

Fall 2026 FPAW Meeting
Biographies of the Hosts, Speakers, Session Leads,
and Moderators, Panelists and Presenters (MPP)
V0.5 (more to come soon!)



Name	Organization	Session(s) and Role(s)	Pg
Rex Alexander	Five-Alpha LLC	Sessions 1, 2 and 5 MPP	
Gus de Azevedo	Oklahoma State University	Session 1 Co-Lead	
Bill Bauman	MITRE	Session 5 Co-Lead	
Joe Bracken	AvMet Applications	Session 6 MPP	
Bridgette Clark	MITRE	Keynote Speaker	
David Dillahunt	Southwest Airlines	Session 4 Co-Lead	
Michelle Duquette	3 MAD Air LLC	Session 8 Co-Lead	
Matt Fronzak	MITRE	Host, Session 8 and Lunch Session 10 Co-Lead	
Brad Guay	Meteomatics	Session 3 MPP	
Mark Huberdeau	MITRE (ret.)	Udvar-Hazy Tour Lead	
John Kleber	ERAU	Session 6 Co-Lead	
Ian Johnson	FAA	Session 6 Co-Lead	
Scott Landolt	NCAR	Session 3 Co-Lead	
Bill Mahoney	NCAR (ret.)	Lunch Seminar Speaker	
Curtis Marshall	NOAA NWS	Session 3 MPP	
Starr McGettigan [r]	FAA	Session 7 MPP	
Doug Murphy	FAA	Session 7 MPP	
Nathan Polderman	United Airlines	Lunch Session 10 Co-Lead	
Mike Robinson	Aeris LLC	Sessions 2 and 4 Co-Lead	
Joel Siegel	FAA	Session 7 MPP, Session 9 Co-Lead	
Mike Splitt	Florida Institute of Technology	Session 2 Co-Lead	
David Strand	MITRE	Session 5 Co-Lead	
Russ Viall	FAA	Session 1 MPP	
Matt Wandishin	NOAA Global Systems Laboratory	Session 4 MPP	
Beth Welliver	Joby Aviation	Meeting Coordinator, Session 9 Co-Lead	
Chandler Zuck	FAA	Session 2 Co-Lead	

Key: **FPAW Steering Committee Member**
[r] = Remote Participant

Student
MPP = Moderator/Presenter/Panelist

Note: Session Co-Leads and Leads may also serve as MPPs

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 education 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, he was Chief of the Aviation and Space Weather Services Branch at National Weather Service headquarters and prior to joining MITRE in 2022, Dr. Bauman was the Manager of the Federal Aviation Administration's NextGen Aviation Weather Division.

He 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.

Joe Bracken (AvMet Applications)



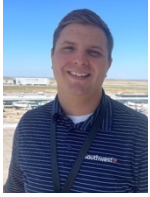
Joe Bracken is a Principal Engineer at AvMet Applications.

Bridgette Clark (MITRE)



Bridgette Clark is the Director, Commerce Strategy and Impact at MITRE.

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 an American Airlines regional airline as an aircraft dispatcher for about one year.

In his role at Southwest, David stays engaged with the airline industry through the Airlines for America (A4A) Meteorology Committee. Additionally, he previously chaired the National Weather Association (NWA) Aviation Committee from 2020-2024. He is a current member of the American Meteorological Society (AMS) Weather Analysis and Forecasting (WAF) Committee. David has been an active member of FPAW since 2019 and currently serves on the FPAW Steering Committee.

David graduated from Embry-Riddle Aeronautical University (ERAU) in Daytona Beach, FL with a BS in Meteorology in 2016 and an MS 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.

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.

Matt Fronzak (MITRE)



Matt Fronzak is a Principal Aviation Systems Engineer in MITRE's Center for Integrated Transportation (CIT). His primary focus is on foundational applied weather and Air Traffic Management (ATM)-Weather Integration research and analysis. He is also 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 a Master of 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 (Meteomatics)



Brad Guay is

Mark Huberdeau (MITRE [ret.])



Mark Huberdeau is

John Kleber (ERAU)



Dr. John Kleber is

Ian Johnson (FAA)



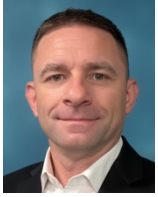
Dr. Ian Johnson is an Engineering Psychologist with the FAA Weather Research Branch of the Aviation Weather Division. He currently serves as the Human Factors Lead, Pilot, and General Aviation Subject Matter Expert for the Weather Technology in the Cockpit (WTIC) program.

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, manages the NCAR Marshall Field Instrument Testbed, and oversees 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.

Bill Mahoney (NCAR [ret.])



Bill Mahoney is Associate Director Emeritus at the National Center for Atmospheric Research (NCAR), in Boulder, Colorado. Prior to his retirement, Bill was the Director of the Research Applications Laboratory (RAL) at NCAR. He was involved in research and development activities for more than 37 years and directed weather research programs in aviation, surface transportation, social sciences, agriculture, performance assessment, intelligent forecast systems, wild land fire prediction, and renewable energy.

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's (AMO) 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), Cloud Services for Aviation Weather (CSAW), and Runway Visual Range (RVR).

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 14 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.

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 a Master's degree in Atmospheric Science from Indiana University and a Bachelor's degree in Geography from Calvin University.

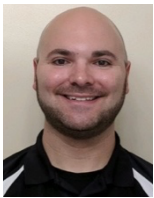
Mike Robinson (Aeris LLC)



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 (FAA)



Joel Siegel is a meteorologist and the UTM/AAM Integration Lead for Technical Operations in the FAA's Air Traffic Organization. Joel's 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. He received his B.S. in Atmospheric Sciences from the University of North Carolina 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. This role not only honed his skills but also perfectly positioned him for his current role with the FAA, where he leads integration efforts for UTM/AAM within the National Airspace System, focusing on innovative infrastructure solutions to accommodate the evolving demands of novel aircraft types. Joel remains actively involved in the General Aviation community, regularly conducting training sessions and seminars aimed at demystifying aviation weather information for pilots and aviation enthusiasts alike.

Mike Splitt (Florida Institute of Technology)



Michael Splitt 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 (1991) and a certification in secondary science education (1992). As an assistant site scientist for the Atmospheric Radiation Measurements (ARM) Program Southern Great Plains Site in Oklahoma, he focused on quality control for an array of observing systems, including atmospheric soundings systems, surface radiometers, and surface flux systems. He also provided weather forecast guidance and briefings for intensive observation periods, which included aircraft operations.

Mike transitioned to the University of Utah in 1998, where he worked on what is now known as MesoWest and was part of the weather support team for the 2002 Winter Olympics in Salt Lake City. He next landed at the Florida Institute of Technology and joined the College of Aeronautics in 2016, where he teaches courses in Aviation Meteorology. Mike has published in diverse areas, including atmospheric radiation, tropical cyclone wind probabilities, air-sea interaction, meteorological aspects of thunderstorms producing gigantic jets and terrestrial gamma ray flashes, and aviation meteorology. He is currently funded under projects with the Department of Energy and the FAA PEGASAS program with a focus on weather representativeness issues relevant to weather technology in the cockpit.

David Strand (MITRE)



David Strand is

Russ Viall (FAA)



Russ Viall is

Matthew Wandishin (NOAA Global Systems Laboratory)



Dr. Matthew Wandishin leads the Quality Assessment Product Development Team at NOAA/GSL, which evaluates aviation weather forecast products for the Federal Aviation Administration (FAA); supports GSL model development efforts; and provides verification expertise to the Fire Weather Testbed and the development of a decision support tool for the NWS. His research interests center on the development of new verification techniques and in looking at forecast performance in the context of how the forecasts are used.

For the past two years, Matthew has been embedded in the St. Louis, MO Weather Forecast Office. 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.

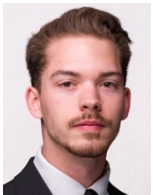
Beth Welliver (Joby Aviation)



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.

Chandler Zuck (FAA)



Chandler Zuck used to be an undergraduate Meteorology student at Embry-Riddle Aeronautical University in Daytona Beach, Florida, minoring in Systems Engineering, Applied Mathematics, and Geographic Information Systems (GIS). He served as the elected Community Outreach Chair for the Embry-Riddle Student Chapter of the American Meteorological Society and National Weather Association from 2023 to 2024, and later was elected President in 2024 to serve until 2025.

Chandler's interests lie at the intersection of aviation and atmospheric/geological sciences. Having achieved his Private Pilot's License and high-performance endorsement in Alaska in 2021, Chandler is personally impacted by the weather and the role our changing climate has on aviation

infrastructure. Serving the American public as an intern at the Federal Aviation Administration under the Office of NextGen in both the Aviation Weather Division (ANG-C) and the Systems Engineering and Integration Division (ANG-B), he hopes to continue learning and serving aviators and the flying public of the United States by advancing the industry of weather and climate in the aviation sphere.