

Honorary Naval

By Wendy Karppi

Two notable individuals joined an elite group of aviation luminaries in May when Corwin H. “Corky” Meyer and Harry Gann were named Honorary Naval Aviators in recognition of their lifelong contributions to Naval Aviation.

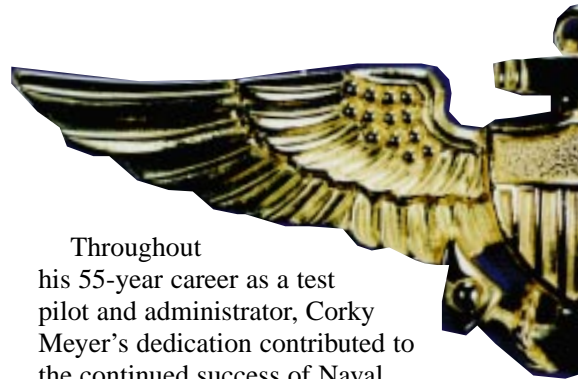
Corky Meyer became Honorary Naval Aviator No. 23 at a banquet held by the National Museum of Naval Aviation in Pensacola, Fla., on 9 May. His illustrious career began when he joined Grumman in 1942. He eventually became the project pilot for the F6F *Hellcat*, F7F *Tigercat*, F8F *Bearcat*, F9F *Panther*, XF10F *Jaguar*, F11A *Tiger* and F11F *Super Tiger*. He tested Grumman’s first jet aircraft, the XF9F-2 *Panther*, in 1947, and became the first civilian pilot to qualify aboard an aircraft carrier, *Lake Champlain* (CVS 39), in an F9F-6 *Cougar* in 1954.

In 1967, Mr. Meyer was elected vice president of the Grumman Aircraft Engineering Corporation, a role he would keep throughout several restructurings and renamings of the company. In 1969, he was named to the board of directors of the Grumman Aerospace Corporation, and then became senior vice president three years later. In 1974, Meyer became president and chief executive officer (CEO) of Grumman American, a commercial airplane subsidiary.

After retiring from Grumman in 1978, he continued his association with aviation as president and CEO of Enstrom Helicopter Corporation and Falcon Jet Corporation. He is a fellow of the Society of Experimental Test Pilots and an associate

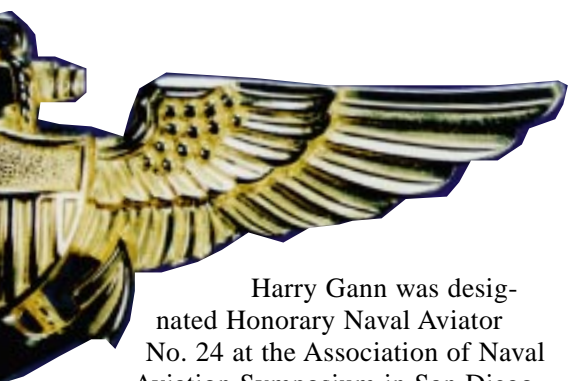
fellow of the American Institute of Aeronautics and Astronautics. He was inducted into the Carrier Aviation Test Pilots Hall of Honor at the Patriots Point Naval and Maritime Museum in Charleston, S.C., in 1995.

Throughout his 55-year career as a test pilot and administrator, Corky Meyer’s dedication contributed to the continued success of Naval Aviation.



Corwin H. Meyer

Aviators Named



Harry Gann was designated Honorary Naval Aviator No. 24 at the Association of Naval Aviation Symposium in San Diego, Calif., on 24 May. Although his

interest in aviation was piqued when he was a child, his career in aviation did not begin until after receiving a B.E. in mechanical engineering in 1950 and working at North American Aviation and two other small aircraft companies for a

few years. He joined the Douglas Aircraft Company in 1954 as a mechanical designer on control systems for the A4D *Skyhawk*, A3D *Skywarrior*, F4D *Skyray* and the F5D *Skylancer*. He was able to apply his love of photography to his work by participating in specialized air-to-air photography—first shooting flight demonstration teams that flew Douglas aircraft, such as the *Blue Angels* and the *Thunderbirds*, and later other Air Force, Navy and Marine Corps aircraft. He was named the company historian in 1989.

Mr. Gann was designated an Honorary Marine Aviator on 26 August 1975, and an Honorary *Blue Angel* on 14 December 1979. His photographic skills were recognized in 1987 when he was presented the Annual Award for Continuing Excellence in Aviation/Space Photography by the Aerofax Publishing Company.

Upon retiring from the McDonnell Douglas Corporation in 1992, Mr. Gann took on the enormous effort of establishing the MCAS El Toro Command Museum in California, for which he served as curator until 1996 when he retired to pursue personal projects.

Mr. Gann's aerial photographs have graced the pages of numerous publications, including *Naval Aviation News*. His school-age enthusiasm for aviation combined with an interest in photography led to a lifelong pursuit of capturing Naval Aviation on film. ✈



Harry Gann