



**INAUGURAL DINNER
MARCH 31, 2016**

 **The Dee Howard Foundation**
A San Antonio Area Foundation Fund

**PCAT**
AIAA/ICAE PARTNERSHIP

COOPERATING ORGANIZATIONS*

City of San Antonio
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San Antonio Chamber of Commerce
San Antonio Hispanic Chamber of Commerce
South San Antonio Chamber of Commerce
Alamo City Black Chamber of Commerce
North San Antonio Chamber
Free Trade Alliance San Antonio
San Antonio Manufacturers Association
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Port San Antonio
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San Antonio Airpower Heritage Foundation
National Business Aviation Association
Aviation Law Section of the State Bar of Texas
Texans for General Aviation
Ageless Aviation Dreams Foundation
Women in Aviation Alamo City Chapter
Aircraft Owners and Pilots Association
AEM - San Antonio



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Col. Edward W. Garland (Ret.)
Ruben Gonzalez
Lester Bryant
Tim O'Krongley
Lt. Col. Olga Custodio (Ret.)
Rudolph Purificato
Mel Brown



San Antonio Aviation and Aerospace Hall of Fame Inaugural Dinner



Thursday, March 31, 2016

Valero Hangar located at
1000 Skyplace Blvd
San Antonio, Texas 78216



Honoring San Antonio's Aviation and Aerospace History and Nurturing our Innovators of the Future

SPECIAL TRIBUTE

PROGRAM

6:15 P.M.

VIP Reception Sponsored by Valero

7:00 P.M.

General Public Reception

7:30 P.M. - 9:30 P.M.

Welcome by Master of Ceremonies

Richard Perez

President and CEO,

San Antonio Chamber of Commerce

**Introduction of Lt. Col. Richard E. Cole (Ret)
and the Tuskegee Airmen**

Presentation of the Colors

Joint Base San Antonio Honor Guard

National Anthem

Staff Sergeant Eden Meadows

USAF Band of the West

Remarks by Platinum Sponsor

Valero

Mayor Ivy Taylor

City of San Antonio

Councilman Joe Krier

City of San Antonio, Council District 9

Wayne I. Fagan

Chair, The Dee Howard Foundation

Dinner is served

Keynote Speaker

Ed Bolen

President and CEO of NBAA

Presentation of Inductees

Lt.Col.Olga E. Custodio(Ret.)

Executive Director and Treasurer

Women in Aviation Alamo City Chapter

Lt. Col. Richard E. Cole (Ret)



Then Lt. Cole was Jimmy Doolittle's copilot on the bombing raid on Tokyo on 18 April 1942. Sixteen U.S. Army Air Forces B-25B Mitchell medium bombers were launched beyond fighter escort range from the U.S. Navy's aircraft carrier USS Hornet deep in the Western Pacific Ocean, each with a crew of five men. The plan called for them to bomb military targets in Japan, and to continue westward to land in China—relanding a medium bomber on the Hornet was impossible. Fifteen aircraft reached China but all crashed, while the 16th landed at Vladivostok in the Soviet Union. All but three of the 80 crew members initially survived the mission. Eight were captured by the Japanese Army in China; three of those were later executed. The B-25 that landed in the Soviet Union was confiscated and its crew interned for more than a year. Fourteen complete crews, except for one crewman who was killed in action, returned either to the United States or to American forces.

Pictured above on the deck of the USS Hornet Doolittle Tokyo Raiders, Crew No.1 (Plane #40-2344, target Tokyo): 34th Bombardment Squadron, from left to right with their ranks at that time (front row) Lt. Col. James H. Doolittle, pilot; Lt. Richard E. Cole, copilot;(back row) Lt. Henry A. Potter, navigator; SSgt. Fred A. Braemer, bombardier; SSgt,Paul J. Leonard, flight engineer/gunner.

Tuskegee Airmen



According to the Tuskegee Airmen official website " 'Tuskegee Airmen' refers to the men and women, African-Americans and Caucasians, who were involved in the so-called "Tuskegee Experience", the Army Air Corps program during World War II to train African Americans to fly and maintain combat aircraft. Formally, they formed the 332nd Fighter Group and the 477th Bombardment Group of the United States Army Air Forces. The name also applies to the navigators, bombardiers, mechanics, instructors, crew chiefs, nurses, cooks and other support personnel for the pilots. The Tuskegee Airmen were the first African-American military aviators in the United States Armed Forces. During World War II, black Americans in many U.S. states were still subject to the Jim Crow laws and the American military was racially segregated, as was much of the federal government. The Tuskegee Airmen were subjected to racial discrimination, both within and outside the army. All black military pilots who trained in the United States trained at Moton Field, the Tuskegee Army Air Field, and were educated at Tuskegee University, located near Tuskegee, Alabama; the group included five Haitians from the Haitian Air Force (Alix Pasquet, Raymond Cassagnol, Pelissier Nicolas, Ludovic Audant, and Eberle Guilbaud). There was also one pilot from Port of Spain, Trinidad, Eugene Theodore.



2016 HALL OF FAME INDUCTEES

Maj. Gen. Benjamin Foulois



San Antonio's Fort Sam Houston was chosen as the site for the Army's early aviation efforts when Lt. Benjamin Foulois and a small group of enlisted men were ordered there in 1910. They brought with them a Wright Brothers' Flyer, which was designated Army Signal Corps Aero plane #1, and began flying it from the north end of Cavalry Post parade ground in March of that year. More specifically, the first flight was on 2 March 1910. "The young lieutenant and his men would learn the craft and science of aviation by correspondence with the factory in Dayton, Ohio. They would experiment with flight on #1 and a loaned B-Model Wright Flyer over the next several months..." "Foulois had not been taught to take off or land, so it was an experiment indeed even after crude wheels had been added and the top of the elevator moved to the rear to lessen the bucking tendency. Later he would say, 'Every flight I have made down here has been more or less hazardous'..." "By the spring of 1911, three more young officers and a third machine, a Curtiss Type IV, joined Foulois. This aircraft was destroyed in a crash in May of that year which killed its pilot, Lt. George Kelly, flying was ordered off the Post." "After being moved around to and from locations in Maryland and Georgia over the next few years, Army aviation returned to San Antonio and Fort Sam in November of 1915, and it has been in the Alamo City ever since.

Air Education and Training Command



Air Education and Training Command (AETC) predates the establishment of the Air Force. The War Department activated AETC as the Air Corps Flying Training Command on 23 Jan 1942, redesignated it as the Army Air Forces (AAF) Flying Training Command in Mar 1942, added technical training to its

mission in 1943 and redesignated the command as Army Air Forces Training Command on 31 Jul 1943. By the end of World War II, AAF Training Command had produced about 200,000 pilots, 48,000 navigators and air crew, 1.9 million technical training graduates, and a staggering 2.8 million basic military training graduates. On 1 Jul 1946, AAF Training Command became Air Training Command (ATC). Air University merged with ATC on 1 Jul 1993, and the command took its present designation of Air Education and Training Command. "The First Command," AETC is responsible for recruiting, technical training, flying training, and the continuing education of each generation of Airmen and is headquartered at Randolph AFB.



2016 HALL OF FAME INDUCTEES

Eddie, Katherine & Marjorie Stinson



It all goes back to the year 1915, when three siblings and two passions all came together to create the Stinson School of Flying. The people were Marjorie, Katherine and Eddie Stinson. All three had a passion for flying, but Katherine had a passion for music as well, and, as fate would have it, a newspaper article somehow managed to tie together those two loves. The article said that barnstorming pilots or exhibition pilots were earning \$1,000 dollars a show. "So she wanted to take that money and go to Europe and eventually study piano and that was her entry into aviation," according to Aviation Assistant Director Tim O'Krongley. So with a plan in place, Katherine got to work in starting the school. Eddie Stinson, her brother, selected a plot of land south of town just west of the San Antonio River. Her sister, Marjorie, went to City Council to petition them to open up the school. City Council rented her 500 acres for \$5 per year. It was a good deal, O'Krongley says. In the years that followed, Katherine made the trip to Europe but it was her love of flying and not her love of music that would take her there. She flew to England, Japan and China, becoming the first woman to perform the loop-the-loop maneuver. She set successive endurance and distance records and raised \$2 million dollars for the American Red Cross. Meanwhile, Marjorie and Eddie continued to expand operations at the Stinson School of Flying.

Southwest Research Institute



From designing fuels for prop planes and jet engines to developing systems and components that go to Mars and beyond, engineers and scientists at Southwest Research Institute (SwRI®) have been an integral part of the San Antonio aviation and aerospace landscape since it was founded on the outskirts of San Antonio in

1947. For more than three decades, the Institute has been a leader in space science, developing spacecraft avionics and instrumentation for NASA, ESA, and other government and industry clients. Institute-designed and -built components have flown in Earth orbit and on missions to Mars, Jupiter, Saturn, Pluto, and comets, furthering our understanding of the solar system. During its 69-year history, Southwest Research Institute has been recognized for its many aviation and aerospace technologies and was inducted into the U.S. Space Foundation's Space Technology Hall of Fame in 1998.



2016 HALL OF FAME INDUCTEES

Durrell U. “Dee” Howard



Dee Howard was a respected inventor and legendary in the aviation industry for his many creative accomplishments. Dee had over forty US and foreign patents issued in his name for both aviation and automotive products and the aviation companies which he founded and which bore his name held more than two hundred FAA Supplemental Types Certificates (STCs)

and one Type Certificate (TC). Dee's aviation career spanned the birth and development of business aircraft in the post-World War II era. He began his aviation career at Stinson Field and moved to what was then called San Antonio Municipal Airport when it first opened. In 1947 he established Howard Aero, Inc. and in 1964 he established The Dee Howard Co. He is internationally recognized and honored for advancing the state of the art in business aircraft with numerous performance improvements, such as jet engine thrust reversers and refinements in aircraft flight characteristics. Among his many awards, Dee received the Queens Award from Great Britain for Technological Achievement for his contribution to the development of the Rolls Royce Tay Jet Aircraft Engine, is a member of the Texas Aviation Hall of Fame and the San Antonio Science and Technology Hall of Fame, and was honored as a "Living Legend of Aviation."

Edward “Ed” James Swearingen



Ed was an internationally known leader in the identification, design, development, and manufacturing of precedent-setting aircraft programs. He founded his own company, Swearingen Aircraft, primarily as a consulting firm, and helped design many other companies' aircraft. He then began to design and manufacture

his own planes. He designed 30 airplane programs, with the SJ30, a high-performing and affordable twin-engine jet being the 30th. Before his death he was working on his 31st airplane design. Awards along the way include the Aviation Safety Award from the FAA in 1962. In 1974 he received the highest award of the National Business Aircraft Association. Later he was inducted into the Texas Aviation Hall of Fame and honored as a "Living Legend of Aviation."



2016 HALL OF FAME INDUCTEES

Joseph A. Wilson



The continued rise of the local aviation industry in San Antonio inspired the local private and public sectors to team up to form an educational/workforce development pipeline via Alamo Academies. Inductee Joe Wilson, who retired in 2015, had a leading role with the program and is also noted for his work in community and government

relations for Lockheed Martin in San Antonio. In addition to his instrumental role in establishing Alamo Academies Joe is a past Chair of the San Antonio Chamber of Commerce Aerospace Committee and a past Chair of the San Antonio Manufacturers Association.

Richard H. Fessler



Richard H. Fessler is Chairman of Hallmark University and was a Co-founder of Hallmark Aero-Tech in 1969 at Stinson Field, San Antonio's first school for aviation technicians, now a part of Hallmark University and known as Hallmark College of Aeronautics with the aviation campus at San Antonio International

Airport and is now Texas' largest aviation technician school today. Co-founder of Hallmark Jet Center, now known as Million Air in San Antonio. Richard is a licensed A&P mechanic and commercial rated pilot and a past chair and member of national and state college associations and accrediting commissions.

CONGRATULATIONS TO ALL 2016 HALL OF FAME INDUCTEES



EXHIBIT LIST

1. Howard 500

Designed, developed and manufactured by Howard Aero, Inc.
Exhibited compliments of Tony Phillippi and TP Aero

2. Howard 250 Tri Gear

Designed, developed and manufactured by Howard Aero, Inc.
Exhibited compliments of Scott Glover and Mid America Flight Museum

3. Lear 35 equipped with Dee Howard Thrust Reversers

Thrust Reverser Designed, developed and manufactured by The Dee Howard Co.
Exhibited compliments of Jim Foody and Merlin One Leasing

4. Merlin IIIB

Designed, developed and manufactured by Swearingen Aviation
Exhibited compliments of Jim Foody and Merlin One Leasing

5. Syberjet

Designed and developed as SJ 30 by Ed Swearingen
Exhibited compliments of Syberjet

6. Stearman Biplane

Manufacturers: Stearman Aircraft, Boeing
Exhibited compliments of Ageless Aviation Dreams Foundation

7. Lockheed P-38 Lightning “Glacier Girl”

Manufacturer: Lockheed
Exhibited compliments of Rod Lewis and Lewis Air Legends

8. M20TN Acclaim Type S

Manufacturer: Mooney International
Exhibited compliments of Mooney International

9. Cyclone Global Navigation Satellite System

Part of NASA'S CYGNSS Hurricane Mission-Collaboration of SwRI, the University of Michigan, and NASA. Artist's rendering provided by NASA/Southwest Research Institute.

10. SX 300

Designed and developed by Ed Swearingen
Exhibited compliments of Steve Carter



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SPECIAL THANKS

MatsonCreative.com // Kemp Davis Photography // The CE Group // RK Group

*as of March 24, 2016