



THE WINGS CLUB

www.wingsclub.org
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Winter 2010/2011

NEWS

New Home for The Wings Club

Effective December 10, 2010, The Wings Club moved into its new home in the MetLife Building, formerly known as the Pan Am Building. A tastefully appointed 2,285 square-foot space on the lobby level, Suite # 176 houses a Board Room, administrative space, kitchenette and a hotelling area.

The space was first used for the December meeting of The Executive Committee of the Board and was formally dedicated at the January 2011 meeting of the Board of Governors.

In addition to the historical aviation significance of our new home, the layout enables us to showcase numerous pieces of the Club's art collection, that has been in storage since 2002. A walk around the Board Room and offices is like a lesson in the history of our industry. Particularly compelling is the set of 8 cloud paintings by Eric Sloane, including the 12 foot painting that hung in the lobby at 52 Vanderbilt Avenue, which now bedecks the media wall in the Board Room. There is also a set of 6 paintings of fighter planes by Clayton Knight that were in the dining room at 52 Vanderbilt and 12 paintings and prints by John McCoy.



The Board Room on 1/20/11

Securing a permanent home for the Club was an important goal of former Club President Dave Barger's tenure. The initial effort was led by long-time friend and Board of Governors member, PANYNJ Director of Aviation, Bill DeCota.

We invite each of you to visit the new offices at your earliest opportunity.



Select Clayton Knight paintings



Front Entrance of the Club





THE WINGS CLUB

A Message From The President



February 2011

Dear Wings Club Members:

2010 was a record-breaking year for the Wings Club. We continued to host an outstanding luncheon series and since September we have had four sold out Luncheons in succession. Throughout the year the speakers in New York have been:

- Gary Kelly, President & CEO Southwest Airlines
- W. James McNerney, Jr., Chairman, President & CEO, The Boeing Company
- Alan Mulally, President & CEO, Ford Motor Company
- James M. Guyette, President & CEO, Rolls-Royce, North America
- Randy Babbitt, FAA Administrator
- Bruce Nobles, President & CEO, Air Jamaica Limited
- Bill Flynn, President & CEO, Atlas Air
- Glenn Tilton, Chairman & CEO, United Airlines

Governor Tom Ridge, CEO of Ridge Global, LLC, gave the "Sight" Lecture presentation on the application of Risk Management in addressing security issues. We are in the process of printing his remarks to send to each of you as a token. We kicked off our 2011 series with another sold out event featuring Willie Walsh of British Airways as our January speaker. In February, we are honored to have Tony Tyler, Chief Executive of Cathay Pacific join our series.

We also held two successful European luncheons in 2010. In March, at our event in Dublin, Christoph Mueller, CEO of Aer Lingus, was our guest speaker. We also held a luncheon in Geneva in May featuring Eric Connor, CEO of NetJets Europe.

We are planning a fifth visit to Dublin on March 9, 2011 with Tony Davis, CEO of Tiger Airways, and a second Geneva Luncheon on May 18 with John Rosanvallon, President and CEO of Dassault Falcon Jet.

The October Dinner-Dance was a sell out with a record-breaking 1,200 attendees and a Silent Auction that brought in more than \$170,000 in receipts, helping to fund our college scholarship program. We honored Allan McArtor with the Distinguished Achievement Award, five students with \$5,000 scholarships and donated \$10,000 to The William R. DeCota Scholarship Fund in memory of our former Officer and Board Member. Thank you to everyone who attended and to our Club Management Team for making the evening memorable.

We are in the process of finalizing this year's membership directory. I want to thank all who updated your records so that this edition will be as accurate as possible. You should receive your copy shortly.

This year we've added 20 new Corporate Members to the Club. As our membership continues to grow, we are thrilled to have relocated our offices to the MetLife Building at Grand Central Station. We officially moved in on December 10. I encourage everyone to stop by and visit the new space. In this issue you'll find out more about how you can use the Club for your business needs.

I wish you all the best for a happy and healthy 2011.

Warm regards,

C. Jeffrey Knittel
President
The Wings Club



HIGHLIGHTS FROM WINGS CLUB EVENTS

SEE WHAT YOU MISSED



SEPTEMBER



September 15, 2010

Alan Mulally, Chairman & CEO
Ford Motor Company

Returning to the Wings Club for the first time since he left his 37 year career at Boeing to join Ford, Mulally took the opportunity to draw parallels between Boeing and Ford and between the car and aviation business, remarking there was a “striking similarity.” He noted that Ford and Boeing are two iconic American companies with the founders’ names still in the company name and still perpetuating their original vision; both companies pioneered new tools and technology with the goal of safe and efficient transportation. Further reinforcing the point of pioneering new technology, Ford provided a new Lincoln MKZ Hybrid for the door prize drawing!

NOVEMBER



November 11, 2010

W. James McNerney, Jr., Chairman, President & CEO
The Boeing Company

On the occasion of Veteran’s Day, McNerney opened his remarks by thanking the veterans and those currently serving for their service and the courage they display in the protection of others, observing that the position of the US as a world power is a tribute to the achievements and courage of the US armed forces. Continuing on the topic of courage, he reminded the audience of the great attraction of aviation and aerospace, noting “while it may sound immodest, we do the impossible, at least what others may consider impossible.” “Innovation in our industry, particularly game-changing innovation, is not for the faint of heart. The courage to innovate is the thread that ties the history of aerospace to the future,” he concluded.

DECEMBER



December 15, 2010

Gary Kelly, President & CEO
Southwest Airlines

Speaking for the third consecutive year at the December Holiday luncheon, Kelly remarked that Christmas is a time to celebrate and celebrate is what Southwest would do. “It was a tough decade for the domestic airline business excluding Southwest Airlines,” Kelly stated. While the rest of the industry shrank, Southwest was setting records. Two hundred planes were added to the fleet, increasing capacity by 58%, ASM’s were up 63%, the annual revenue doubled and 12 cities were added to the route system. By way of explanation he noted that Southwest historically takes the road less traveled. He then went on to enumerate the tactics used to affect the record decade of growth.

JANUARY



January 20, 2011

Willie Walsh, Chief Operating Officer
International Airlines Group (British Airways/Iberia)

Speaking on his last day as the CEO of British Airways, Walsh commented that it was a historic day, “ninety minutes ago shares in British Airways stopped trading on the New York Stock Exchange.” He continued that the company was winding down, looking forward to tomorrow and the creation of a new company, the International Airlines Group which would start trading on the London and Spanish Stock exchanges effective Monday morning. “The completion of the merger is the pinnacle of a 12 year relationship between British Airways and Iberia. We have been working together for a significant amount of time and I am delighted I get the opportunity to lead the new company as its first Chief Executive. “





THE WINGS CLUB CANDIDS

SEPTEMBER LUNCHEON



Jeff Davis, Dorothee Miller, John Fitzpatrick, Sharon DeVivo, Henk Guitjens



Gary Spulak, Joe Leonard, Bruce Whitman, James Jacobs



Randall Greene, Ken Gazzola, Carol Hallett, Peter Fleiss, Ron Dunsky



Alan Mulally, Roland Kusters, Jeffrey Knittel



*Head Table: Seated: Carol Hallett, David McKay, Jeffrey Knittel, Alan Mulally, Allan McArtor
Standing: Joe Leonard, Thomas Fitzsimmons, Ken Gazzola, Bruce Whitman*



NOVEMBER LUNCHEON



Thomas Fitzsimmons, David Hurley, Jeff Knittel, Ken Gazzola, Tom Downey



Rick Hale, Karen Berg, Larry Stockel, Jennifer Clay, John Lampl



*Allison Schifini, Keith Baskett,
Jen Adler*



*Jeff Knittel and W. James
McNerney, Jr.*



*Marc Allinson, Jennifer Payne, Jack Byrne, Elle Haworth,
Bruce McClelland, John Morabito*



THE WINGS CLUB CANDIDS

DECEMBER LUNCHEON



Dawn Foster, Tammy Romo, Dara Schmidt, Dorothy Carpender, David Richardson, Ronda Montaque, Julie Hidebrand



Gary Scott, Gavin Sweitzer, Mark Schulte, Carol Hallett, Gary Kelly



Tolu Adeleye, James Guiliano, Mary Canty, Richard Fair, Henri Courpron, Nicholas Tomassetti



Gary Kelly and Jeff Knittel



Embry-Riddle Aeronautical University students and staff members.



JANUARY LUNCHEON



Cian Dooley, Irma Krueger, Dawn Foster, Boris Dolgones



Vaughn College Students with Dave Barger, Willie Walsh & Jeff Knittel



*Jeff Knittel, Willie Walsh,
Candice Kimmel,
Harris Herman*



*Diane Quinn, Kate McGinnes,
Elaine Prishy*



*Seated: Bill Flynn, Bruce Whitman, Simon Talling-Smith, Jeff Knittel, Willie Walsh,
Barry Eccleston, David McKay, John Slattery
Standing: Ken Gazzola, Gary Scott, Jeff Foland, Tom Fitzsimmons*



2010-2011 BOARD MEMBERS

Ian Aitken

International Aero Engines

Jim Albaugh

Boeing Commercial Airplane Co.

Susan M. Baer

The Port Authority of NY & NJ

David Barger

JetBlue Airways

Henri Courpron

Seabury Aerospace

Marlin Dailey

Boeing Commercial Airplane Co.

Barry Eccleston

Airbus Americas, Inc.

Thomas Fitzsimmons

Gama Aviation, Inc.

William J. Flynn

Atlas Air Worldwide Holdings

Jeffrey Foland

United Airlines

Robert Fornaro

AirTran Airways

Randall Greene

Safe Flight Instrument Corp.

Henry A. Hubschman

GECAS

Robert Isom

US Airways

Jim Jacobs

JWJ, LLC

Mary Ellen S. Jones

The Engine Alliance

Todd Kallman

Pratt & Whitney

C. Jeffrey Knittel

CIT Transportation Finance

Gary Krauthamer

Krauthamer & Associates

Marshall Larsen

Goodrich Corp.

Kevin McAllister

GE Aviation

David L. McKay

U.S. Aviation Underwriters

James R. Parker

FedEx Express

Jack J. Pelton

Cessna Aircraft Co.

John Plueger

Air Lease Corporation

John G. Rosanvallon

Dassault Falcon Jet Corp.

Zane Rowe

United Airlines

Gary Scott

Bombardier Aerospace

Gary Spulak

Embraer Aircraft Holdings, Inc.

David P. Storch

AAR Corp.

Greg Thomas

PrivatAir

Bruce Whitman

FlightSafety International

Laura Wright

Southwest Airlines

The Wings Club is Pleased to Welcome its Additional 2010 Corporate Members

Corporate Members are recognized in appreciation of their significant contributions to the aviation industry. Through Wings Club corporate membership these firms support the ideals and mission of the Club and concurrently extend the full benefits of club membership to a select group of their executives. They join the 65 Corporate Members that have joined since 2005.

AAR Corp.

Air Lease Corporation

Apollo Aviation

Atlas Air Holdings

Bank of America Merrill Lynch

BBA Aviation

CAE Inc.

Citigroup Global Markets

CFM

The Engine Alliance

Gama Group Ltd

Hexcel Corporation

International Aero Engines

Maples and Calder

Mitsubishi Aircraft

NYAMA

Sete Aviation

SR Technics

Universal Weather and Aviation

UPS Airlines

SAVE THE DATE

Dublin Luncheon

March 9, 2011

12:45 PM

Four Seasons Hotel

Annual Meeting

March 30, 2011

6:00 PM

The Yale Club

The March Luncheon

March 31, 2011

11:45 AM

The Yale Club

The April Luncheon

April 21, 2011

11:45 AM

The Yale Club

The May Luncheon

"Sight" Lecture

May 25, 2011

11:45 AM

The Yale Club



Distinguished Achievement Profile Series

DATE: 1978**William A. Paterson (1899-1980)**

“Pat” Paterson was born in Oahu, Hawaii on a sugar plantation; when he was 13 his widowed mother moved to San Francisco leaving him in the care of an aunt. Unhappy at the Honolulu Military Academy he worked his passage on a ship to San Francisco where he enrolled in high school; however, instead of graduating he got a job as an office boy at the Wells Fargo bank where his demonstrated ability with figures led to promotions to teller and then as assistant to the vice president responsible for new business loans; it was during this period he attended night school for a number of years to finish his education.

On one occasion, alone in the office during the lunch break, a customer came in looking for a loan; hesitantly he mentioned he wanted \$5,000 to recover an engine from an aircraft that had crashed in San Francisco Bay. The customer was Van Gorst, founder and president of Pacific Air Transport, based at Crissy Airfield, which was established by the U.S. Army in 1919. Its buildings in the Spanish Colonial Style are now part of the Presidio and a National Historic Landmark. Patterson convinced Van Gorst that the salt water had probably ruined the engine, then after visiting the company’s small base, approved the loan anyway. Patterson’s boss was not amused and warned him to stay close until the bank got its money back.

Intrigued with the airline’s operation, Patterson continued to hang around giving financial advice which eventually persuaded Gorst to sell the company to Boeing Air Transport. BAT’s president, Phillip Johnson was impressed with Patterson’s business acumen; 16 months after moving to Seattle in 1929 he was promoted to assistant secretary of Pacific Air Transport as part of the Boeing group. After Boeing’s traffic manager suggested a nurse be part of the flight crew, Patterson, with the support of his wife, ignored the protests of the pilots and hired eight nurses, founding the new profession of flight attendant.

In 1931 Boeing Air Transport and three other airlines merged into United Airlines, which acted as the management company to the four operating airlines

with Patterson moving to Chicago as general manager. On February 9, 1934, the government cancelled all air mail contracts and gave the responsibility to U.S. Army pilots. Not being experienced in severe winter flying, a dozen pilots lost their lives and President Roosevelt called for new bids on the air mail contracts, barring certain companies whose behavior triggered the initial cancellation; their officials were also barred from the airline industry for five years. Of the group, only United Airlines was qualified to bid and with the departure of Philip Johnson, Patterson found himself in 1934 the president of UAL at the age of 34.

He was faced with major challenges; bidding anew on the mail contracts, recoup losses from the cancelled mail contracts, and expand the passenger and cargo operations, which meant costly new aircraft and introducing new in-flight services to attract passengers. A first was an airline flight kitchen with better-tasting meals packed in thermal containers. With a number of other airlines, UAL partly financed development of the unpressurised Douglas DC-4; with four engines it could safely clear the highest mountains in the contiguous states. Patterson had one of its B-247 obsolescent aircraft equipped as an autopilot laboratory; likewise a DC-3 did in-flight tests of C-band radar to detect thunderstorms. The result was UAL was the first airline to have all of its aircraft equipped with radar. Patterson established an expanded medical department which covered non-flight employees besides flight crews; for his contribution to aviation medicine, he received in 1966 the Airline Medical Directors Association Award.

In the 1950s Patterson set up a jet committee to study a paper jet operation, this was followed by a \$175 million order for 30 domestic versions of the DC-8 on October 25, 1955 and first delivery on May 29, 1959.

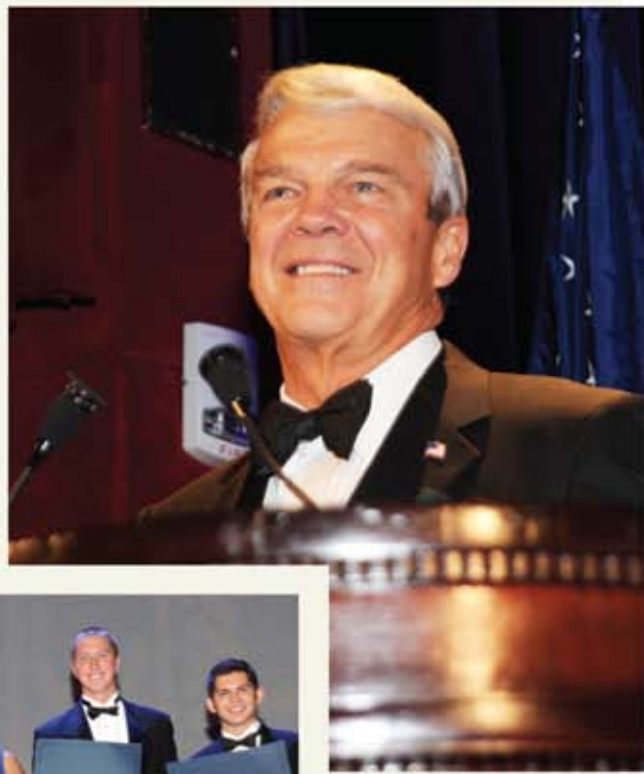
On June 1, 1961 he formalized the merger of Capital Airlines into UAL creating at that time the largest U.S. airline. Just prior to his retiring in 1966 as CEO and chairman of the board after 32 years with the airline, he placed a \$750 million order for 119 aircraft of various models.





THE WINGS CLUB DINNER DANCE







THE WINGS CLUB DINNER DANCE







THE WINGS CLUB DINNER DANCE



NEW MEMBERS

(May 2010 – January 2011)

Ali Ahmed Al Nagbi
MEBAA

Philip J. Anson
Aviation Group

Jack Arehart
AAR Corp.

Eric Bachelet
CFM International

Marc Baer
Air Lease Corporation

Katerina Barilov
Hawker Beechcraft

Rick Barr
UPS Airlines

David Berges
Hexcel Corp.

Peg Billson
BBA Aviation

Bill Blair
The Engine Alliance

Thomas Bliemel
Citigroup Global Markets

John Brogan
USAIG

Jeffrey Bruno
Global Aerospace

Stanley Buchesky
The McGraw-Hill Companies

Gerry Butter
Apollo Aviation Group

Raymond Caldiero
Northwest Airlines

Liam Carney
Maples and Calder

Chaker Chahrour
CFM International

Roy Chandran
Aircastle

Russell Chew
NEXA Capital

Marc Cho
Bank of America Merrill Lynch

Bill Collins
Boeing

Kevin Crissey
UBS

Thomas Dages
Lufthansa Technik

Chris Davie
International Aero

John Dietrich
Atlas Air Holdings

David Edwards
Gama Group Ltd.

Hideo Egawa
Mitsubishi Aircraft

Paul Farrell
GreenStone Aviation

Joerg Femerling
Lufthansa Technik

Kevin Fewell
The Engine Alliance

Glenn Frederick
CAE Inc.

Martin Funk
MTU Germany

George Geanacopoulos
Global Aviation

Thomas Gibbons
Microsoft Corporation

Joost Gieskes
Aircastle

Andre Gregory
Sete Aviation

Robert Grotell
Grotell Consulting

Jim Guiliano
IAE Consulting

Greg Guillaume
Atlas Air Holdings

Joseph Gullion
KAPCO Aero

Ed Gurbacki
Citigroup Global Markets

Christine Hafner
CIT Aerospace

Charles Hale
Winner Aviation

Tom Hammoor
CFM International

William Hoffman
Apollo Aviation Group

Napo Hohn
Sete Aviation

Tom Hollahan
Citigroup Global Markets

John Holmes
AAR Corp.

Colonel Blaine Holt
USAF

Jonathan Howells
Universal Weather & Aviation

Michael Inglese
Aircastle

Ted Ingling
CFM International

Robert Isom
US Airways

Alireza Ittihadieh
Freestream Aircraft

Hitoshi Iwasa
Mitsubishi Aircraft

Jim Jacobs
JWJ LLC

Scott Johnson
SJ Partners

Warren Johnson
UPS Airlines

Ruth Kelly
GreenStone Aviation

Marwan Khalek
Gama Group Ltd.

Alex Khatibi
Air Lease Corporation

David Kinson
Sete Aviation

Adam Kokas
Atlas Air Holdings

Robert Korn
Apollo Aviation Group

John Kuehne
Seabury Group

Martin Kuehne
Seabury Group

Nancy Kyle
PHH Corporation

Robert Lavery
The Engine Alliance

Wilson Leach
AIN Publications

Joseph Lee
Int'l Consulting Services

Bob Lekites
UPS Airlines

Steven Leonard
PrimeFlight Aviation Services, Inc.

Grant Levy
Air Lease Corporation

Michael Lowman
USAIG

Michael Lypka
Seabury Group

Michael Mackonochie
Elite Flying

Camille Mariamo
CAE Inc.

Edwin Marin
USAIG

Randy Martinez
AAR Corp.

David Maughan
Maples and Calder

Michael Mayer
Jamaica Bearings Group

Mark McCloud
UPS Airlines

Michael McDonald
Piedmont Airlines

Willie McKnight
A.T. Kearney, Ltd.

Bill McShane
Sheltair

Wayne Mihailov
SR Technics

Steve Mikhlin
Marsh USA

Bill Millhaem
CFM International

Darren Millington
Gama Group Ltd.

Junichi Miyakawa
Mitsubishi Aircraft

James Moriarty
GreenStone Aviation

Ihssane Mounir
Boeing

Kevin Mulholland
Bank of America Merrill Lynch

Nollaig Murphy
Maples and Calder

Tim Myers
Boeing Capital

Luke Nelis
Skywest Airlines

Mitch Nichols
UPS Airlines

Peter Niemy
CAE Inc.

Randy Nightingale
Aircastle

Christian Novesel
Boston Consulting Group

Jim Nuse
SR Technics

Sean O'Connor
SR Technics

Stephen O'Donnell
Maples and Calder



New Members continued on page 16

NEW MEMBERS

(May 2010 – January 2011)

Continued from page 15

Marc Parent
CAE Inc.

Steve Pattison
International Aero

J. Robert Peart
Aircaster Advisor LLC

Jeff Pelch
JetBlue Airways

Jim Pennito
International Aero

Scott Phillips
Electric Media Systems, Inc.

John Poerschke
Air Lease Corporation

Simon Price
BBA Aviation

Diane Quinn
Quest Jets LLC

John Reimers
Aviation Partners Boeing

David Rimmer
ExcelAire

Jeff Roberts
CAE Inc.

Patrice Robinet
Apollo Aviation Group

Jim Romenesko
AAR Corp.

Gary Rothschild
Citigroup Global Markets

Steve Rugg
SR Technics

Douglas W. Runte
Piper Jaffray & Company

Keith Ryan
BBA Aviation

Michael Scheeringa
BBA Aviation

Art Schmidt
DAE Capital

Hugh Schoelzel
Trans World Airlines

Mylene Scholnick
Aviation Advisory

Spencer Schwartz
Atlas Air Holdings

Phillip Scruggs
ILFC

Santo Silvestro
Business Aircraft Center

Mike Skinner
AMS Aircraft

Nick Stange
Hexcel Corp.

Michael Steen
Atlas Air Holdings

James Stewart
SR Technics

David Storch
AAR Corp.

David Straus
UBS

Kim Sullivan
The Engine Alliance

Mike Sweeney
USAIG

Gavin Sweitzer
JetBlue Airways

Hirofumi Takahashi
Mitsubishi Aircraft

Suzanne Thayn
Continental Airlines

Howard Thrall
Mitsubishi Aircraft

Art Torno
American Airlines

David Van Dorn
Citigroup Global Markets

Jan Van Engelen
CAE Inc.

Ralph Vasami
Universal Weather & Aviation

Walter Visser
CAE Inc.

Edward Washecka
ERA Group

Alan Watson
Trans-Ad Outdoor Ltd.

Robert Hart Wells
Tag Aviation Holding

Tom Wells
Gama Group Ltd.

Heinz Western
DAE Capital

Mark Western
Maples and Calder

Sam White
Evergreen International Aviation, Inc.

Stephen Wright
Gama Group Ltd.

Masao Yamagami
Mitsubishi Aircraft

Philip Zhang
The World Economic Forum USA

Richard Ziskind
Omni Air International




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