

NAA NEWS

National Aeronautic Association



FOR IMMEDIATE RELEASE

Contact: Nicole Regele, 703-527-0226

September 16, 2003

awards@naa-usa.org

Six Americans Honored as Elder Statesman of Aviation

The National Aeronautic Association (NAA) has named two women and four men to receive the Association's Elder Statesman of Aviation Award for 2003. The Award is given to honor Americans who are at least 60 years old and "have made contributions of significant value to aeronautics" over an extended period of time.

"These individuals epitomize the very best in America, and have attained the special status of Elder Statesman of Aviation not only for their contributions to our aerospace history and heritage, but for their dedication, courage, integrity and patriotism as well," said Don Koranda, President of NAA. "Their contributions stand as a beacon for all of us to follow."

The six winners for 2003, in alphabetical order, are:

Carol B. Hallett

A private pilot with over 5,000 hours, Ms. Hallett has utilized her love and knowledge of flying in multiple ways during a long distinguished career of public and private service. After representing her district in the California State Assembly, where she commuted to work by plane, Ms. Hallett shifted to the federal government as Director of the Interior Department's Western Region, then served as Ambassador to the Bahamas for three years. As Ambassador, she helped develop "the first effective drug interdiction program in the region"--an effort that benefited greatly from her background in aviation. Her next position, as Commissioner of the U.S. Customs Service, also drew heavily on her flying experience. Ms. Hallett's leadership resulted in a modernized clearance process, the development of a master plan that helped make passport readers available to the Airlines and the first agreement with Mexico to establish a joint drug air interdiction program. In the mid-1990s, Ms. Hallett moved to the private sector and joined the Air Transport Association (ATA), where she became the airline industry's chief advocate on issues affecting air carriers. As President and CEO of ATA, she was instrumental in the effort to secure legislation to save the domestic aviation industry from bankruptcy and to immediately redesign airline security policies and practices following the events of September 11, 2001. She retired as ATA's President and CEO after eight years and is now devoting most of her time to matters of homeland security for the government and for several private organizations.

David R. Hinson

Perhaps best known for the three years (1993-96) during which he served as Administrator of the Federal Aviation Administration (FAA), Mr. Hinson has been involved with flying since 1954, when he entered flight school with the Navy. After a hitch in the military, he flew as a pilot for Northwest Airlines and as an instructor pilot for United Air Lines. He then spent ten years (1963-73) as Director of Flight Standards and

Engineering for Hughes Airwest. In 1973, he moved on to other ventures, including a distributorship for Beech Aircraft. Then, in 1978, he joined with three other people to start Midway Airlines, which he served as chairman for six years (1985-91). While working as the Executive Vice President for Douglas Aircraft, a subsidiary of McDonnell Douglas, President Clinton appointed him to head the FAA. It was at that post that Mr. Hinson was able to enact a number of important changes for the flying public, such as the "One Level of Safety" for commuter aircraft and the use of satellite technology for civil aviation.

He now serves on boards at the National Air and Space Museum and the Aircraft Owners and Pilots Association. He continues to fly his own plane, a Beechcraft Duke, and has logged more than 8,000 hours in over 70 aircraft types.

Martin A. Knutson

Mr. Knutson's flying career of 46 years cuts across the entire second half of the 20th century, from the Korean Conflict to the Cold War to the age of space exploration. After graduation as an Air Force pilot in 1951 and a tour of duty in the Far East, he returned to the States, where he trained with the Strategic Air Command for long-range nuclear strike missions. In 1955, he volunteered for the newly created Air Division of the Central Intelligence Agency. There, he was one of a select few pilots to conduct early flight testing of the U-2 aircraft. He then deployed to Europe as a member of the first detachment to fly operational spy missions over Russia. He remained with the U-2 program for 15 years, helping to test all versions of the plane. Upon retiring from the Air Force in 1970, he was asked by the National Aeronautics and Space Administration (NASA) to assist with development of an airborne remote sensing system. For this purpose, he acquired two U-2s, which he subsequently adapted for scientific applications. As the program progressed, he acquired and modified other aircraft, including the ER-2, DC-8, C-141, and C-130. To date, Mr. Knutson's unique fleet of planes has been used to study a wide range of phenomena, such as wildlife habitats, ozone depletion, air pollution, land use patterns, hurricane structure, and loss of rainforest. The fleet has also been used for astronomical observations. Beginning in 1984, Mr. Knutson took on an additional assignment for NASA: Site Manager of the Dryden Flight Test Facility at Edwards Air Force Base in California. In that post, he implemented a major modernization program for research aircraft and was able to persuade the Air Force to transfer its SR-71 reconnaissance planes to NASA rather than destroy them. In an ironic twist, he returned to Dryden after retirement to fly an SR-71 in support of an Air Force decision to put the aircraft back in service.

Joan R. Mace

Ms. Mace has the distinction of working her way from an aircraft assembly line job to the chairmanship of the aviation department of a large university without going more than 65 miles from the town of her birth: Columbus, Ohio. She started as a "Rosie the Riveter" in World War II, working as an inspector at the Curtiss-Wright plant in Columbus. By war's end, she had qualified for the Women's Air Service Patrol (WASP), but the program was cancelled before she could start training. Determined to fly, she elected to go to Ohio University to obtain a flight instructor rating. Her first job was instructing at O.U. under the G.I. program for \$2.00 an hour. She was the only female among 22 instructors. One morning she came to work to find a huge bumble bee painted on the side of her airplane with the notation "Queen Bee." In 1948, she married one of the instructors and settled down to raise a family of three boys. Returning to O.U. in 1960 as a flight instructor, she thought her career was back on track, until the school enacted a rule that faculty members had to have a college degree. For the next 10 years, she "went back to school" in her spare time, finally graduating (along with one of her sons) in 1978. Seven years after that, she was appointed Chairman of the Department of Aviation in O.U.'s College of Engineering. In that role, she established a degree program in airway science, supervised completion of O.U.'s Aviation Training Center, created an internship program with United Air Lines, and brought the honorary aviation fraternity Alpha Eta Rho to the campus. Also, along the way, she put in time as an FAA Designated Examiner, a Check Airman for the Ohio State Wing of the Civil Air Patrol, and a judge for the National Intercollegiate Flying

Association (a position she continues to hold). To date, Ms. Mace has logged over 12,000 hours in the cockpit and is still flying as a volunteer for the Coast Guard Airborne Auxiliary in Florida.

Frank G. Mitchell

For most of his professional career, Mr. Mitchell has tried to get young people interested in flying. He has devoted himself to this goal with such single-mindedness, he is widely recognized today as a leader in aviation education and training. It all began in 1964 when he joined Cessna Aircraft Company. There, he conducted a survey of high schools and junior colleges, and directed development of the general aviation industry's first comprehensive educational program for school systems, from elementary grades through college. He also formed relationships with dozens of other organizations to help promote greater awareness of the opportunities afforded by flying. As a result of his initiatives, Cessna was honored in 1972 by the National Association for Industry-Education Cooperation for the company's contributions to science education.

In 1984, Mr. Mitchell went to work for Beech Aircraft Corporation (now part of Raytheon) as manager of Marketing Training. In that position, he was responsible for the training of clientele who would be operating or servicing Beech equipment. He was also responsible for the company's Aviation Education Program. Since 1991, Mr. Mitchell has taught aviation management and marketing at various universities and become a specialist on aviation magnet schools. At present, he is an adjunct assistant professor in the Department of Aviation at the University of Oklahoma's College of Continuing Education. In 1997, NAA awarded its Frank G. Brewer Trophy to Frank Mitchell for a "lifetime of service" as an educator.

Paul W. Tibbets, Jr.

Brig. General Paul Tibbets (USAF, Ret.) stands today, at age 88, as one of the heroes of World War II: the man who piloted the "Enola Gay" B-29 bomber that dropped the first atomic bomb on Japan in August 1945. He was 30 years old at the time. Tibbets had set out in college to become a doctor, but enlisted in the Army Air Corps in 1937 and got his pilot wings the following year. In 1942, he was made Squadron Commander of a Bombardment Group and flew 25 missions over Europe. Back in the States, he taught himself to fly the B-29 and gained more experience with the aircraft than any other test pilot. In 1944, he joined the Manhattan Project (code name for development of the atomic bomb) as the person responsible for delivering the device to its target with a fleet of B-29s. He requisitioned the aircraft, directed their retrofit, conducted training exercises, and deployed with his crews in the western Pacific in anticipation of orders to fly. The first order came on August 6th, the day after President Truman made the fateful decision to use atomic weapons. That same day, Tibbets and other crew members completed their mission to Hiroshima, thus forever altering world history. Tibbets retired from the Air Force in 1966 and became involved with business aviation. In 1970, he embarked on a 15-year career with Executive Jet Aviation (now NetJets), an all-jet air taxi service based in Ohio. He was Chairman of the Board when he stopped work there.

NAA will present its Elder Statesman Awards to the six winners at the Association's Fall Awards Banquet on November 10, 2003, in Arlington, Virginia.

NAA is a non-profit, membership organization devoted to fostering opportunities to participate fully in aviation activities and to promoting public understanding of the importance of aviation and space flight to the United States. Additional information about NAA and its mission can be found at www.naa-usa.org.