Dear Retirees,

I hope you are all staying safe and well during this time of COVID-19. Your Black & Veatch friends and colleagues would love to hear what you have been up to. Normally, now is a time when people can share their vacation experiences and travel. That isn't necessarily the case this year, so what have you been doing as an alternative? Have you been working on hobbies, had any Zoom calls with BV colleagues or have you found a way to get some travel in? Whatever it is, we would love to hear from you.

Remember, our BV Retiree News is an excellent way to stay connected, but it does require your input. This edition is packed with interesting articles and stories we hope you will enjoy reading. How about sharing some of your news and information? The “newsier” the newsletter, the more fun it is to read. Don't worry about writing a complete story, just send us a few points and/or pictures and we'll put the story together for you. If you include photos with your story or article, be sure to provide a brief description of the photos.

Send your information and photos to RetireeNews@bv.com and we'll make sure to include them in a future issue.

Continue to stay safe and stay healthy!

Connect With Your Fellow Retirees!

Black & Veatch retirees have their own Facebook page and it's a great way to connect.

If you haven't done so already, please join the Black & Veatch Retirees Facebook page so you can keep up with what your fellow retirees are doing and let everyone else know what you’re up to.

- After you log in to Facebook, search for “Black & Veatch Retirees.”
- Once you get to the Retiree page, click Join.

Facebook is one more way to connect with other retirees and share stories we might include in BV Retiree News.
Return to Egypt (Part 2)

By BV Retiree Monty Nigus

Editor’s Note: The following article is the second of a three-part series documenting the travels of Black & Veatch retiree Monty Nigus through Egypt and Jordan. Monty and Sharon Nigus were also joined by BV retirees Larry and Sharon Chapple. Stay tuned to future editions of BV Retiree News for continuing travels and documentary along this journey.

Thirty-seven years ago, I had the opportunity with Black & Veatch to work on the Greater Cairo Wastewater Project in Cairo, Egypt, one of the largest projects in the world at that time. Fast-forwarding to 2019, our church put together a 15-day tour (1-15 October) to Egypt/Jordan that focused on Walking in the Footsteps of Moses. My wife Sharon and I jumped at the opportunity because we wanted to see what changes had occurred in Egypt since our previous time there approximately 35 years ago. We pick up the adventure as we head to Upper Egypt.

Day 7. Early on the morning of the seventh day, we flew from Sharm El-Sheikh to Luxor. Luxor was the ancient city of Thebes, the great capital of (Upper) Egypt during the New Kingdom and time of Moses. In the morning, we toured Karnak Temple, which was built starting around 2000 BC and continued until the Romans took control of Egypt over 2,000 years ago. The Karnak Temple is the largest religious building ever constructed. During this tour, we saw the famed Hypostyle Hall, the Obelisks of Queen Hatshepsut and Thutmosis III, the Temple of Amon, the Granite Scarabeus, and the Sacred Lake.

After the Karnak Temple tour, we boarded the Movenpick MS Sunray Nile cruise vessel, a small four-decked boat offering comfortable cabin lodging and tasty meals. We spent a leisurely afternoon and overnight onboard while docked at Luxor. The Movenpick MS Sunray is one of approximately 200 vessels that transport tourists up and down the Nile River between Luxor and Aswan in Upper Egypt. During the evening, we toured Luxor Temple, which was built starting around 1500 BC and continued for approximately 1,400 years. Notable parts of the temple included the Pylons of Ramesses II, the Courtyard of Ramesses II, the Amenhotep III Colonnade, the Court of Amenhotep III, and the Avenue of Sphinxes that lined the roadway between Luxor and Karnak Temples. With the temple under beautiful lighting for the evening hours, a unique atmosphere was created for viewing this historical monument.

Sharon Chapple stands near Ramesses II and Queen Nefertari Statue at the Karnak Temple, Luxor, Egypt.

The Great Hypostyle Hall is a colossal forest of 134 giant sandstone columns at the Karnak Temple, Luxor, Egypt.

The entrance to Luxor Temple is massive and spectacular.
Day 8. On this day, we toured the famed Valley of the Kings, which is located on the west bank of the Nile River, across from Thebes (modern day Luxor). Over 60 tombs were constructed here for the kings and nobles of Egypt for nearly 500 years (approximately 1540–1075 BC). We were able to go down into several of the tombs, including the famous tomb for King Tutankhamun. Having been in these tombs 35 years ago, Sharon and I had forgotten how brilliant the colors were of the tomb's hieroglyphs and carved reliefs.

Day 9. Unfortunately, Sharon came down with a case of “mummy tummy” and was not able to participate in the day’s activities.

At Edfu, we toured the Temple of Edfu on the west bank of the Nile. To get to the temple, we enjoyed a horse and carriage ride, which saved a lot of walking. The Temple of Edfu is the second largest temple in Egypt. It is also known as the Temple of Horus (the falcon-headed God) and is the most beautiful and well-preserved of all the Egyptian temples. Ptolemy III — Euergetes I began the construction of the temple in 237 BC, and it was not completed until about 57 BC. Perhaps the most striking features of the Temple of Horus are the gigantic pylons that stand at the entrance to the temple. They are approximately 118 feet high and decorated with battle scenes of King Ptolemy VIII defeating his enemies for Horus.

Near the Valley of the Kings, we were able to see the Colossi of Memnon, which is about 21 meters tall and represents King Amenhotep III, and the Temple of Queen Hatshepsut, one of a few female rulers in Ancient Egypt. Her reign was one of the longest of all the female pharaohs.

After this tour, we continued our cruise upriver overnight to Edfu. A Nile cruise is a fantastic way to see the Egyptian countryside, where farming is done with modern equipment, such as tractors and irrigation pumping stations, etc. However, you still see a lot of farming being performed with manual labor using donkeys and oxen as it has been done over the last several thousand years. A Nile cruise also gives you the opportunity to see some of the most beautiful sunsets.
Return to Egypt
(Part 2)

Continued from page 3

In the afternoon, we toured the Temple of Kom Ombo. This temple was built between 332 BC and 395 AD by Ptolemy VI Philometer and dedicated to the worshiping of Gods Sobek and Horus. Ancient Egyptians believed Horus was also a doctor. The temple was known for its healing powers, and people made pilgrimages to Kom Ombo to be healed. On the back wall of the temple, there are carvings of the very first known representations of surgical tools. Some of these tools included suction cups, scalpels, bone saws, dental tools, medicine bottles, birthing chairs, and forceps. Also, a huge number of crocodiles once roamed the area in and around the Temple of Kom Ombo. More than 300 crocodile mummies have been found at Kom Ombo, and are now located in the nearby Crocodile Museum. After touring the temple and museum, we sailed upstream to Aswan.

Day 10. In the morning, we rode buses to the quarry of Aswan to view the famous Unfinished Obelisk. This obelisk would have been the tallest known obelisk ever raised. It would have been approximately 120 feet in length and weighed over 1,150 tons when completed. However, the quarrymen apparently abandoned the obelisk when cracks appeared in its sides. The stone is still attached to the rock, which gives important clues as to how the Ancient Egyptians quarried granite. Much of the red granite used for the ancient temples and colossi came from quarries in the Aswan area (500 miles south of Cairo). It is unbelievable how the Ancient Egyptians were able to carve out, move great distances, and construct such massive pieces of stone in their temples and pyramids.

Upon leaving the quarry, we took a small boat across the Nile River to visit the temples of Philae, including the Temple of Isis, one of the greatest temples in Egypt. The Philae temple complex was originally located on Philae Island, a sacred place with connections to the cult of Isis that date back thousands of years. Philae Island was also believed to be one of the burial places of the Ancient Egyptian God, Osiris. Construction of the Aswan Low Dam in 1902 partially flooded the temple complex. Later, plans to construct the Aswan High Dam led to a salvation project to relocate the temples to higher ground on the nearby Agilkia Island. The Temple of Isis is the oldest surviving structure, which dates to the time of Nectanebo I, who ruled from approximately 380-362 BC. He...
Sharon Nigus walks in the colorful and lively streets of the Nubian Village near Aswan, Egypt.

was the founder of the last native dynasty of Egyptian pharaohs.

After the temples of Philae, we went to the Aswan High Dam. The rock-filled dam was completed in 1970 at a cost of $1 billion. It has a height of 364 feet, a crest length of 12,562 feet, and 57,940,000 cubic yards of fill, and produces approximately 10 billion kilowatt-hours per year. With its construction, it was the first time in history that the annual Nile flooding was controlled by man. Since most of my career at Black & Veatch was spent in the hydropower industry, I enjoyed this part of the tour immensely and was able to share some insight about the dam with others on the tour.

Late in the afternoon, we took a small boat across the Nile river to visit a Nubian Village. The Nubian people are indigenous to the region of southern Egypt and northern Sudan and played an important role in its development over the millennia, including a shared pharaonic history with Egypt. On the way to the village, our tour guide, Osama, had the boat operator maneuver the boat among some bulrushes and shut the motor off. This atmosphere was probably like when Moses, as a baby, was found amongst the reeds of the Nile by Pharaoh’s daughter. We sat quietly and listened to the sounds of nature for about 10 minutes while incredulously contemplating where we were. What a solemn moment that was given the significant history of the area and country of Egypt.

We continued to the village situated on the shore of the Nile near Aswan. The village buildings were brilliantly painted with all colors of the rainbow, such an enormous contrast to our travels through the desert’s shades of brown. The village streets were lined with shops displaying various items for sale. We visited a Nubian school, where we learned a little bit about the Nubian language. Later, we visited and had tea with the family that lived at the “Crocodile House.” At this house, we viewed a live crocodile in a cage and were able to hold and pet a baby crocodile.

Reflecting on our trip, Sharon and I were extremely impressed with improvements made in Egypt since we had lived there approximately 35 years ago. Going to Egypt is a once-in-a-lifetime experience, and we feel very fortunate to have done it twice.

( Editor’s note: Stay tuned for travels to Jordan and overall reflections of Monty’s travels.)

It’s a Mustang Thing!

By BV Retiree Grant Martin

I thought I would share that on 25 May 2020, my 1964 Mustang and I just passed 56 years together. I showed the car on three occasions at our BV P Building Pride Your Ride car displays that occurred about nine years ago. Although I never managed to win a first place award, I did receive one second place and two third place awards. I still drive the old car once a week if it is sunny out. The Mustang has been driven over 600,000 miles, and still has the original engine. All the local car shows normally scheduled for this year have been either postponed or cancelled due to the virus. I keep the car waxed up in case the virus ever lets up enough for us to be safe in public crowds again.

Below is an April 2014 photo of me with the Mustang as we appeared in a New York Times article observing the 50th anniversary of the Mustang. Nine other original 1964 Mustang owners and their cars from across the country were also featured in the article.

Retiree Grant Martin, pictured in the New York Times photo beside his Mustang, is wearing his Black & Veatch Eskom-Kusille project dark blue jacket.
Found In a Box

In the Q2 2020 BV Retiree News we introduced “Found in a Box,” a new feature where we showcase and share old photos of Black & Veatch projects, teams or events.

Have you found any photos that you can share? Remember to include as much information as you can — about the subject, approximate year, people in the photo. As they say, “A picture can say a thousand words!” Send your photos to RetireeNews@bv.com.

’75 with Style

Black & Veatch retiree Ron Ott shared the photo to the left from 1975 that features the Mechanical Department team working on the La Cygne, Kansas Unit 2 Power Generation project.

Bang Pakong Civil/ Structural Team
(originally featured in Q2 BV Retiree News)

In the Q2 2020 edition of the newsletter, Jim Guthrie shared two photos that he found, but needed some help with a few names. Retiree Mark Vance was able to fill in some names. Newly identified folks are in bold. Mark also adds that he thinks the photos are 1979-1981 vintage (instead of 1988). The Bang Pakong plant was the first project he worked on and his career at Black & Veatch started in August 1979. If anyone else can help fill in names, we’d love to have the help!


What? Me, a Published Author?


What should an engineer do to fill the after-work hours when on an extended field assignment far from home? Well in my case, the answer was to fulfill a lifelong ambition to write a novel. This kept me occupied during assignments in places including Maysville and Steubenville, Ohio; Kaohsiung, Taiwan; and Johannesburg, South Africa. Writing was certainly preferable to watching hours of TV in a motel room.

For years after I completed it, that novel remained just a file on my computer, as have the two follow-on books written since my retirement. With the recent COVID-19 stay-at-home orders came the resolve to actually have that first novel published. Not unexpectedly, a novel written under such less-than-ideal conditions required a considerable level of editorial revision before it was print-ready. But after two months of effort, the final result is now a book available on Amazon in both paperback and Kindle versions.

The Gods of Olympus is a tech-fiction novel set in the present day and dealing with subjects such as artificial intelligence and electronic personality duplication, and their potential for social disruption. All are viewed through the perspective of a retired engineering professor who receives an offer to participate in a project that’s just too good to refuse. Ironically, the flu pandemic that plays an important part in the plot was conceived prior to any thought of how COVID-19 might disrupt the world’s society.

I hope any retirees who knew me during my Power Division days will enjoy the excerpt and the book and give me their (kind) reviews.

Excerpt:

It all started when a message appeared on my tablet from an institute I had never heard of wanting to talk to me about a totally undefined job. Based on the subject line of ‘Professional Services Opportunity’, my first thought was that it was just another get-rich-quick spam. Had I followed my initial instinct to hit delete without opening it, things would have worked out very differently for me—very differently indeed. But I did read it, and I was intrigued.

It’s usually impossible to pinpoint the precise moment when the course of your entire life is irrevocably changed, but in this case, it was the exact moment I selected open. That single, simple action was one of the most important things that I have ever done. With it began my journey to adventure, new love, immortality and infamy. I would gain a new world and lose everything I held dear in this one. Thanks to whatever gods there be, I did.
**My Memories of Jim Brooks**

*By Former BV Employee Mark Johnson*

I first met Jim Brooks on 19 June 1972. It was my first day of work at Black & Veatch. I sat right beside him. Another engineer was on vacation that week and Black & Veatch did not have a work area for me, so I was told to sit beside Jim. From the first day, he was friendly, but businesslike. He did like to tease and he was telling me that when the guy got back from vacation and found I had been sitting at his desk, I would have some explaining to do. I knew he was kidding. But I liked him from day one. Jim was working on Orlando Utilities 230 KV Double Circuit Transmission Line. It was a nice project with lattice steel structures, many of which are still standing today.

Jim left Kansas City to move to Orlando and be the resident engineer on “his” transmission line in January of 1973. I think Jim owned everything he worked on. He was passionate and never stopped trying to improve the work product. By fall 1973, Ben Stables and Earl Windisch asked me to move to Florida and work on an FPL transmission line project. I drove to Orlando pulling a U-Haul trailer and rented an apartment on Saturday. Called Jim Brooks and he came and helped me move in on Sunday. Went to work on Monday, 1 October 1973. Jim even took me down to the water and electric departments to get those turned on. My early months in Orlando were lonely. I only worked and went home. Pam and Jim invited me to have Thanksgiving and Christmas with them that year. This was very thoughtful of them and I have not forgotten.

By January 1974, Jim Brooks and Gordon Worrall had me working for them watching some of the substation work at Pine Hills, Pershing and Earl substations. Jim’s field work was done about May 1974 and so Earl Windisch sent me down to Vero Beach to work for Dave Still on the 60 MW Power Plant ... a tea pot, as Dave called it. Before Jim and I left Orlando, Jim knew I was going to Vero Beach. I remember him saying to me, “You know, Mark, there are a lot of wires in those power plants?” It is true and I never knew if he thought it was too much detail or if he was teasing. I didn't care because I was going. I think Jim moved back to Kansas City in the summer of 1974 and either just before the move or on the way to Kansas City, he and Pam got married, I assume at a county courthouse somewhere. During the fall and winter of 1973-1974, Jim, Pam and I, the tag-along, went surf fishing at New Smyrna Beach almost every Sunday. We drank some beer and caught some bluefish. We caught over 100 one day. Jim loved to fish and he taught me how to do it. For a man who had little patience for slow, he could fish all day and never be bored. He even took me to Kmart to buy all the stuff you need to fish. I still have a Rapala fishing knife for filleting fish because he said, “This is the best, get it.” I cherish that knife. I think of Jim each time I use it. The wooden handle is old, but so are we.

I returned to Kansas City in May of 1977 and was immediately placed on Jim Brooks’ project. The Texas Municipal Power Agency Project (TMPA) was a new project to design many transmission lines that interconnect various Texas municipalities. So as part of the project in July or August of 1977, Jim and I flew to College Station, Texas. The airline connection through Dallas put us on a commuter flight that was called Davis Airlines. The plane was a twin engine, 12-passenger (if that). I sat in the copilot’s seat. On the approach into College Station, the engines stopped running and the plane started falling out of the sky at about 6,000 feet altitude. I could almost see my life ending. But the pilot was able to get one engine running. However, that engine quit running on the approach and we landed in the grass field in front of the runway lights. The pilot announced to the passengers, “We lost all power!” Jim said, “No kidding, slick ... what do you do for your next trick?” Jim and I are lucky we made it out alive.

I left Kansas City in September of 1977 to relocate to Coal Creek Station in North Dakota for three years. In 1981, I was relocated back to Orlando and became the resident engineer on another Jim Brooks transmission line that goes from Lakeland to Orlando paralleling Interstate 4 for most of the route. That line is still there, but it looks a lot different today. It was a great job and Jim was the project engineer. He and I worked closely on problems that came up and Jim always fixed any problem really fast.
By 1983, I came back to the Kansas City office waiting to move to Utah on the Intermountain Power Project. I got married to Pramila in 1983 at the Olathe County Courthouse. We had our reception at the Lenexa Community Center. Jim Brooks and Pam were there, and we so appreciated them being there. I have some nice photos from that very cold and snowy day, 18 December 1983. It was zero degrees with about 10 inches of snow on the ground that day.

After Intermountain and AES Thames, I was burnt out on startup. I asked to move back to Orlando and work with the growing office there. I made the move in March 1990. Ron Jarvis, Jim Brooks, Mike Simpson, Morris Stover, John Murphy, Craig Bonestroo, Dilip Schroff and Gordon Worrall were there, to name a few. Jim drove me around the area where he lived and showed me homes in the area. We ended up buying a house not far away from Jim. We had a great crew and great office. Jim had moved back to Orlando in 1987, I believe. I think he and Pam always liked Florida. At work, Jim pushed us all day, every day. Working for him was tough and fun. He never bad-mouthed anyone, even when you screwed up. He would dig in and help fix it. He did not hold a grudge, if you were working. All he wanted was to get it done.

One more story about Jim: In the 1990 to 1992 timeframe, Mike Simpson decided to stop eating red meat. Mike has always watched what he ate as long as I have known him. He was talking about eating more vegetables and chicken to reduce cholesterol. Jim and I did not even know what our cholesterol numbers were. After about five minutes of this discussion, Jim said, “You know, Mike, you can live too long.” He could always come up with something quick and funny. But I feel that in Jim’s case, he did not live too long. He did not live long enough. I know he would not want to be spending the last years of his life in a nursing home. So, the only comfort is that he is not suffering any longer.

I moved back to Florida in 1999 and completed the FPL repowering project in 2003. I moved back into the Orlando office and worked with Jim Brooks on and off until I left Black & Veatch in 2007. Jim told me he was going to retire right after I did, but he could not stop doing what he enjoyed. He worked all the way up until he was unable to work in June of 2019. He gave Black & Veatch his all. Not many people can have that said about them. There is no doubt about his commitment to Black & Veatch. He will be a hard act to follow.

I know he was also committed to Pam and loved her dearly. She is a classy lady and Jim made another great decision marrying her. Jim and Pam kept a low profile. I am sure they have done nice things for people and no one even knows. They did nice things for me and I am sure that I am not the only benefactor of their generosity.

Editor’s Note: Black & Veatch retiree Jim Brooks, age 72, died peacefully at Cornerstone Hospice in Orlando, Florida on 18 May 2020. In a follow-on to the remembrance provided by former Black & Veatch employee and colleague Mark Johnson, Black & Veatch retirees and business leaders Ron Woods and Dean Oskvig shared the following thoughts:

“Jim Brooks was always a highly creative and reliable project manager. His leadership significantly contributed to the success of both the Orlando office and Black & Veatch. Jim was instrumental in the development and success of the direct hire construction operation that was established in Conyers, Georgia. He was always innovative and focused on getting a project completed. I believe Jim really loved and enjoyed his work. His jovial personality was a pleasure to experience. Jim Brooks was an exemplary Black & Veatch project leader.” —Ron Wood

“Jim gained the respect and affection of so many people. Deeds always followed words; no games. Smart, hardworking, kind, playful, respectful, deferential, tough, persistent and generous. He 'carried' many of us and made us better people. I always looked forward to working and playing with him. Always smile when I think of him.” —Dean Oskvig

Is there anyone who influenced or inspired greatness in your career that you would like to recognize or send a shout-out to? Send your reminiscences to RetireeNews@bv.com and we will make sure that they get shared.
Condolences

Black & Veatch retiree George Cain Miller, age 82, of Olathe, Kansas, died Wednesday, 10 June 2020. George graduated from Kansas City Northeast High School in 1956 and joined Black & Veatch as a draftsman and worked his way to electrical engineering technician in the Power Delivery group of the Power business. George worked on many notable projects including time on construction management assignments in Hawaii for Hawaiian Electric Company (HECO). He retired from Black & Veatch after 45 years and will always be remembered by his colleagues as a great guy to work with; quiet, friendly and very principled. He is survived by his wife Marilyn and son Chet.

Black & Veatch retiree Beverly (Bev) Kay Capps, age 75, of Republic, Missouri, died at her home on Sunday, 21 June 2020. Bev was born in Carthage, Missouri and was a 1962 graduate of Carthage High School. Bev began her career with Black & Veatch in the Water business but moved into Corporate Human Resources. She enjoyed fishing, gardening and reading, but most of all, loved spending time with her family. Bev was preceded in death by her husband Tom.

Black & Veatch employee Kenneth (Kenny) Eugene Langum, age 66, of Lee’s Summit, Missouri, died unexpectedly on Tuesday, 30 June 2020 at Lee’s Summit East Hospital. Kenny was born in Kansas City, Missouri, and graduated from Paseo High School in 1972. Kenny joined Black & Veatch in 1973 as an electrical technician in the Power business where he was a dedicated, hardworking employee until his death. Additionally, Kenny worked with the Kansas City Chiefs since 1978, until his death. He had the honor of traveling with his beloved Chiefs in 2020 to the Super Bowl and helped celebrate their championship win. Kenny loved to be surrounded by his family and friends. He never met a stranger. Kenny had a cheerful spirit and a big heart. He would always greet you with a huge smile and often would say something witty. He loved God and loved life. Kenny is survived by his wife Rose, son Kendal and daughter Keva Hayslett.

Black & Veatch retiree John Aldo Tucillo, age 71, of Raytown, Missouri, died on Monday, 6 July 2020 surrounded by his family after a long battle with Lewy Body Dementia. John was born in Kansas City, Missouri, and graduated from De LaSalle High School in 1967. John earned a degree in electrical engineering from Finley College. He worked his entire 40-year career at Black & Veatch in Overland Park, Kansas. John married his high school sweetheart Barbara Jo Lalumia. They celebrated their 50th wedding anniversary 1 November 2019. John was a member of Nativity Catholic Church and was a third-degree honorary life member of the Knights of Columbus. John was a softball manager/ coach for his children and grandchildren. He never missed a game and was their number one fan. He supported his grandkids no matter the activity — softball, baseball, basketball, tennis, swimming, dance, soccer and gymnastics.

Black & Veatch retiree Paul Roger Zaman, age 80, of Overland Park, Kansas, died Saturday, 18 July 2020 after a long battle with cancer. Paul was a kind and compassionate man who will be greatly missed. Born in Missouri and raised in Kansas, Paul enjoyed sharing stories about growing up on a farm. He graduated as class president from Stanley High School in 1957 and received a bachelor’s degree in engineering from the University of Kansas. Paul worked over 40 years for Black & Veatch and retired from the Heavy Civil group in the Water business. Paul has been referred to by colleagues as a mentor and a true engineer’s engineer. Paul is preceded in death by his first wife Carole and is survived by his second wife Frankie, four sons, two stepchildren, nine grandchildren and four great-grandchildren.

Black & Veatch retiree Earl Edwin Jenkins, age 75, of Overland Park, Kansas, died Wednesday, 29 July 2020. Earl was born in Seneca, Kansas, and grew up in Centralia, Kansas. He earned a bachelor’s degree in civil engineering from Kansas State University. Earl served in the United States Navy as a Seabee. He was a Vietnam vet but also a holder of the President’s 100 tab, a badge awarded to the 100 top scoring shooters in the President’s Rifle Matches. It would be an understatement to say that he was a good shot. Following his service in the Navy, Earl joined the Black & Veatch Water business where he worked for over 30 years. He was a manager for projects in the water sector and played a significant role with quality control and litigation support. Earl had a knack for getting to the bottom of a problem and finding solutions. He enjoyed success in forging strong relationships with his clients in his own unique way. Earl was an avid outdoorsman who loved fishing, gardening and spending time with his grandchildren. He is survived by his wife, Susan, two sons and three grandchildren.
David Howe Named 2020 NSPE Fellow

The National Society of Professional Engineers (NSPE) has named Black & Veatch retiree David Howe, P.E., to its 2020 class of Fellow members. The Fellow membership grade honors those active NSPE members who have demonstrated exemplary and devoted service to their profession, Society, and community. Since its establishment in the year 2000, slightly more than one percent of all NSPE members have advanced to this highest volunteer membership rank.

Newly Retired

The following Black & Veatch professionals retired April-June 2020.

April
David D. Ensmenger
Juan Antonio Lao Garcia
Howard K. Proffit
Jennifer Katherine Smith
Ignacio Uribe

May
Harold Butler
Billie Dempsey
Michael S. Johnson
Thomas L. Ringwelski
Syed Rizvi
Edwin Royales

James A. Savino
Diamond Scott Tune
David P. Weatherman

June
Terrence A. Byrnes
Beth A. Kinnamon
Edmund A. Kobylinski

We’re getting creative in how we leverage resources. It is really strengthening our culture of entrepreneurship,” said Sarah Ruhl, GA team member.

The GA also recently launched the 10x COVID Sales and Marketing Challenge to quickly test new ideas for growing the business while meeting clients’ changing needs. Ten teams of roughly 10 members each are spending 10 days testing 100 new ideas and measuring results. The challenge called attention to the experiments already underway at BV and helped uncover the strongest ideas for further development.

“The pandemic has driven bolder efforts to accelerate growth. It has disrupted the way we work and, as a result, we’re getting creative in how we leverage resources. It is really strengthening our culture of entrepreneurship,” said Sarah Ruhl, GA team member.

Email the GA (growthaccelerator2@bv.com) with your ideas about how the company can continue to innovate.
We want to let other retirees know about your life. Share your updates by emailing your personal news and photos to RetireeNews@bv.com. We’re seeking newsletter stories on subjects including:

- Traveling – Tell us about your most recent trip.
- Awards received – Share the good news with fellow retirees.
- Community involvement – Let’s hear about how you give back.
- Reflections on working at Black & Veatch – What was the most interesting thing you experienced while working for the company?