

**Fall 2026 FPAW Meeting**  
**Biographies of the Hosts, Speakers, Session Leads,**  
**and Moderators, Panelists and Presenters (MPP)**  
**V0.85 (more to come soon!)**



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

**Student**  
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 |
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| Rex Alexander           | Five-Alpha LLC                  | Sessions 2 and 5 MPP                         | 2  |
| <b>Gus de Azevedo</b>   | Oklahoma State University       | Session 1 Co-Lead                            | 2  |
| Bill Bauman             | MITRE                           | Session 5 Co-Lead                            | 2  |
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| Joe Bracken             | AvMet Applications              | Session 6 MPP                                | 3  |
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| Mark Huberdeau          | MITRE (ret.)                    | Udvar-Hazy Tour Lead                         |    |
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| <b>Ian Johnson</b>      | FAA                             | Session 6 Co-Lead, Session 8 MPP             |    |
| <b>Scott Landolt</b>    | NCAR                            | Session 3 Co-Lead, Session 8 MPP             |    |
| Steve Maciejewski       | FAA                             | 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                                |    |
| Gary Pokodner           | FAA                             | Session 6 MPP                                |    |
| <b>Nathan Polderman</b> | United Airlines                 | Lunch Session 10 Co-Lead                     |    |
| Zach Reeder [r]         | Joby Aviation                   | Session 5 MPP                                |    |
| Mike Robinson           | Aeris LLC                       | Sessions 2 and 4 Co-Lead, Session 8 MPP      |    |
| Joel Siegel             | FAA                             | Session 7 MPP, Session 9 Co-Lead             |    |
| <b>Mike Splitt</b>      | Florida Institute of Technology | Session 2 Co-Lead, Session 8 MPP             |    |
| David Strand            | MITRE                           | Session 5 Co-Lead, Session 8 MPP             |    |
| Louis Tucker            | The OTUS Project                | Session 2 MPP                                |    |
| Russ Viall              | FAA                             | Session 1 MPP                                |    |
| <b>Matt Wandishin</b>   | NOAA Global Systems Laboratory  | Session 4 MPP                                |    |
| <b>Beth Welliver</b>    | Joby Aviation                   | Meeting Coord., Session 9 Co-Lead            |    |
| Frank Willingham        | MITRE (ret.)                    | Udvar-Hazy Tour Lead                         |    |
| Chandler Zuck           | FAA                             | Session 2 Co-Lead                            |    |
| TBD                     | NTSB                            | Session 2 MPP                                |    |
| TBD                     | TBD                             | Keynote Address                              |    |
| TBD                     | TBD                             | Session 4 MPP                                |    |

### **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, 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.

### **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, seasoned air safety advocate and professional with 25+ years' experience in commercial and General Aviation (GA) safety, is a Principal Engineer at AvMet Applications. His experience includes technical and program support to aviation weather research, flight and radar data analysis, aircraft performance analysis, expert witness testimony, aviation industry standards and research document development, and aviation industry activity participation.

Joe, who holds a B.S. in Aerospace Engineering from Penn State, has a proven ability to meet deadlines, write proficiently, and easily and effectively communicate with fellow employees, employers, and government and industry representatives. He has strong skills in analyzing all types of safety data, identifying accident and incident root cause / causal factors and trends, and determining means to arrive at effective solutions.

### **Jonathan Daniels (DroneUp LLC)**

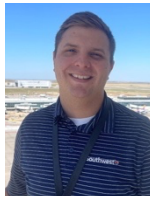


Jonathan Daniels, FRAeS, FASTM, currently serves as Vice President, Governance, Risk and Compliance at DroneUp LLC, with responsibilities spanning Part 119 operational control, Part 135 air-carrier compliance, SMS, QMS, HAZMAT Will-Carry authorization, Remote ID readiness, BVLOS pathway development, ITAR/export compliance, internal evaluation, incident investigation, training and qualification, and

operational risk governance. His work sits at the intersection of regulatory strategy, operational control, safety management systems, quality management, consensus standards, air-carrier operations, export compliance, and emerging autonomy, and he focuses on the practical details that determine whether a UAS or advanced aviation program can survive FAA, PHMSA, insurer, customer, investor, and internal governance scrutiny.

Jonathan's background includes more than 30 years in aviation, with more than 20 of those years being in UAS, military and civil flight operations, UAS training and standardization, university instruction, standards development, public policy, and executive advisory work. He holds a BSLA with a dual focus in Aviation Studies and Administration/Management from Excelsior University, and an MBA in International Business from Kaplan University.

### **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 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.

### **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.

### **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 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 [r] (Meteomatics)**



Brad Guay is

### **Adam Houston (University of Nebraska-Lincoln)**



Dr. Adam Houston is

### **Mark Huberdeau (MITRE [ret.])**



Mark Huberdeau is

### **John Kleber (ERAU)**



Dr. John Kleber is

### **Ian Johnson (FAA)**



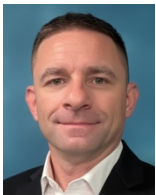
Dr. Ian Johnson is an Engineering Psychologist with the FAA Weather Research Branch of the Aviation Weather Division. He currently serves as the Human Factors Lead, Pilot, and General Aviation Subject Matter Expert for the Weather Technology in the Cockpit (WTIC) program.

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, 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 (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 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 (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).

#### **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.

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

### **Zach Reeder [r] (Joby Aviation)**



Zach Reeder is

### **Mike Robinson (Aeris LLC)**

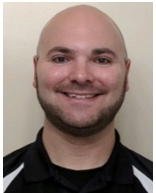


For the past 25 years, Mike Robinson has pioneered efforts that advance applied weather and air traffic flow management solutions for aviation and transportation operations and ecosystems. Across his career, Mike has led research, engagement, and operationalization efforts that have provided collaborative 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 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.

### **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)**

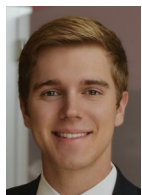


Captain David Strand currently resides near Atlanta, GA with his wife, Donna, where he has been a Lead Aviation Systems Engineer in meteorology and avionics/flight deck systems at The MITRE Corporation for the past seven years. After completing an M.S. in Meteorology at the University of Utah, he worked 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.

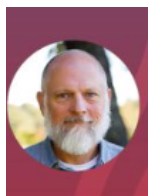
#### **Louis Tucker (The OTUS Project)**



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 1<sup>st</sup> 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.

#### **Russ Viall (FAA)**



Russ Viall is

#### **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 is

### **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).