

1996 Eagles

Col Clarence E. "Bud" Anderson, USAF (Ret.)

During two combat tours in World War II, Bud Anderson flew 116 combat missions escorting bombers over Europe in the P-51 Mustang. In aerial combat, he destroyed 16 and 1/4 enemy aircraft. After the war he coauthored the book *To Fly and Fight - Memoirs of a Triple Ace*.

During his 30 years of military service, his assignments included duty as an F-86 squadron commander in post-war Korea, commander of an F-105 Wing in Okinawa and commander of the 355th Tactical Fighter Wing. He also served two tours at the Pentagon as an advance research and development planner and as Director of Operational Requirements.

A 1949 graduate of the Experimental Test Pilot School, Anderson is known for his extensive experience in flight-testing of military aircraft. He was chief of Fighter Operations at Wright-Patterson AFB, OH, and chief of Flight Test Operations and Deputy Director of Flight Test at the Air Force Flight Test Center at Edwards AFB, CA. Anderson has logged more than 7,000 flying hours in more than 100 different aircraft types in his career.

From 1972 to 1984, Anderson served as manager of the McDonnell Aircraft Company's Flight Test Facility at Edwards AFB. He was honored as an Eagle in 1996.



Henry E. "Hank" Chouteau

Hank Chouteau began his military career flying the B-26 Marauder during World War II as a member of the Army Air Corps' 587th Bomb Squadron. He continued to fly after the war with the Wyoming National Guard. The onset of the Korean War had him flying 100 sorties in the P-51 Mustang with the 12th Fighter/Bomber Squadron. He then flew over Southeast Asia in the F-5.

Chouteau graduated from the USAF Test Pilot School in Class 58A. He worked on the development of the F-89J, the first interceptor equipped with nuclear missiles; the T-38, the first supersonic trainer; A-9 ground. He flew the first flights of virtually every model of the F-5 Freedom Fighter, beginning with the YF-5A in 1963. In 1974 he made the first flight of Northrop's Lightweight Fighter, the YF-17. Later, he made the first flight of its successor, the prototype of the F-18 Hornet.

During his long association with Northrop, Chouteau advanced to Chief Test Pilot, helped develop dozens of new or modified aircraft and demonstrated flight capabilities worldwide, in more than 39 countries. He was honored as an Eagle in 1996. Chouteau passed away in April, 2014



Col Joseph F. "Joe" Cotton USAF (Ret.)

Joe Cotton entered the Army Air Corps as a Flying Cadet in 1942. After earning his wings, he waited for combat training and assignment to a fighter unit. Heavy losses in bomber units suddenly changed his assignment to that of B-17 co-pilot in North Africa.

On his first mission, his plane was shot down over the Greek Island of Corfu. Ten crew members survived the crash and spent four and a half months evading German capture. After rescue and recuperation in Italy, Cotton returned to the United States in 1944 to instruct new pilots for B-17s.

The true beginning of Cotton's test piloting career was flying the Bell RP-63A, the "flying pinball machine," being developed as a flying target for bomber crew gunnery practice. He went on to do weather testing of various aircraft, and in 1952 was graduated from the Empire Test Pilots' School in Farnborough, England.

Returning to the United States, Cotton headed a unit that put the B-58 through final testing for the Strategic Air Command. In 1962, he became the Air Force Chief Test Pilot on the XB-70 at Edwards AFB. He flew the first flight and remained with the project through the last flight of the Development Test and Evaluation program.

Cotton retired from the Air Force in 1968 with 11,580 hours piloting some 76 types and models of military aircraft. He was honored as an Eagle in 1996.



Brig. Gen. Frank K. "Pete" Everest, USAF (Ret.)

After flying 161 combat missions in World War II, being shot down and held as a POW, Pete Everest returned to become a 1946 graduate of the Flight Performance School. He eventually logged over 10,000 hours in over 170 different aircraft types and models.

During his tour as a test pilot, Everest established an unofficial and unannounced world's altitude record of

73,000 feet in the Bell X-1. During one of his 10 flights in the X-1 he inadvertently became the first pilot to be saved by the T-1 pressure suit when the canopy cracked during a test above 63,000 feet. In 1951, the X-1D blew up with Everest in the cockpit. He jumped into the bomb bay of the B-29, which jettisoned the burning rocket plane. In 1953, Everest set a new world speed record of 755.15 mph in the YF-100A. It was the last world absolute speed record to be set at low altitude.

Everest may be best known for his test flights in the X-2. He flew the first powered flight in 1955 and by the following year had flown it to a record-breaking Mach 2.87. He was the pilot on eight of the 13 powered flights of the X-2.

During his Air Force career, Everest served as director of Aerospace Safety, director of Operations for Test and Evaluation in the Department of Defense, and commander of Aerospace Rescue and Recovery. After retirement, he was chief test pilot and chief of flight operations for Sikorsky Aircraft. Everest was honored as an Eagle in 1996.



Col Jerauld "Jerry" Gentry, USAF (Ret.)

Jerry Gentry graduated from the U.S. Naval Academy and was commissioned in the U.S. Air Force in 1957. Following pilot training and upgrade to the F-100, he spent four years flying fighters in Tactical Air Command. After graduating from the Aerospace Research Test Pilot School in 1964, he spent seven years at the Air Force Flight Test Center at Edwards AFB in a variety of flight test activities. He performed first flight and tests of an extensively IR-suppressed F-104. Later, he did the RF-4C performance and stability control tests, F-4C systems evaluation and wet runway tests, F-4D flight control tests and F-4E stability, control and spin tests involving 234 departures and 102 spins.

Gentry became the chief Air Force Lifting Body pilot on the joint program with NASA, flying the M2-F2 on six flights. He flew the HL-10 nine times, including the second flight and the first rocket-powered flight. Gentry was the first pilot to fly the X-24A and the first to fly the craft under rocket power. He also flew the M2-F3.

During his Air Force career, Gentry flew more than 200 combat missions in Southeast Asia and held positions as director of operations in F-15 and F-4E Tactical Fighter Wings. He was also commander of Red Flag, commander of the first operational F-16 Tactical Fighter Wing, and director of Tactical Requirements at Headquarters, USAF. He was a Fellow in the Society



of Experimental Test Pilots and was an Honoree of the Lancaster Aerospace Walk of Honor. He was honored as an Eagle in 1996. Gentry passed away in 2003.

Arthur K. "Kit" Murray

Kit Murray began his military career as a machine gunner with the 104th Cavalry in 1939. He transferred to the Army Air Corps on Dec. 8, 1947, the day after the attack on Pearl Harbor.

During World War II, Murray flew 50 combat missions in a Curtiss P-40 Warhawk in the Mediterranean Theater of Operations, which earned him a battlefield commission in North Africa.

At war's end, Murray graduated from the Flight Performance School Class 45G, and performed stability tests on the F-80 and F-84. He was also the first fighter pilot to complete air-to-air refueling from a B-29 to an XF-86. He participated in development of the J35 and J47 jet engines by making unpressurized XB-43 flights to altitudes of 43,000 feet.

In August 1954, after 13 flights in the rocket-powered X-1A, Murray flew to an unofficial altitude record of 90,440 feet becoming the first person ever to see the curvature of the earth from the fringes of space.

Murray flew test missions in many experimental aircraft, including the XF-88, XF-89, XF-90, XF-93, X-4 and X-5. Upon his retirement from the Air Force in 1961, he was a major and Chief of the X-15 Weapon Systems Project Office at Wright-Patterson AFB. He was honored as an Eagle in 1996.



Lt Col Richard G. "Dick" Rutan, USAF (Ret.)

Dick Rutan got his driver's and his pilot's license on the same day, and no one has been able to keep up with him on land or in the air ever since. Rutan joined the Air Force as soon as he graduated from high school and served 20 years as a navigator and pilot, including 325 missions in the F-100 in Vietnam - 105 of them over North Vietnam where he was rescued after being shot down in 1968.

Rutan retired from the Air Force in 1978 and became Chief Test Pilot for Rutan Aircraft Corporation in Mojave, founded by his brother, Burt Rutan flew flight test development on the Long-EZ, an aircraft in which he set speed and distance records. He was also first to fly the Beech StarshipOne and many other planes designed by Burt.

In December 1986, Rutan and Jeana Yeager departed Edwards AFB in the Voyager aircraft for an attempt to fly around the world non-stop and unrefueled. Nine days later, they landed back at Edwards AFB, having achieved "The Last First" in atmospheric aviation.

In 1997, Rutan completed his second world flight, this time as wingman for Mike Melvill. The two flew two Long-EZ aircraft that they built side-by-side over 16 years earlier. "The Spirit of EAA Friendship World Tour" gained converts to experimental aircraft during their worldwide stops.

These days, Rutan travels widely on the lecture circuit and is a consultant for many aviation companies. He is involved in the EAA's Science, Math and Technology Leadership Project. Rutan is on a mission to let students know, "You are limited only by what you can dream." Rutan was honored as an Eagle in 1996.



Louis Wellington "Lou" Schalk, Jr.



Born on May 29, 1926, in Alden, Iowa, Lou Schalk graduated from the U.S. Military Academy at West Point in 1948 and served with the 86th Fighter Bomber Wing in Germany. He later completed flight instructor's school and taught at Laredo AFB in Texas. After graduating first in his class at the Air Force Experimental Test Pilot School at Edwards AFB in 1954,

Schalk became an Air Force test pilot under Brig Gen Chuck Yeager. He conducted tests on the F-86H, F-100C, F-101A, F-102A, F-104A and flew evaluation flights on the RAF Hunter and Javelin aircraft.

Schalk joined Lockheed as an experimental test pilot in July 1957 and two years later was chosen to work closely with C. L. "Kelly" Johnson and his Lockheed "Skunk Works" team as the first A-12 Blackbird Chief Test Pilot. Schalk personally helped design the cockpit of the Blackbird.

In December 1957, he made the first flight on the first two place Mach 2 aircraft, the F-104B. In 1959, he made the first flight on the F-104G prototype, the structurally redesigned tactical version of the Starfighter. He conducted performance, stability and systems tests on the F-104G



<p>and CF-104, and structural integrity tests on the modified Lockheed Electra. By then, chief test pilot of Lockheed's "Skunk Works," Schalk made the first flight of the top secret A-12 on April 26, 1962. The existence of this first "Blackbird" would not be made public for more than two more years. Built to supersede the U-2, the A-12 was the forerunner of the YF-12A and the SR-71.</p> <p>Schalk continued to expand the envelope on the Blackbird and soared past Mach 3, and conducted stability and control, structural integrity and flutter tests on the prototypes. In 1964, he 'hung up his helmet,' and joined North American Rockwell Autonetics Division in Washington, D.C. Schalk was a Fellow in the Society of Experimental Test Pilots and an Honoree of the Lancaster Aerospace Walk of Honor. Schalk was honored as an Eagle in 1996. He passed away in 2004.</p>	
<p>Col Wendell H. "Wendy" Shawler, USAF (Ret.)</p> <p>Wendy Shawler entered the Air Force as an Aviation Cadet and flew the F-94 in the Korean War and the O-1 in Vietnam, amassing 296 combat missions and 580 hours during the two wars. He graduated from the USAF Test Pilot School in Class 56A.</p> <p>Shawler was assigned to Wright-Patterson AFB, flying systems and all-weather tests on the F-80, F-84, F-86, F-89, F-94, F-100, F-101, F-102 and F-104. Returning to Edwards AFB at Test Ops in 1963, he flew the stretch T-39 and the U-2.</p> <p>During his assignment as Director of the F-15 Joint Test Force, he became the first Air Force pilot to fly the Eagle. He was also the first Air Force pilot to be qualified in the Navy's F-14 Tomcat.</p> <p>After 27 years in the Air Force, Shawler retired in 1978 and worked for Fairchild Republic for nine years as chief experimental test pilot, director of Flight Operations and Test Site Director at Edwards AFB. He flew many of the A-10A test missions, the first flight of the YA-10B, developmental tests on the YA-10B night attack systems and experimental flights in the T-46A.</p> <p>Continuing his flight-testing activity, Shawler became Test Pilot Instructor, Deputy Director and Executive Adviser for the National Test Pilot School in Mojave, CA. He has more than 9,000 hours in 78 aircraft types, and is a Fellow and Past President of the Society of Experimental Test Pilots. He was honored as an Eagle in 1996.</p>	
<p>Max R. Stanley</p>	
<p>Col John Paul Stapp, M.D., Ph.D.</p>	
<p>Alvin S. "Al" White</p> <p>Al White was a combat fighter pilot in World War II, flying P-51s with the 355th Fighter Group in Europe. He served as Assistant Project Engineer at the Parachute Research Unit at Wright-Patterson AFB and later at El Centro. Following his graduation from the Experimental Test Pilot School in Class 52A, then-Capt. White was assigned to Flight Test Operations at the Air Force Flight Test Center at Edwards AFB.</p> <p>White was Project Pilot on the F-89D and the E-6 Fire Control System development. In his final year of active duty, he served as the Assistant Chief of Fighter Test Operations at the AFFTC.</p> <p>He joined North American Aviation in 1954 as an engineering test pilot and in 1961; he was appointed Chief Test Pilot and flew the first flights of the prototype F-100C and F-100F aircraft. White conducted the Mach 2 stores drop demonstration and zoom climb program in the F-107, and he was the Assistant Project Pilot for the X-15.</p> <p>As North American's Chief Project Pilot for the XB-70, White flew the first flights of both XB-70 aircraft, the first 2,000 mph flight, and subsequent Mach 3 exploratory flights. He flew 70 flights in the XB-70.</p> <p>After leaving North American Aviation, White became Manager of Flight Operations, Research and Development for Trans World Airlines in New York. He is a Fellow and Past President of the SETP. He was honored as an Eagle in 1996 and 2003. He passed away in 2006.</p>	
<p>Brig Gen Charles E. "Chuck" Yeager, USAF (Ret.)</p>	