

Champion Spark Plug Company Proudly Presents

Aviation Mechanics' Club

1971 Membership Roster

It is my pleasure to compliment each of the National and Regional Winners of the Federal Aviation Administration Mechanics' Safety Award, especially because it qualifies them for membership in our Aviation Mechanics' Club. Membership in this select group indicates that each one has contributed to the progress of the Aviation Industry and flying safety.



R. P. Starnes Jr.

President

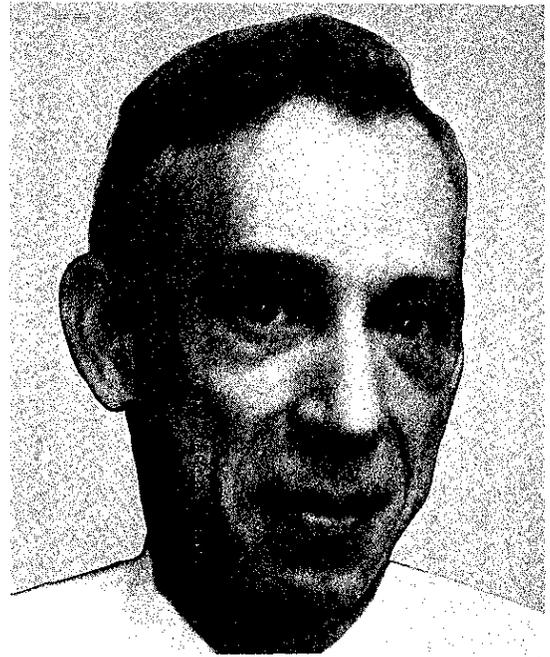
APPROVED FOR
RELEASE DATE:
24-Aug-2010

1970 Regional General Aviation Winners



James D. Connolly

Dallas Airmotive Corp.
Dallas, Texas



John R. Herman

Walston Aviation Incorporated
East Alton, Illinois

1970 Regional Air Carrier Winner



Paul E. Hilburn

American Airlines
Tulsa, Oklahoma



Ray E. Vance

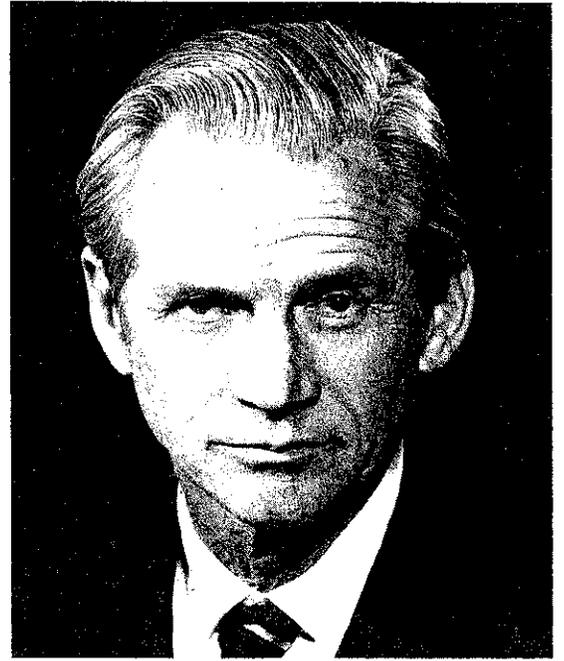
Ozark Airlines
St. Louis, Missouri

1970 Regional General Aviation Winners



Herbert C. Willford

Dana Corporation
Toledo, Ohio



Robert W. Hathaway

Santa Barbara Aviation
Goleta, California

1970 Regional Air Carrier Winners



Lowell Cullison
Allegheny Airlines
Pittsburgh, Pennsylvania



Alfred Derochea
Flying Tiger Line, Inc.
Los Angeles, Calif.

1970 Regional General Aviation Winners



Forrest R. Jones
Anchorage Helicopter Serv.
Anchorage, Alaska



Daniel K. Kahawai
Aloha Airlines, Inc.
Honolulu, Hawaii

1970 Regional Air Carrier Winners



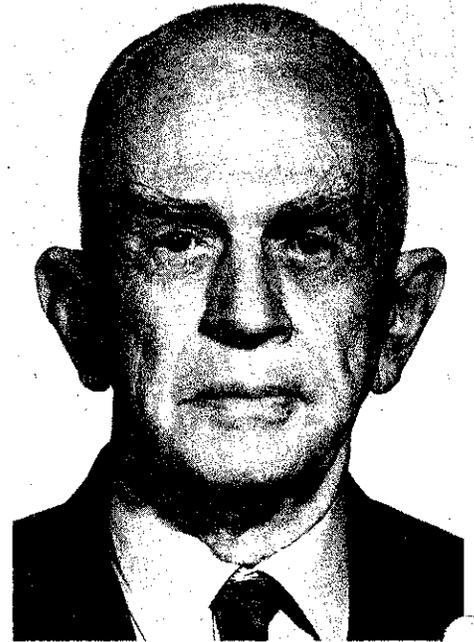
Carl G. Dincesen

Pan American
Syosset, New York



Stephen N. Novak

Wien Consolidated Airlines
Anchorage, Alaska



Edwin M. Walsh

Air Asia Company, Ltd.
Tainan, Taiwan

1969 National Winners



Harold Moss

Air Carrier

Pan American World Airways,
Jamaica, N.Y.

Mr. Moss won his award for developing Pan Am's Engine Performance Monitoring Program and working it into an effective maintenance tool. Pan Am believes that his innovations have prevented potential in-flight shutdowns and severe engine damage. Mr. Moss, who is 39 years old, has been with Pan Am since 1954, and is currently based at the Pan Am Technical Center at JFK. In his spare time he is working towards a degree in Mechanical Engineering. He and his wife live in Manhattan.



John K. Rude, Jr.

General Aviation

Pilgrim Aviation & Airlines, Inc.,
Groton, Conn.

Mr. Rude was chosen as the general aviation winner for his work at Pilgrim, which operates a commercial commuter service, a fixed base operation and flying school. Through his efforts, Pilgrim has been able to achieve an unusually high reliability record and has cited Rude's special contributions leading to significant improvements in maintenance analysis. He has been with Pilgrim since 1963. He and his family live in Waterford, Conn., close to Pilgrim's base at the Trumbull Airport in Groton.

1969 Regional Winners

General Aviation

Thomas R. Woodhouse

Spanish Fork Flying Service
Spanish Fork, Utah

V. D. Robertson, Jr.

Cutter Flying Service, Inc.
Albuquerque, N.M.

Moris M. Ono

Hawaiian Airlines, Inc.
Honolulu, Hawaii

George R. Pappas

Aircraft Rebuilders
Anchorage, Alaska

John Pritzi

Johnson Flying Service, Inc.
Missoula, Montana

Richard J. DeLano

Air South, Inc.
Atlanta, Georgia

Air Carrier

Joe C. Kanke

Flying Tiger Line
Los Angeles, California

David F. Strang, Jr.

Texas International Airlines, Inc.
Houston, Texas

Calvin K. H. Loo

Aloha Airlines, Inc.
Honolulu, Hawaii

George T. Sanoski

Wein Consolidated Airlines, Inc.
Fairbanks, Alaska

Ernest L. Hurt

Piedmont Airlines
Winston-Salem, N.C.

Joseph Griffith

American Airlines, Inc.
Tulsa, Oklahoma

Jay Reiter*

Trans World Airlines, Inc.
Los Angeles, California

Poul H. Lauridsen*

Trans World Airlines, Inc.
Los Angeles, California

* denotes team effort

1968 National Winners



W. G. Rogers

Air Carrier

Trans World Airlines Inc.,
Kansas City, Missouri

Mr. Rogers diagnosed and solved a problem on a TWA aircraft during a training flight. He corrected a rudder system lockup condition by reversing the configuration of a particular bolt. This same correction has since been made on other aircraft of this same type, helping to further increase flight safety.

Mr. Rogers has worked for Trans World Airlines for 14 years. He is married and has two daughters.



Melvin W. Longlet

General Aviation

Minnesota Mining and Manufacturing Co.,
St. Paul, Minnesota

Mr. Longlet reduced 300 pounds of jet support data—including parts catalogs, wiring diagrams and training manuals—down to four micro-film cartridges weighing only 2 ounces. This weight reduction enables this technical data to be carried in the plane for use wherever and whenever it is needed.

Mr. Longlet has been with the 3M Company for 19 years. He is married and is the father of three sons.

1968 Regional Winners

General Aviation

C. G. Walston

Anchorage Propeller Service
Anchorage, Alaska

Andrew M. Caserio

Aloha Airlines
Honolulu, Hawaii

James W. Delahoussaye

Paul Fournet Services
Lafayette, Louisiana

Kenneth W. Reichel

Jones and Laughlin Steel
Pittsburgh, Pennsylvania

Jesse G. Maxwell

Delta Beechcraft, Inc.
Memphis, Tennessee

Earl Severns

Robertson Aircraft
Bellevue, Washington

Air Carrier

Hilburn L. Rodgers

United Air Lines
San Francisco, Calif.

Charles Say

Hawaiian Airlines
Honolulu, Hawaii

William M. Ziegler

American Airlines
Tulsa, Oklahoma

Andrew B. Perras

Eastern Airlines
Miami, Florida

Bernard L. Sherwood

Wien Consolidated Airlines
Fairbanks, Alaska

Lawrence Londerman

Pan American World Airways
Miami, Florida

Willard Knight

Braniff Airways
Dallas, Texas

1967 National Winners



Robert M. Garmon

General Aviation

Des Moines Flying Service Des Moines, Iowa

Mr. Garmon developed a procedure for improving the reliability of portable air data testing equipment used to test altimeters and static systems in aircraft. He improved this data equipment by first establishing the elevation and barometric pressure of his hangar. Using these facts, he could then validate the accuracy of his portable air data tester before using it to test an aircraft system.

Mr. Garmon has been involved in aviation for 20 years, and has been lead inspector for Des Moines Flying Service since 1960. He is married and has two children.



L. Dean Webster

Air Carrier

United Air Lines Engineering and Maintenance Base
San Francisco, California

Mr. Webster developed a means of inspecting blade locks of the sixth stage compressor of the Pratt & Whitney JT8E turbine engine. Ordinarily, this inspection procedure involves major engine disassembly requiring 25 man-hours of labor. Mr. Webster's device—a high intensity flexible fiber optic light rod with a magnifying mirror at one end—eliminates this problem by exposing compressor component when it is inserted in the air bleed manifold from outside the engine.

1967 Regional Winners

General Aviation

Creston L. Tysdal

Petroleum Helicopters, Inc.
Lafayette, Louisiana

Daniel D. Grecco

Amphibians, Pearson Airpark
Vancouver, Washington

William G. Palmer*

Page Aircraft Maintenance, Inc.
Fort Rucker, Alabama

Ira McCord*

Page Aircraft Maintenance, Inc.
Fort Rucker, Alabama

Clarion P. Young

Air Service Corporation
Honolulu, Hawaii

Donald Griffith

Queen City Flying Service
Cincinnati, Ohio

H. Stan Halvarson

Wien Alaska Airlines
Fairbanks, Alaska

Air Carrier

Maxcell M. Renfro

Trans Texas Airways
Houston, Texas

Robert H. Cook

National Airlines, Inc.
Miami, Florida

William Bridges*

Ozark Airlines, Inc.
St. Louis, Missouri

James Morris*

Ozark Airlines, Inc.
St. Louis, Missouri

Philip A. Akai *

Aloha Airlines, Inc.
Honolulu, Hawaii

Calvin K. H. Loo*

Aloha Airlines, Inc.
Honolulu, Hawaii

Franklin E. Robison

Pan American Airways
Jamaica, New York

R. Neil Smythe

American Airlines, Inc.
Tulsa, Oklahoma

Harry Durgeloh

Northern Consolidated Airlines
Anchorage, Alaska

* denotes team effort

1966 National Winners

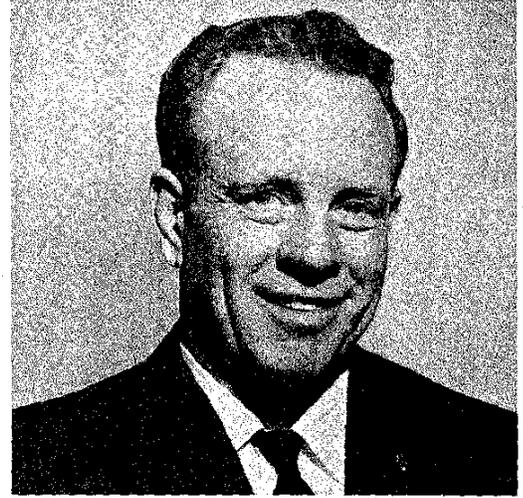


Forrest L. Stolzer

General Aviation

Central Flying Service Little Rock, Arkansas

Stolzer designed, built and tested a device to insure positive use of reverse thrust controls on twin-engine turbo-prop aircraft. His device locks the reverse thrust feature out of use unless the propeller controls are in full forward high RPM position. This insures uniform thrust from both engines and better directional control of the aircraft during deceleration while landing.



Winifred R. Gilliland

Air Carrier

American Airlines Tulsa, Oklahoma

Mr. Gilliland's research revealed that the pitch trim motor controlling the horizontal stabilizer on Boeing 727 jets became inoperative when electrical separations occurred between the clutch slip rings and brushes. Mr. Gilliland revised shop testing procedures to include a resistance test to assure that these parts are within tolerance before installation on the aircraft.

1966 Regional Winners

General Aviation

George M. Brown
Blue Mountain Aviation
Walla Walla, Washington

Ronald J. Clare
Livingston Copters, Inc.
Juneau, Alaska

Claude Evans
Michigan/Wisconsin Pipe Line Co.
Detroit, Michigan

Donald Merkison*
Golden Isles Aviation, Inc.
St. Simons Island, Georgia

Milford R. Miner*
Golden Isles Aviation, Inc.
St. Simons Island, Georgia

Jack W. Pell
Helicopter Patrol
Bridgeport, West Virginia

Air Carrier

Edwin Brown
Pan American World Airways
Jamaica, New York

Winfield W. Brownlow
Western Airlines
Los Angeles, California

James D. Hunnicutt*
National Airlines
Miami, Florida

Raymond E. Kosanke
Trans World Airlines
Los Angeles, California

Paul J. Langham*
National Airlines
Miami, Florida

Charles G. Mott
Trans-Texas Airways
Houston, Texas

Don Neal
Alaska Coastal Airlines
Juneau, Alaska

Ismael C. Omandam
Hickam Air Force Base
Aiea Oahu, Hawaii

* denotes team effort

1965 National Winners



Alfred L. James

General Aviation
Alaska Helicopters, Inc.
Anchorage, Alaska

om.
Mr. James developed and improved winterizing methods for the Bell 47B-2 helicopter and made it possible to safely operate the helicopter without hangar facilities in temperatures as low as minus 40 degrees.



Harold Priest

Air Carrier
West Coast Air Lines
Seattle, Washington

Mr. Priest developed a plate-seal combination which prevents moisture from entering and freezing in the fuel trimmer actuator case of the Rolls-Royce Dart turbo-prop engine.

1965 Regional Winners

General Aviation

William Cravens
Ice Flying Service
Pierre, South Dakota

William O. Doeppe
Holladay-Aero, Inc.
Richmond, Virginia

Otis L. Hale
Skytravel, Inc.
Little Rock, Arkansas

Kenneth Matsuda
Aloha Airlines Repair Station, Inc.
Honolulu, Hawaii

Milford R. Miner
Golden Isles Aviation
St. Simons Island, Georgia

Joseph S. Wischler
Mercury Aviation, Inc.
Phoenix, Arizona

Air Carrier

J. E. Antonich *
Trans-World Airlines, Inc.
Kansas City, Missouri

Rex Cavanaugh, Jr.
Trans-Texas Airways
Houston, Texas

P. V. Comer *
Trans-World Airlines, Inc.
Kansas City, Missouri

Frank P. Falacara *
Pan-American Airways, Inc.
Jamaica, N. Y.

John E. Gregalot
Eastern Airlines, Inc.
Miami, Florida

Raymond R. Kupchik *
Pan-American Airways, Inc.
Jamaica, N. Y.

Calvin K. H. Loo
Aloha Airlines, Inc.
Honolulu, Hawaii

C. L. Sparks
American Airlines, Inc.
Tulsa, Oklahoma

Howard T. Weed
Alaska Coastal-Ellis Airlines
Juneau, Alaska

* denotes team effort

1964 National Winners



Harry A. Palmer

General Aviation
Champs Aviation
Midland, Texas

Mr. Palmer devised a rework to the fuel strainer valve on a Cessna aircraft to prevent fuel leakage into the lower fuselage area. This contribution assisted owners of the type aircraft until the manufacturer issued a redesigned valve.



J. R. Schneider

Air Carrier
American Airlines, Inc.
Tulsa, Oklahoma

Mr. Schneider devised a position test to present an unattenuated signal from being inadvertently received by the automatic pilot from the Air Data Sensor during the automatic landing approach of a Boeing 707 and L 188 aircraft.

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1964 Regional Winners

General Aviation

Joseph B. Lucchese

General Electric Corp.
White Plains, N.Y.

Herman Meinsen

Pinellas Aircraft, Inc.
St. Petersburg, Fla.

Wesley L. Stoddard

Stoddard Aero Service
Anchorage, Alaska

Robert S. Whittinghill

Dept. of Public Instruction
Honolulu, Hawaii

Harold Williamson

Capital Aviation
Springfield, Illinois

Joseph S. Wischler

Phoenix Aviation Co.
Phoenix, Arizona

Air Carrier

David C. Beagle

United Air Lines, Inc.
San Francisco, Calif.

Joseph R. Brisebois

Trans-World Airlines, Inc.
Jamaica, N.Y.

Robert T. Quinney

Alaska Coastal-Ellis Airlines
Juneau, Alaska

John Jamgochian

National Airlines, Inc.
Miami, Fla.

Calvin K. H. Loo

Aloha Airlines, Inc.
Honolulu, Hawaii

Edward J. Lubojacky

Trans-Texas Airways, Inc.
Houston, Texas

1963 National Winners



Norton G. Stubblefield
General Aviation
Morrison-Knudson Co., Inc.
Boise, Idaho

Mr. Stubblefield devised, constructed and installed a new vacuum system for the Beech 65 aircraft to prevent foreign matter from defeating the system and consequent loss of certain vacuum instruments in flight.



John Motta
Air Carrier
Trans-World Airlines, Inc.
Los Angeles, Calif.

Mr. Motta revised generator installation on jet airplanes to eliminate malfunctions and potential fire hazards.

1963 Regional Winners

General Aviation

Andrew M. Caserio

Aloha Airlines, Inc.
Honolulu, Hawaii

Wesley K. Landes

Airglas Engineering
Anchorage, Alaska

Ray Montgomery

Capital Airways
Nashville, Tenn.

Erwin Schwarzkopf

Lincoln Aviation Institute, Inc.
Lincoln, Nebraska

Edward J. Swearingen, Jr.

Self Employed
San Antonio, Texas

George R. Williams

American Can Co.
White Plains, N.Y.

Air Carrier

Dudley Baker

Pan American World Airways
Jamaica, N.Y.

Edward Baranow

Northeast Airlines, Inc.
East Boston, Mass.

James Chenoweth

Hawaiian Airlines, Inc.
Honolulu, Hawaii

Walter Hargraves

Pan American World Airways
Jamaica, N.Y.

J. R. Hollen

Eastern Airlines, Inc.
Miami, Florida

G. B. Kay

United Airlines, Inc.
San Francisco, Calif.

Robert E. Lilly

Northern Consolidated Airlines
Anchorage, Alaska

Donald L. Perkins

Trans Texas Airways
Houston, Texas

Edward Rozmenoski

Northern Consolidated Airlines
Anchorage, Alaska



The Champion Aviation Mechanics' Club is a national honorary organization conceived and sponsored by Champion Spark Plug Company in cooperation with the Maintenance Division, Flight Standards Service of the Federal Aviation Administration. Its purposes are to recognize the outstanding contributions of a select group, the national and regional winners of the annual FAA Mechanics Safety Award, and to perpetuate the spirit of achievement that led to their nomination.

Membership is limited solely to these winners, and neither requires nor implies endorsement of the sponsor's products. Since the club exists as an honorary group, it has no dues, officers or formal meetings.

Administered by the AVIATION DEPARTMENT CHAMPION SPARK PLUG COMPANY, BOX 910, TOLEDO, OHIO 43601

Printed in U.S.A.