

NTSB PANEL BIOGRAPHIES

Kyle Christiansen – Federal Aviation Administration, IFR Airports and Airways-State of Alaska, Flight Procedures Team

Upon graduation from high school in Wausau, Wisconsin, Kyle enlisted in the US Air Force and became an Air Traffic Controller. He served as an Air Traffic Controller for the next 13 years at various locations, such as Grand Forks AFB North Dakota, Kunsan AB Korea, Seymour-Johnson AFB North Carolina, Sondrestrom AB Greenland, Clark Air Base Philippines, and Tinker AFB Oklahoma. After separating from active duty, he transitioned to procedures automation for the Federal Aviation Administration (FAA) in 1995 in Oklahoma City. He received his BS degree in Business in 1997 from Oklahoma City University. He began instrument procedure development for the FAA in 1998 and was on the team that developed the first 500 GPS approaches in the United States. Kyle moved to Alaska in 2002 and resides in the MatSu Valley. He is the Flight Procedures Team Point of Contact for the IFR airports and airways in the State of Alaska.



JoAnn Y. Ford – Federal Aviation Administration, Navigation Programs Engineering

JoAnn Y. Ford, a member of the FAA's Navigation Programs Senior Management Team, has more than 35 years of FAA air traffic and aviation experience. Among the numerous management positions JoAnn has held during her tenure with the FAA include: Navigation Subject Matter Expert (SME) to the FAA's Unmanned Aviation Systems (UAS) Aviation Rulemaking Committee (ARC); Division Manager for Aviation Weather Standards; Wide Area Augmentation Systems (WAAS) Operational Implementation Manager; Division Manager for Air Traffic Planning, Information and Analysis; and numerous ATC field facilities. JoAnn is a renowned SME for Alaska aviation for more than 15 years, and has received numerous awards, letters and recognition from Alaska Air Carrier Association (AACCA), U. S. Alaska Congressional Representatives and U.S. Senators, RTCA Tactical Operations Committee (TOC), and FAA Alaskan Region Administrators. JoAnn has also been the designated FAA representative and/or speaker at international and domestic conferences; e.g., bimonthly Alaska Industry Council, Association for Unmanned Vehicle Systems International (AUVSI), Institute of Navigation (ION) Global Navigation Satellite Systems (GNSS), Experimental Aircraft Association (EAA) AirVenture, Asian Pacific Economic Council, 10th Air Navigation Conference, National Business Aviation Association, Association of American Airport Executives, Aircraft Owners and Pilot Association, and numerous other aviation, air traffic control and aviation weather conferences. She received her master's degree from the University of South Florida, and bachelor's degree from the University of Florida. JoAnn's articles on the operational aviation applications for GPS and WAAS have been featured in *ICAO Journal*, *Avionics Magazine*, *Alaska Airman Association Transponder*, and other technical publications.



Ron Haberman - U.S. Postal Service, Alaska District Manager

Ron Haberman was named Alaska District Manager in 2012. He began his postal career as a letter carrier in Austin, Texas. He graduated from Strayer University with a Bachelor of Arts degree. He served in various management positions in Austin and transferred to Anchorage, Alaska, in 1996. He has held numerous positions in Anchorage, including Customer Service Operations Manager and Operations Programs Support Manager, before being selected as Senior Plant Manager in 2004. He has received various Western Area Vice President Awards, is a certified Lean Six Sigma Executive Green Belt, and received the FY18 Leadership through Mentoring & Development Award.



John Helleberg – The MITRE Corporation, Principal Human Factors Engineer

John Helleberg is a Principal Human Factors Engineer with the The MITRE Corporation and currently leads the Human-Centered Flight Deck Research and Engineering group. John earned a Bachelor of Science degree in Psychology from the University of Nebraska at Kearney and a Master of Science degree in Engineering Psychology from the University of Illinois at Urbana Champaign. He has been conducting aviation research for more than 21 years, including work supporting the Alaskan Capstone and Weather Cameras projects. He has been a certificated private pilot since 1998 and owns a Mooney M20-J. His fields of professional interest include applied experimental psychology, attention, perception, spatial cognition, display design, and aviation psychology.



Jens Hennig - General Aviation Manufacturers Association, Vice President of Operations

As vice president of operations, Jens is responsible for the General Aviation Manufacturers Association's (GAMA) activities for safety, security, and operations. He is the association's primary staff person on air traffic control (ATC) modernization and issues affecting manufacturer flight operations. His engagement in policy and rulemaking committees covers a range of topics, including ADS-B, air traffic management, landing and takeoff performance, and rulemaking cost analysis. He chaired the FAA's Airman Training and Testing Standards Rulemaking Committee, which developed the new framework for pilot training and managed the review of the Part 135/125 regulations. He is the chairman of the US Transportation Security Administration's Aviation Security Advisory Committee General Aviation (GA) Subcommittee and served as co-chair of the FAA's Aircraft System Information Security/Protection Working Group on Cybersecurity. He has testified about NextGen and homeland security before the US Congress. He has been a member of EASA's Flight Standards Advisory Committee since its formation, focusing on extending the agency's scope and establishing a safety agreement between the EU and the United States. He served as chair of EASA's Operational Suitability Data Rulemaking Group and as a member of the committee that developed standards for operating single-engine airplanes in commercial service. He served as the GA manufacturing industry's representative on the JAA Operations Sectorial Team. After serving as manager of flight operations for contract training at Embry-Riddle Aeronautical University (ERAU), he joined GAMA in 2003. He holds a bachelor's degree in aerospace engineering from ERAU and a master's degree in aviation.



Brian Johnson – Federal Aviation Administration, Western Service Center, Quality Control Group, Team Manager

After growing up in the central valley of Sacramento, California, Brian enlisted in the United States Air Force (USAF), serving at Merced, CA (Castle AFB). Brian worked as a USAF controller and supervisor in the tower and RAPCON from 1981-1989. He joined the Federal Aviation Administration (FAA) in 1989 and began his FAA career at Seattle Air Route Traffic Control Center (ZSE). He worked as a controller, staff specialist, operations supervisor, and a center operations specialist (COS) at ZSE before joining the service center staff in 2009. Brian has served in a variety of roles in the Quality Control Group and Operations Support Group and was deeply involved in the FAA's QA/QC transformation and the SoCal Metroplex project. Brian's additional responsibilities include air traffic procedural waivers and Safety Management System (SMS) facilitation.



Stacia Joyce - Air Methods, Senior Pilot

Stacia is a CFII in helicopters and is a commercially rated ASEL/ASES airplane pilot. She has flown most of her 16-year career in Alaska, flying Airbus, Bell and Agusta Helicopters. She has experience flying utility, OAS, oil and other contracts. She has held a variety of positions with different operators in Alaska—from senior lead pilot to base manager, overseeing operations throughout the State of Alaska. In addition to flying the Helicopter Air Ambulance contract, she provides flight instruction in Robinson helicopters and is the director of Operations for Neacola Mtn Air, LLC; a small 135 operation that she and her husband operate with their PA-18's. Stacia attended the Aircraft Accident Investigation Course through the University of Southern California Viterbi and sits on the Airport Advisory Committee for the Wolf Lake Airport. For the past 11 years, she has flown the Helicopter Air Ambulance for Air Methods in South Central Alaska serving as a first responder for backcountry incidents, interfacility transports and accident response in urban areas.



Joel Kain - TEMSCO Helicopters (Alaska), Director of Safety

Since 2012, Joel has worked for TEMSCO Helicopters across all of Alaska and much of the western United States. As the director of Safety, Joel manages the Hazard Identification and Risk Management programs for a fleet of 40 aircraft, 60 pilots, 30 mechanics, and approximately 120 seasonal staff. He is directly responsible to the Company President / CEO for all programs, policies, and initiatives pertaining to the TEMSCO Safety Management System. Prior to working for TEMSCO Helicopters, Joel served in the U.S. Army for more than 25 years. During that time, he worked as a Platoon Leader, Squadron Operations Officer, Company Commander, Staff Trainer, Battalion and Brigade Operations Officer as well as Deputy Brigade Commander and as a Battalion Commander. His aviation experience in those varied roles included: fuel/petroleum management, armament services, maintenance, flight operations, combat developments, attack helicopter / air cavalry operations, general support aviation, and air traffic control. Since moving to TEMSCO, Joel has been active in the Tour Operators Program of Safety (TOPS). TOPS is a voluntary organization whose mission is to work as a collaborative team to develop air tour safety standards and recommended practices that are progressive, best-in-class and exceed regulatory standards. TEMSCO is an original founding member of TOPS program more than 20 year ago. Joel chaired the TOPS Safety Committee for three years and now sits on the TOPS Audit Committee. Joel received his BS degree from the United States Military Academy at West Point. He later earned an MBA from Webster University in St. Louis while working full-time as a Commissioned Officer in the U.S. Army. He is rated in the UH-1, AH-1 Cobra, OH-58 and the UH-60 Blackhawk.



Harry Kieling - FAA Master Pilot; Chairman, Alaskan Aviation Safety Foundation

Harry has been flying more than 54 years and has flown 80 different aircraft, including F-100s in Vietnam. He has also been combat ready in the F-111, A-7D, OV-10, and O-2 aircraft. He spent 10 years flying the A-10, including two years in Alaska. During his last Air Force assignment, he flew C-12s throughout remote Alaska. He has been a fighter squadron commander and an Air Force wing commander. After leaving the Air Force, Harry instructed in the aviation program at the University of Alaska Anchorage and flew Part 135 Air Taxi. He holds ATP, MEI, CFI, CFII certifications and owns a flight instruction company (Far North Flyers, LLC). He flies his own Amphibious Cessna 185 on Amphibs. He is a past commander of the Elmendorf CAP squadron. Harry served as Anchorage City Manager. He was the Regional Director, Office of Aviation Services (OAS), Department of the Interior for 10 years from 2005-2015. He has been on the Safety Foundation's Board of Directors for over 20 years, of which the last 10 were serving as Chairman.



Dan Kneseck - Grant Aviation, Vice President of Operations

Dan is the vice president of Operations for Grant Aviation. He previously held the position of director of Operations at Grant Aviation. Prior to joining Grant Aviation, he was the general manager/director of Operations for Flight Alaska Inc., dba Yute Air Alaska. Before coming to Alaska and Yute Air, he was the director of Operations for a NASCAR team operating a transport category jet under Part 125. Dan has also been a pilot for a couple of Part 121 airlines in the lower 48 based out of Chicago O’Hare, New York’s La Guardia, and Washington Dulles airports. He earned a Bachelor of Science degree in Aeronautical Studies at the University of North Dakota with a minor in meteorology.



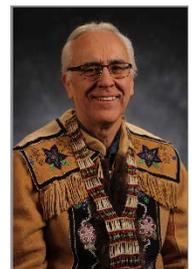
Howard Martin – Federal Aviation Administration, Alaska Region, Regional Counsel

Howard currently serves as the regional counsel for the Alaskan Region, Federal Aviation Administration, and has held this position since February 2005. He was a staff attorney for the FAA in the Alaskan Region from May 1990 until his appointment as counsel. He supervises all legal services for the region, including personnel law, procurement, ethics, regulatory enforcement and environmental defense. In addition to his FAA litigation experience, he has been a state and military prosecutor, Special Assistant U.S. Attorney, practiced criminal defense in both Alaska and Louisiana, and represented clients in civil litigation including personal injury and commercial law. He has served as an expert witness in both state and federal courts regarding law enforcement procedure and misconduct. He also served as a deputy sheriff in West Feliciana Parish, Louisiana, and as an USAF officer both on active duty and the reserves. Howard received a BS degree in Criminal Justice from Louisiana State University in 1980 and a Juris Doctorate from the LSU Law Center in 1983. He is admitted to the Louisiana and Alaska State Bars, the United States District Court, District of Alaska, and the U.S. Court of Military Appeals. Howard has been a licensed pilot since 1981 and has operated fixed-wing aircraft on floats, wheels and skis throughout Alaska.



Will Mayo - Tanana Chiefs Conference (TCC), Executive Director of Tribal Government and Client Services

Will has worked at the Tanana Chiefs Conference (TCC) for 20 years, cumulatively. His work there has largely been related to advocacy on the numerous issues that face the tribal communities who created TCC for that purpose, including the subject of safe air carrier services to the rural villages. Will currently serves as the executive director of Tribal Government and Client Services and is a former president of the organization, currently residing in Fairbanks. He is a tribal citizen of Tanana and maintains a residence near the village of Rampart. He has held a private pilot certificate since 1980 and was active as a volunteer search and rescue pilot in the rural areas of the interior for many years, based in his home village, Tanana.



Andrew McClure – Federal Aviation Administration, Alaska Flight Service Information Area Group

Andrew is currently a senior staff support specialist with the FAA’s Alaska Flight Service Information Area Group in Anchorage, Alaska. He assumed this position in 2016 and has been employed with the FAA in various flight service stations since 1986. He received his education at Lewis and Clark College in Portland, Oregon; University of Oregon; and University of Southern California, Institute of Safety and Systems Management, all while serving in the U.S. Naval Reserves. He is the holder of a commercial pilot certificate with airplane single engine land and sea ratings and an instrument rating. Additionally, he holds a certified flight instructor certificate and advanced ground instructor certificate.



Wayne McGhee - Garmin, Manager, Northwest Regional Sales

Wayne has worked in the avionics industry for 32 years and is currently Garmin's northwest regional sales manager. He has been in that position since 2003 and is responsible for more than 100 Garmin dealers; in this role, he spends his time visiting, inspecting, and familiarizing them with various products. He is the main business contact between the Avionics shops and Garmin, and as with all Garmin Aviation marketing people, Wayne is an instrument rated private pilot. Wayne regularly conducts seminars on Garmin systems for pilot groups and has conducted more than 500 seminars on a variety of avionics related subjects all over the country. Wayne started in the avionics industry in 1987 with II Morrow Inc, who manufactured the Apollo LORAN systems. This company later became UPS Aviation Technologies, the original ADSB Capstone supplier for Alaska, to which Wayne was also the regional sales manager. Alaska has been a region Wayne has covered for many years and is familiar with the unique challenges of flying in the state.



Richard McSpadden – Aircraft Owners and Pilots Association, Executive Director

Richard is a commercial pilot, CFII, MEI with an SES rating and a 525S (Citation Jet Single Pilot) type rating. He has flown 5,000 hours in 30 years of flying a variety of civilian and military aircraft. Richard has extensive experience in aviation safety, including ground, flight, and special event operations. He currently owns a 1950 Navion that has been in his family for almost 40 years. He previously owned a 1955 Piper Super Cub, which he used to instruct his daughter in her initial solo. Prior to the Super Cub, Richard owned a 1965 Piper Cherokee 140 aircraft that he used to instruct his son to successful completion of his private pilot certificate. As executive director of the AOPA Air Safety Institute, Richard leads a team of CFIs, data analysts and content creators to analyze general aviation safety, and advocate for safety issues. The ASI develops and distributes free aviation safety material through a variety of modern communication channels and in-person seminars. Prior to joining the Air Safety Institute, Richard had a successful career in the Information Technology industry leading large, geographically dispersed operations providing business-critical information technology services. Prior to joining the private sector, Richard flew for 20 years with the U.S. Air Force, including an assignment as evaluator, chief instructor, maintenance and operations director for a fleet of King Air 200 aircraft operating out of Manila, the Philippines. Richard closed his Air Force career as the Commander and Flight Leader of the Thunderbirds flight demonstration team, where he headed the U.S. Air Force's flagship organization and led more than 100 flight demonstrations flying the #1 aircraft.



Jeffrey M. Osiensky – National Oceanic and Atmospheric Administration/NWS, Alaska ROC Duty Officer

Jeff's career spans more than 30 years with the National Weather Service; more than 20 years of which were in Alaska within the aviation weather program. Jeff began his career in Alaska in 1990 as an aviation advisory meteorologist at the Center Weather Service Unit (CWSU) located within the FAA Air Route Traffic Control Center. He provided tailored aviation weather decision support to air traffic controllers and support staff. After a couple of forecaster positions in the lower 48, Jeff returned to Anchorage to become the CWSU meteorologist in charge (MIC) in 2000. From there, Jeff moved on to the MIC of the Alaska Aviation Weather Unit and Anchorage Volcanic Ash Advisory Center. In 2005, Jeff was selected to become the deputy chief of the Environmental and Scientific Services Division at NWS Alaska Region Headquarters. He spent 12 years in that position helping to guide the NWS Alaska Region Forecast Operations, Science/Technology and Training initiatives. He also served as the Regional Aviation and Volcanic Ash meteorologist and led in the development of a Regional Operations Center. He returned to operational aviation forecasting in 2017 to once again manage the Alaska Aviation Weather Unit and Anchorage Volcanic Ash Advisory Center.



Dave Pflieger - Ravn Alaska, President & CEO

Dave has more than 30 years of experience in the aviation and airline industry—as a chief executive officer, president, board member, operations executive, general counsel, pilot, and safety professional at six airlines. Since 2010, he has served as the president & CEO of three carriers, where he led highly successful turnarounds, recapitalizations, and growth initiatives. At Hawaii Island Air, in Honolulu, he was a direct report to the airline’s sole shareholder, Mr. Larry Ellison (founder of Oracle). Dave successfully restructured and turned around Hawaii’s 2nd largest airline before he oversaw its sale in late 2015 to Hawaii’s largest venture capital firm. At Silver Airways in Fort Lauderdale, Florida (the largest regional airline in Florida/Bahamas), Dave transformed the airline into an award-winning airline partner to United Airlines and JetBlue Airways. At Fiji Airways, he led the highly successful restructuring, re-fleeting, re-branding, and turn-around of Fiji’s national carrier. Dave took the airline from consecutive years of increasing losses to record profitability in just three years. While in Fiji, Dave was also the chairman of Tourism Fiji, Fiji’s National Tourism Board. Before Fiji Airways, Dave was a founding officer, senior vice president, and a member of the start-up team that launched and grew Virgin America into an award-winning low-cost carrier based in San Francisco. Prior to Virgin America, Dave was the vice president of Operations at Song (Delta Air Lines’ low-cost carrier), as well as Delta’s director of Flight Safety and its Operations attorney. In his various roles at Delta and Virgin America, Dave also flew the line as a B767, B757, B737 and A320 pilot. Dave joined Delta from the law firm of King & Spalding in Atlanta, Georgia. Before becoming an attorney, he was a B-52 instructor pilot and C-130 Aircraft Commander in the U.S. Air Force. He has a Bachelor of Science degree from the U.S. Naval Academy in Annapolis, Maryland, and he earned a law degree and an MBA from Emory University in Atlanta, Georgia. Dave is also a graduate of the University of Southern California’s Aviation Safety Program.



Noreen Price – National Transportation Safety Board, Aviation Accident Investigator

Noreen is a graduate of Rensselaer Polytechnic Institute in Troy, New York. Her aviation career began at Naval Air Station Pensacola, Florida, where she became a naval aviator. Initially flying HH-46 helicopters out of NAS Agana, Guam, to Operation Desert Storm in the Persian Gulf, and then as a naval flight instructor flying the T-34C at NAS Corpus Christi, Texas, Noreen was the first female pilot assigned to an anti-submarine patrol squadron, flying P-3C aircraft from her home base of NAS Brunswick, Maine. She completed her military career as a department head and command pilot of C-130 aircraft in a global logistics support squadron based out of Andrews AFB, Maryland, and during that time initiated the operational risk management safety model. She is an honor graduate of the Aviation Safety Officer course at the Naval Postgraduate School in Monterey, California. After retiring from the military, Noreen worked for Conoco Phillips as their sole aviation safety advisor for Alaskan oil and gas operations, working with commercial aviation operators to develop safety programs for meeting industry standards. She attained an Aviation Safety and Security Certificate from the University of Southern California, which included safety management systems for both commercial and unmanned aerial platforms. Noreen has been an NTSB aviation accident investigator in the Alaska region since 2016. She holds an airline transport pilot certificate for multiengine land, commercial single-engine land, and rotorcraft-helicopter with instrument ratings, and is a certified flight instructor for multiengine, single-engine and instrument.



Gordon (Gordy) Rother – Federal Aviation Administration, AFS 220 Air Carrier Operations Branch

Gordon currently works for the Federal Aviation Administration’s Flight Standard, Air Carrier Operations Branch and is supporting the Aviation Weather policy and procedures. He recently worked for Flight Standards Aviation Weather Subject Matter Expert (SME) working with Air Traffic, NOAA, NWS, AWC and industry on weather-related issues. From 2011 to 2015, he worked as a dispatch, navigation, Aircraft Performance, ETOPS and flight planning SME in AFS-240. From 2009 to 2011, he worked as a safety



inspector in the MSP FSDO on the Mesaba Airlines and Sun Country Airlines certificate management teams. He was assigned team lead for the merger between Colgan Airlines and Mesaba Airlines. He started his career in the FAA in the Northwest Airlines Certificate Management office in 2001, where he worked through 2009. During that period, he instructed both the Dispatch Functions course and the Oceanic and International Operations course in Oklahoma City. He was involved in the merger of Delta and Northwest operations as an SME to the Joint Transition Team. He was also involved in the FAA Landing Performance Team investigating the Southwest Airlines flight 1248 overrun at Chicago, Midway Airport in December 2005. He participated in the development of FAA SAFO guidance for landing on contaminated runways. He was then assigned as the team lead to the 121 subcommittee for the Takeoff And Landing Performance Aviation rulemaking team. Gordon came to the FAA in 2001 after 15 years of air carrier Dispatch and Management experience, which included both domestic and international operations. He held positions as assistant dispatcher, dispatcher, supervisor/training dispatcher, chief dispatcher and director of Systems Operations Control for three Part 121 airlines, (Spirit of America, Mesaba Airlines, and Sun Country Airlines). He holds a private pilot SEL certificate and aircraft dispatcher certificate.

Jennie Sandland – Federal Aviation Administration, Air Traffic Control Specialist, Anchorage Enroute Air Traffic Control Center

Jennie is an FAA air traffic control specialist assigned to the Anchorage Enroute Air Traffic Control Center. Prior to joining the FAA, she served in the U.S. Army as a Russian Interrogator and was selected by the FAA Alaska Region Air Traffic Division as a Russian Interpreter. She assisted in the Airspace and Procedures office with Airspace Analysis and Obstruction Evaluation. In 1996, Jennie started her air traffic control career at Merrill Air Traffic Control Tower. In 2000, she moved over to the Anchorage International Air Traffic Control Tower. In 2002, Jennie transitioned to Anchorage Enroute Air Traffic Control Center, specializing first in the High Area Oceanic traffic and then the low altitude "North Area," covering that area north of Mt. McKinley, west of Sparrevohn and south of Iliamna. Jennie was a long-time member of the Anchorage Center Local Safety Council, the Alaskan Region Pilot Outreach Team, and the National Air Traffic Controller Association's National Safety Committee. She has worked as the FAA Western Service Area North/Regional collaboration facilitator and for the last 2 years as the FAA Western Service Area Air Traffic Safety Action program analyst.



George H. Snyder - GHS Aviation Group, LLC., President & CEO

During his 44 years in the aviation industry, George has earned an FAA airline transport pilot license (ATPL) with type ratings on the BAC 1-11, DC-9, MD-80, B-757, and B-767 aircraft; held positions as a type-rated instructor (TRI) and type-rated examiner (TRE); and accumulated more than 12,000 hours of incident, accident, and violation free flight time. Graduating from Purdue University with a Bachelor of Science degree in 1975, he has also earned an MBA from Embry Riddle Aeronautical University as well as certification in Transportation Safety Management from the University of Southern California (USC). George served as US Airway's director of Flight Safety and Quality Assurance before being promoted to the position of vice president of Corporate Safety and Regulatory Compliance in 1997, and subsequently was recruited by Korean Air to head its Corporate Safety, Aviation Security, and Regulatory Compliance Department in Seoul. After Korea, he joined Marsh Aviation in London to head a global auditing, consulting, and training practice serving a geographically diverse client base in the EU, Asia Pacific, Africa, South and Central America, Mexico, and the Caribbean. Concurrently with his position as president and CEO of GHS Aviation Group, George has held executive level advisory roles for several major international flag carriers as well as served on Board-level Aviation Safety and Security subcommittees. He has been recognized for his contributions to global aviation safety by the Associate Administrator of the Federal Aviation Administration, Minister of Construction and Transportation for the Republic of Korea, and the IATA Senior Vice President of Safety and Flight Operations.



Joe Sprague - Wings Airways, CEO

Joe began his aviation career in Alaska more than 30 years ago, starting with a Juneau-based airline. After serving as a commercial pilot in Alaska, Joe flew for an East coast-based company and handled aviation policy for the Washington, DC-based National Air Transportation Association. Joe returned to Alaska to join a large, Anchorage-based regional airline. In 2000, he joined Alaska Airlines as regional sales director. Working from Anchorage, Joe traveled throughout Alaska for the airline. He then opened Alaska Airlines' Government Affairs office in DC, before landing in Alaska's corporate office in Seattle as staff vice president of public and government affairs. He remained at the airline HQ until his retirement from Alaska in 2017. During that time, he held several positions, including serving as head of the state of Alaska-focused cargo unit and overseeing commercial activities and state of Alaska public affairs as vice president of marketing. He concluded his career at Alaska as senior vice president of external relations and a member of the company's executive committee. Joe retired from Alaska Airlines to lead the Washington State Catholic Conference (WSCC), the public policy voice for the Catholic Church in Washington. In the spring of 2019, Joe became part owner and CEO of Wings Airways, a Juneau-based commercial float plane tour operator. Joe has a degree from Embry-Riddle Aeronautical University and an MBA from the University of Washington. He serves on the board of the Resource Development Council of Alaska.



Corey Stephens – Federal Aviation Administration, Accident Investigation and Prevention Operations Research Analyst

Corey is an operations research analyst with the FAA's Office of Accident Investigation and Prevention. Prior to joining the FAA, he was a senior staff engineer with the Accident Investigation Section of the Air Line Pilots Association's (ALPA's) Engineering and Air Safety Department. He has served as an FAA and industry representative to the Commercial Aviation Safety Team (CAST) – Joint Implementation Monitoring Data Analysis Team. He also works with the Aviation Safety Information Analysis and Sharing programs, serves as government co-chair on the GA Joint Steering Committee (GAJSC) Safety Analysis Team, and serves on the GA Issues Analysis Team. He has taught in ALPA's Basic Accident and Advanced Accident investigation courses and has been involved in International Society of Air Safety Investigators for several years. He has also served for several years as the co-chair of the CAST/ICAO Common Taxonomy Team, was co-chair of the CAST Wrong Runway Departure Working Group and served on many CAST analysis and implementation teams in addition to the GAJSC Loss of Control working groups. He earned a BS degree in aviation and an MS degree in aviation safety from the University of Central Missouri, as well as an MS in space studies from the University of North Dakota. He is a general aviation pilot and serves as the assistant director of Safety for the West Virginia wing of the Civil Air Patrol.



Max Tidwell - Alaska Airlines, Vice President Safety and Security

With over three decades of aviation experience as a pilot, mechanic, and regulator, Max joined Alaska Airlines in May of 2018. Prior to that, he served as a division manager for the Federal Aviation Administration's Flight Standards Air Carrier Safety Assurance organization. In this role, he was instrumental in the realignment of the organization to gain efficiencies, normalize application of policy and procedure, and create a culture of trust and transparency for shared safety programs. He was responsible for the FAA oversight of safety programs, regulatory compliance, incident investigations, certification and development and acceptance of safety management systems for air carriers operating worldwide. Prior to serving as a division manager for the FAA, he was the Alaska Airlines and Horizon Air FAA certificate management office manager. During this period, he led his team to partner with the airlines to establish industry-leading voluntary safety programs and worked with the carriers to create and accept the first-in-industry safety management system for both carriers. Max has also held a variety of other positions during his 22-year



career with the FAA, to include a supervisory principal operations inspector, where he led a team of operations inspectors ensuring the highest level of safety and professionalism from air carrier flight crews. He spent three years managing the Northwest Mountain Runway Safety Program, creating safe and secure airport operations across the northwest states and partnering with all the major U.S. airports in establishing safe operating practices for our nation's airports. He was a highly qualified all-weather operations specialist, designing, evaluating and implementing low visibility flight and ground operating procedures and maximizing the advances in technology to improve navigation and safety performance. Max has also served 30 years with the military and continues to serve as a member of the Washington Air National Guard. He holds a bachelor's degree in Aviation Management from Southern Illinois University and an associate's degree in Maintenance Technology. He is an air transport pilot rated in the B-737 and FAA airframe and powerplant mechanic.

Thomas Tilson – Federal Aviation Administration, Aviation Safety Inspector

Thomas is a FAA Aviation Safety Inspector (ASI), currently assigned to the Mike Monroney Aeronautical Center in Oklahoma City as an FAA academy instructor and course manager. Thomas oversees and manages a variety of courses taught to FAA field ASIs, military and industry personnel, including 14 CFR Part 135 flight training, operations and management courses, along with a variety of safety management system (SMS) offerings at the FAA Academy. Prior to this duty assignment, Thomas was a field ASI in Ketchikan and Juneau, Alaska. He is a third-generation Alaskan and a second-generation Alaskan pilot with a 40-year aviation career. Thomas started working as a flight instructor in Juneau in 1980 and flew his first Part 135 commuter flights shortly thereafter. In the next few years he worked in a variety of pilot flight management jobs at several Alaskan air carriers. In the late 1980s, he left Alaska to join Horizon Airlines in Seattle, until returning to Alaska five years later. In 1996, Thomas returned to Seattle to start a 17-year career with Kenmore Air Harbor, the last 12 of which were as the director of Flight Operations for the company. In 2005, the FAA approached Kenmore to become one of the first member companies of the FAA/SMS Pilot Project. Thomas was the company program manager for this multiple year effort. Thomas' primary areas of expertise are 14 CFR Part 135 operations, management, training and SMS development and deployment.



Richard VanAllman – Federal Aviation Administration, Manager, Planning and Requirements Group, Western Service Center, Air Traffic Organization

Rich is currently the manager of the FAA's Planning and Requirements Group, Western Service Center, Air Traffic Organization. He is responsible for coordinating, integrating and delivering benefits to the National Airspace System through effective project and program management. Before joining the FAA in 2001, Rich spent 24 years in the U.S. Army as a helicopter pilot, instructor pilot, and maintenance test pilot. He served in numerous command and staff positions. After his last military position as the army representative to the FAA Northwest Mountain and Alaskan Regions, he retired as a lieutenant colonel. He began his FAA career with the Northwest Mountain Airports Division as an airport certification safety inspector where he inspected commercial airports in the Northwest Mountain Region for almost six years. Rich joined the Air Traffic Organization in 2006 with the stand-up of the Western Service Center and served in various managerial positions in the organization, to include manager of the Western Service Area Runway Safety Program. From January 2016 to July 2018, Rich served as the deputy regional administrator and acting regional administrator for the FAA's Alaskan Region. Rich provided leadership for the FAA programs that cross organizational lines both within and outside the FAA. He worked directly with various aviation stakeholders from local community interest groups, commercial operators, airport authorities and members of Congress. Rich holds a commercial instrument pilot license and a Bachelor of Science degree from Troy State University and a Master's in Business Administration from Saint Martin's University. Rich is a graduate of the Federal Executive Institute and USDA Executive Potential Programs. He resides in SeaTac, WA with his wife, Tammy who is also an FAA employee.



Raymond Weber - University of Alaska, Associate Professor, Aviation Technology Division

Raymond is a graduate of the John D. Odegard School of Aerospace Sciences, holding a Bachelor of Science degree in Commercial Aviation and a Master of Science in Aviation. While there, he worked on several research projects and co-taught courses. He then worked as a professor of aviation at Kent State University, where he also completed his Ph.D. in Educational Psychology focused in Instructional Technology. He is currently a Tenured associate professor at University of Alaska Anchorage. He has worked on several research projects, including Weather in The Cockpit research and Hypoxia at Moderate Altitudes. As a professor for 14 years, he has taught several aviation-related topics, including flight dynamics, safety, human factors, and instrument ground. His career has been focused on training and safety to include SMS. His academic interests are safety, general aviation, human factors and general aviation flight.



Shaun Williams – National Transportation Safety Board, Senior Aviation Accident Investigator

Shaun, a senior aviation accident investigator with the NTSB, began his NTSB career with the Alaska regional office before moving to the central regional office in January 2019. During his tenure with the NTSB, he has investigated more than 90 aviation accidents, to include three major investigations. Prior to joining the NTSB, Shaun was an aviation safety inspector with the Federal Aviation Administration (FAA) for two years in Anchorage, Alaska. His time with the FAA was largely spent as part of the team certifying new air carrier applicants seeking operating authority under 14 CFR 135. Shaun has a diverse aviation background that ranges from flight instruction, to charter pilot, to airline pilot. He is the holder of an airline transport pilot certificate with more than 5,600 hours of flight time.



Jim Wright – Federal Aviation Administration, Surveillance and Broadcast Services, Senior Systems Engineer

Jim provides contract support to the FAA Surveillance and Broadcast Services office as a senior systems engineer. His primary area of expertise is general aviation ADS-B avionics, including certification and installation of ADS-B equipment. He began this work in 2003 when the Capstone research and development program began installing ADS-B infrastructure and equipping aircraft with ADS-B avionics in Southeast Alaska. Prior to working for Capstone, he worked as a float plane pilot in southeast Alaska for 20 years, including 10 years as the director of Operations at Alaska Seaplanes in Juneau.



Mike Yorke – Federal Aviation Administration, FAAS Team Program Manager

Mike has called Alaska his home since 1952, prior to statehood. With 50 years' experience in aviation and more than 13,000 hours flown in Alaska, Mike's passion has been flying both fixed and rotary wing aircraft. He is also a certificated airframe & powerplant mechanic with inspection authorization for more than 30 years. He is a single and multi-engine land & instrument examiner and holds multiple pilot certificates to include: airline transport pilot (atp), airplane single & multi-engine land, commercial privileges, airplane single engine sea, and rotorcraft - instrument. In 1974, Mike formed the Part 135 operation Silvertip Air Service in the Wrangell Mountains, operating both PA-18 and PA-14 aircraft on floats, wheels and skis, serving as not only owner, but pilot as well. In 1980, Mike served as a seasonal pilot in the DHC-6 Twin Otter, flying precision missions for smoke jumpers with the Alaska Fire Service, followed by being director of Maintenance and Director of Operations for 20 years with Airlift Alaska, located at Merrill Field in Anchorage. At the FAA, he became a 14 CFR 135 aviation safety inspector for five years. In 2004, Mike was awarded a position with Denali Certificate Management Office as a principal operations inspector for a local Part 121 Operator and in 2007 was honored nationally as Inspector of the Year. In 2013, Mike's passion for Alaska, aviation and safety led him to become the FAA's Safety Team (FAAST) program manager, which establishes meaningful aviation industry alliances and encourages continual growth of a positive safety culture.



Darren Young - Warbelow's/Air Artic, Director of Operations

Darren is currently the director of Operations for Warbelow's Air in Fairbanks, Alaska. He has served in his current position for 10 years. He has been in Alaska for 14 years serving as a Part 135 pilot, chief pilot and now his current position as DO. Prior to coming to Alaska, Darren served 20 years in the USAF. During his tenure in the service, he flew both DC-9 and C-141 aircraft. He was stationed in the Philippines, Japan, Germany and several locations throughout the United States. He served as the deputy chief of Safety while in Japan and director of Standardization and Evaluation in Germany. While in the States, he managed the Air Force's DC-9 Training center and was deputy director of Operations for the C-141 Training Center. Darren also served as the operations director for the Operational Support Squadron where he worked with Flight Services and ATC. He is currently serving on the Industrial Advisory Board for Embry Riddle, Prescott campus, working with faculty and students to ensure their curriculum is meeting the needs of the industry. Darren is also actively working with the industry and AACA in attempting to implement changes to enhance safety in Alaska.

