member of the American Meteorological Society and serves on its Aviation, Range, and Aerospace Meteorology (ARAM) Committee.

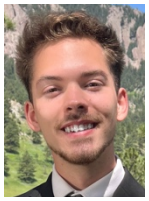
Frank Willingham (MITRE [ret.])



Frank Willingham was a flight test engineer at the Boeing Company, where he served as test director for FAA certification programs on 707, 727, 737, and 747 aircraft. He also supported operational test and evaluation programs on the Model 367-80, Boeing's 707/KC-135 prototype. For the Fairchild Hiller Corporation, Frank conducted performance and mission analyses on both fixed and rotary-wing aircraft. For Pratt & Whitney Aircraft, he analyzed and tested jet engine compressor and transonic fan stages for the nation's planned supersonic transport aircraft engine.

At the MITRE Corporation, Frank managed air traffic management systems automation, infrastructure replacement programs, and international business initiatives. He also supported space and ground systems engineering programs, including the International Space Station, the Tracking and Data Relay Satellite System, and automated people movers.

Chandler Zuck (FAA)



Combining his expertise as an FAA-certified pilot and degreed meteorologist, Chandler Zuck serves as the turbulence project lead for the Weather Research Branch of the Aviation Weather Division for the Federal Aviation Administration. In addition to his duties at the FAA, he also freelances as a meteorological software developer hoping to modernize weather data and software to empower stakeholders of weather's impacts.

Chandler is an alumnus of Embry-Riddle Aeronautical University in Daytona Beach, Florida, earning a B.S. in Meteorology with minors in Systems Engineering, Applied Mathematics, and Geographic Information Systems (GIS).