

AHOF Hosts 38th Annual Induction Dinner

Four Pioneers Inducted into the NJ Aviation Hall of Fame

The Aviation Hall of Fame and Museum of NJ held their 38th Annual Hall of Fame Induction Dinner on May 11, 2011 at The Fiesta Ballroom.

Dinner chairpersons were Frederick P. Alimonti and W. Timothy McSwain.

The program began with the presentation of Colors by the Civil Air Patrol, Teterboro Squadron. The invocation was given by Pastor Timothy Barnes, Living World Church, West Milford, NJ.

The AHOF Distinguished Service Awards were presented to John Maene and Edwin Havens. The Fred L. Wehran Aviation Achievement Award was presented to Charles H. Howard.

A video representing recent Wings and Wheels Expos was presented by Fritz Rethage.



Rudy F. Steinthal (c) presenting the Distinguished Service Awards to Edwin Havens (L) and John Maene (r).



Carol Wehran Greene presenting the Fred L. Wehran Aviation Achievement Award to Charles H. Howard.

The following were honored with induction into the Aviation Hall of Fame:



Accepting this honor was Howard Levy's friend Glenn Stott.

Howard Levy

A longtime resident of Freehold, Howard Levy is arguably one of the most prolific aviation photographers in history.



Levy sold his first picture of an airplane in 1937 when he was 16. He then served as a U.S. Army Air Force photographer during World War II in Africa, the Middle East, Sicily, Italy and India.

Between the late 1930s and his death in 2010, Levy created over 245,000 images of flying vehicles of every type around the world.

He particularly sought out one-of-a-kind aircraft and the extreme rarity of some of his subject matter, along with the exceptional quality of all of his work, was probably most responsible for the Smithsonian's National Air & Space Museum posthumously acquiring his entire collection.

In addition to being a professional photo-journalist, Levy was a writer for a myriad of aviation publications such as Flying, Business and Commercial Aviation, Sport Aviation, Sport Pilot, Smithsonian Air & Space, AOPA Pilot, Private Pilot, Kit-Planes, Professional Pilot, Jane's, Air Progress and a number of European publications.

He also spent 25 years as an Assistant Editor for Look Magazine. During his 72 year career he photographed and interviewed individuals like Amelia Earhart, Howard Hughes, Igor Sikorsky, Jimmy Doolittle and Stanley Hiller.

Levy was a founding member of the American Aviation Historical Society as well as the Aviation/Space Writers Association. In 2003 he received a very well deserved Lifetime Achievement Award from the International Society for Aviation Photography.

William L. Mack

A resident of Upper Saddle River, Bill Mack's passion for aviation began with a childhood sightseeing ride aboard the original Goodyear Blimp in the 1930s and watching Pan Am Clippers at La Guardia Airport.

Mack was inducted into the Navy in 1942. He spent



time in a combat zone as a mechanic/gunner on the carrier Saratoga. After a stint as an aircraft mechanic in Okinawa, Mack entered the USN flight training program to become a Naval Aviator. Unfortunately, the war ended before he could earn his wings.

In the post-war years, Mack worked as a mechanic for American Overseas Airlines, but in 1948 he was able to join a squadron of the New York Air Guard and became an Air Force Aviator in 1952, flying F-51's.

In civilian life, Mack worked with the Federal Telephone Laboratory flying missions that eventually led to the development of Tactical Air Navigation.

During the 1950s and 1960s, he flew as a corporate pilot for Cluett Peabody, Amoco and finally National Distillers where he spent 31 years and rose to Chief Pilot.

He is perhaps best known as the commander of the record-setting Gulfstream 3 flight, which set a new Round the World speed record of 47 hours flying from Teterboro.

Though he retired in 1991, Mack is still active in aviation working on avionics designed to meter oxygen loss during aircraft depressurization.

During his career, Mack has also won awards from the FAA, NAA and NBAA and was a long time member of the Teterboro User's Group (TUG.)

Dr. Joseph E. Salvatore

A resident of Cape May, Dr. Joseph E. Salvatore is the founder and Director of the Naval Air Station Wildwood Aviation Museum.

During the 1990s, Dr. Salvatore recognized the potential of a huge World War II Navy hangar, the largest wooden structure in the state, which was still standing at Cape May Airport in Rio Grande, New Jersey.

Despite its poor condition, including 4,400 broken windows and a 150 foot hole in the roof, he visualized what would one day become one of the Garden State's premier aviation museums.

After obtaining a large grant from the federal government, and a matching grant from the New Jersey Historic Trust, Dr. Salvatore, in 1997, commenced the immense task of restoring and re-purposing a building the size of two football fields.

Today the beautifully renewed structure is on the National Register of Historic Places and contains over 26 aircraft including a TBM Avenger, F-14 Tomcat, F-15 Eagle, A-4 Skyhawk, Mig-15 and T-33 as well as helicopters such as the Bell Huey, Cobra and Sioux.

Also included in the collection are two rare "gyrocopters," the McCulloch J-2 and the Air & Space 18.



The museum also contains a large number of interactive exhibits geared towards teaching patrons about the science of flight.

Each year Naval Air Station Wildwood sponsors many events including the "Air Fest" show, fly-ins, concerts, swing dances, Veterans ceremonies, lectures and guided tours.

Today, Dr. Salvatore's

brainchild is the largest aviation museum in New Jersey.

General

Norton A. Schwartz

Born in Toms River, NJ, General Schwartz entered the United States Air Force Academy in Colorado Springs in 1969 and graduated in 1973 with a degree in political science and international affairs.

During that time he also received his wings as an Air Force pilot and was initially posted to Clark AFB in the Philippines as a C-130E Hercules aircraft commander with the 776th Tactical Airlift Squadron.

After a period of further education at Central Michigan



University and the Armed Forces Staff College, Schwartz was made commander of the 36th Tactical Airlift Squadron at McChord AFB in Washington in 1986. In 1988 he entered the National War College and graduated the following year.

Increasingly important positions followed in quick succession over the following 20 years including, among others: Director of Plans and Policy, Special Operations Command Europe; Commander, 16th Special Operations Wing; Commander, Special Operations Command, Pacific; Director of Strategic Planning, Headquarters U.S. Air Force, Washington, D.C.; Commander, Alaskan Command; and Commander of the U.S. Transportation Command.

In 2008, twelve years after he was first promoted to flag rank and three years after becoming a four-star General, Schwartz was awarded his present position as Chief of Staff of the Air Force.

General Schwartz has earned 23 awards and decorations during his USAF career including both the Air Force and Defense Distinguished Service Medals.

He is also a command pilot with over 4,400 hours in 11 different Air Force aircraft types. ###