

The Aero Club of Northern California

1991 Award Winner
Allen E. Paulson





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*Soviet and American Aerospace Leaders Plan Development of First Supersonic Business Jet:
V. M. Chepkin, CH, Designer, Lyulka; A. E. Paulson, CEO, Gulfstream Aerospace; M. P. Simonov, CH, Designer, Sukhoi*



EASTBOUND -- L-R John Salamankas, Allen E. Paulson, Robert Smyth, Jeff Bailey

Allen E. Paulson

The Gulfstream Aerospace Corporation, headquartered in Savannah, GA, was created by Allen E. Paulson in 1978 through the acquisition of aircraft assembly facilities originally built by Grumman Aerospace. Under Paulson's leadership the corporation has since become the world's leading designer, manufacturer and marketer of large corporate jets.

Since 1978, Gulfstream Aerospace has developed and introduced new and highly successful corporate jets; it has instituted modification programs for current and older models; and created aircraft completions and customer service support programs that have earned the respect of corporate jet owners and operators.

Gulfstream Aerospace became a subsidiary of the Chrysler Corporation, in 1985, with Paulson serving as Chairman and CEO. In March 1990, he arranged to repurchase Gulfstream -- returning it to private ownership -- with Paulson as Chairman and CEO.

Paulson's lifelong involvement in aviation began over 40 years ago, when, as a teenager, he obtained his first flight with a stunt pilot in California. By 1941, he was working as a mechanic for Trans World Airlines (TWA). After serving in the U.S. Army Air Corps where he received his initial flight training, he returned to TWA and was promoted to flight engineer. He continued his flight training under the GI Bill.

Recognizing a need for aircraft engine spare parts, Paulson began selling such parts, modified for better performance, to airline companies. In 1951, he created the first of a series of successful aviation companies devoted to modification, maintenance and eventually aircraft design and production.

One of Paulson's California companies, in the 1960's, became the leading sales distributor for the popular Learjet. Sales of his own cargo-carrying aircraft and modified prop-jet powered planes continued to increase.

Today a commercial and instrument rated jet and helicopter pilot, Paulson holds five U.S. patents as a result of his aeronautical designs. He remains actively associated with his company's engineering development and test flight work.

Paulson's aviation-related activities include an active membership in the Society of Experimental Test Pilots. The association awarded him the James H. Doolittle Award for outstanding accomplishment by a member of the association in the field of aerospace management. He is an active member of the United States Air Force Association. Paulson is a member of the Board of the General Aviation Manufacturers Association and has served as the association's chairman. He was named Pilot of the Year, in 1987, by Professional Pilot Magazine.

In an eight month period, Paulson and a Gulfstream crew flew Gulfstream IV's on two around-the-world record flights establishing 35 international records:

On June, 12, 1987, with a crew of three co-captains, Paulson flew a standard production model Gulfstream IV from Le Bourget Airport, Paris, France, around the world, westbound. The flight, sanctioned by the National Aeronautic Association (NAA) and the Federation Aeronautique Internationale (FAI), became the first in history to set world speed records flying westbound around the earth. When the aircraft landed 45 hours, 25 minutes and 10 seconds later (on June 14) it had set two world records for circumnavigation of the earth (ie: unlimited weight and in-class categories) and 22 records for speed between cities. Only four enroute stops were made on the 22,886.451 statute mile journey. Average speed, including time on the ground, was 503.91 mph.

A Gulfstream IV, eastbound world speed record, eclipsing one set by a Boeing 747-SP, was flown in February, 1988. A four person crew, with Paulson as captain, flew from Houston, Texas, on a 23,048.71 mile journey around the world. With four refueling stops, the aircraft set an international record of 637.71 mph for the overall distance. The elapsed time was 36 hours, 08 minutes, 34 seconds which topped the 747-SP by 45:41 minutes. Records for this flight included unlimited weight and in-class weight categories and speed-between-cities for a total of 11 world speed records. The Gulfstream IV was certified by the NAA and FAI as the fastest civil jet in the world.

At the U.K. Farnborough Air Show in September, 1988, Paulson announced his company's engineering study program dealing with the feasibility of producing and marketing of the world's first supersonic business jet. This program was accelerated following a meeting during the Paris Air Show, in 1989, with the General Designer of the Sukhoi Design Bureau of Moscow. The two companies, with Rolls-Royce, plc, are currently collaborating on the feasibility studies which are expected to lead to the development of a Mach 2.0 business jet, available for the market in the mid-to-late 1990's.

The prestigious Horatio Alger Association's Award for Distinguished Americans and the American Academy of Achievement's Golden Plate Award were both conferred on Paulson in 1984. On December 11, 1987, Paulson became the 40th recipient of the prestigious Wright Brothers Trophy. The trophy is awarded by the National Aeronautic Association and the Aero Club of Washington, D.C., for significant achievements and enduring service to aviation. In 1988 and 1989 he

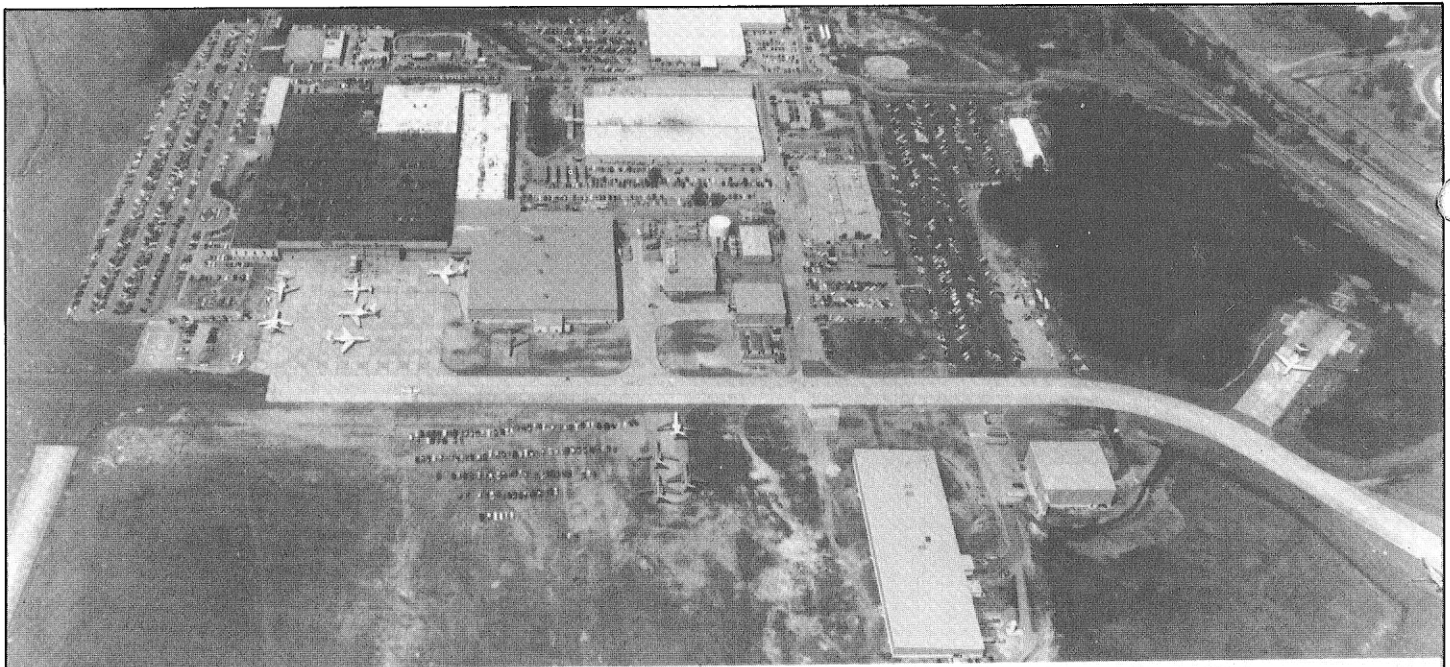
was awarded the Howard Hughes Memorial award, from the Aero Club of Southern California, and the Godfrey L. Cabot award, from the New England Council, for his distinguished, lifelong services to aviation. Paulson is also the recipient of the Harmon Trophy from the National Aeronautic Association, honoring his world flight achievements. The Harmon is maintained on permanent display in the Smithsonian Institution, Washington, D.C.

Paulson has also received awards from the Industrial Management Council as its Industrialist of the Year; the National Society of Fund Raising Executives as its Philanthropist of the Year; the Distinguished Service Award from the General Aviation Manufacturers Association; the Spirit of Georgia Award as Entrepreneur of the Year; and, the Georgia Governor's Award for his stewardship of the state's recreational and park sites.

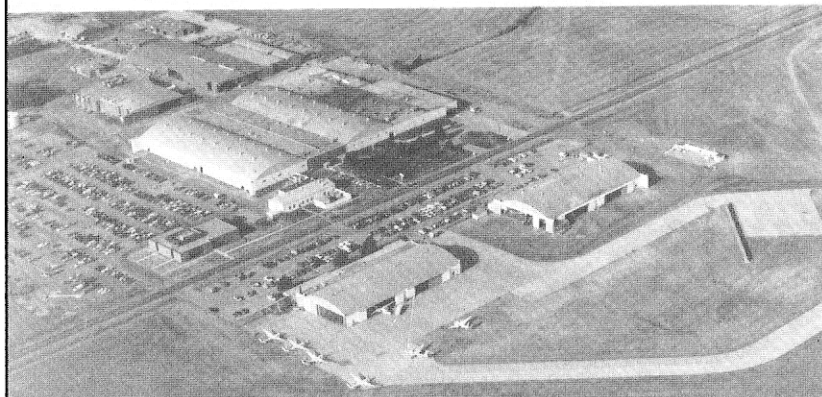
Five honorary doctorates have been awarded to Paulson. In recent years, he has received a Doctor of Laws Degree from Lynchburg College, Virginia; a Doctor of

Humanities Degree from Winthrop College, North Carolina; a Doctor of Aviation Management from Embry Riddle Aeronautical University, Daytona, Florida; a Doctor of Business Administration from the University of Charleston, West Virginia; and a Doctor of Business Arts from Bethany College, Bethany, West Virginia. The University of Georgia's College of Business Administration awarded Paulson its Management Excellence and Achievement Award in 1984.

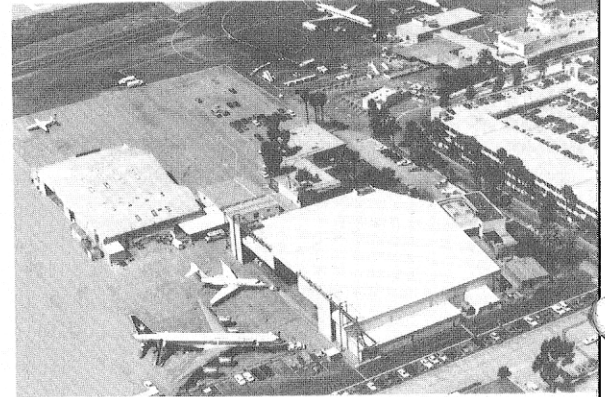
Paulson serves on the boards of the Greyhound-Dial Corporation, the Trust Company Bank of Georgia, the Eisenhower Medical Center of California, and the U.S. Air Force Academy Association. Other board memberships include: the Savannah Symphony Society; Savannah Memorial Medical Center; the Society of Automotive Engineers; the National Aeronautic Association; the Advisory board of the American University, Washington, D.C.; and the Embry Riddle Aeronautical University. He also serves on the Advisory Council of Georgia Technical University.



Gulfstream Aerospace Corporation — Savannah, GA.



Oklahoma City, OK.



Long Beach, CA.

Ninth Annual Awards Presentation

The Aero Club of Northern California

April 20, 1991

San Jose, California

Welcome and Introduction Thomas E. Leonard

DINNER

Lifetime Achievement Recognition..... Mayetta Behringer
Barbara Murren
James Nissen

Scholarship Awards Steve Sullivan
Scott Yelich

Guest Speaker Allen E. Paulson

Crystal Eagle Award Presentation Thomas E. Leonard

The Crystal Eagle Award

The Aero Club of Northern California Crystal Eagle Award is presented annually to recognize and honor an individual who has made an outstanding contribution to the advancement of aviation or space flight.

The Crystal Eagle: A distinctive work of art

The Crystal Eagle Award is a unique work of art crystal handcrafted in Sweden.

It is fitting that the eagle should be the symbol for the Aero Club's annual award. The North American eagle is recognized as a bird possessing great strength, natural grace, keenness of vision and power in flight. The eagle has been used by man to identify with flying since its inception to our current successes in space.

The crystal reflects the medium of flight -- transparent, yet ever present.

The Crystal Eagle is mounted on a California redwood base, unique to Northern California. In its natural state redwood has unusual durability, commensurate with the recipients of this coveted award.

Crystal Eagle Award Winners

- 1983: General James "Jimmy" Doolittle
- 1984: Brigadier General Charles E. "Chuck" Yeager
- 1985: Stanley Hiller, Jr.
- 1986: William "Bill" Lear, Sr.
- 1987: James M. Nissen
- 1988: Anthony W. "Tony" LeVier
- 1989: Elbert "Burt" L. Rutan
- 1990: George S. Cooper



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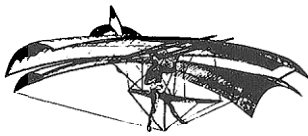
The Aero Club of Northern California was formed to promote those activities which advance aviation and aerospace within Northern California.

We are a chapter of the National Aeronautic Association, (NAA) which is the oldest independent, non-profit aviation organization in the United States, and the sole U.S. representative to the Federation Aeronautique International.

We embrace the goals of our parent organization in our efforts to support a vigorous aviation and space program for students at all levels of learning, and to recognize and honor those who make outstanding contributions to the advancement of aviation and space flight.

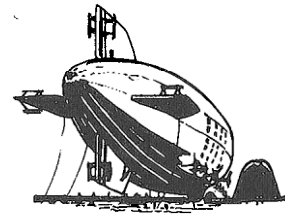
About our logo ...

Incorporated in the logo of The Aero Club of Northern California are some of the most significant contributions the area has made to the art and science of flight.



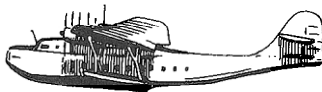
Montgomery Flight - 1904

Often referred to as "The Father of Basic Flying" Dr. John Montgomery was a true aviation pioneer. San Jose was the site of many of his historic achievements. Alexander Graham Bell noted that, "All subsequent attempts in aviation must begin with the Montgomery Machine."



Moffett Field - 1933

Dedicated April 12, 1933, Moffett Field continues to be the United States guardian of the Pacific. It is a part of northern California's defense commitment to aviation.



China Clipper - 1936

Lifting from San Francisco Bay waters on November 22, 1935, the Clipper became the first airplane to fly the Pacific non-stop. Cutting over 15 days off the best surface time from San Francisco to Manila it led to the elimination of the barriers of space and time.



NASA Ames Research Center - 1982

Northern California's continued contributions to involvement in man's quest for his ultimate destiny is assured by the ongoing advancements in aerospace technology at NASA's Ames Research Center.