

FAA Administrator Biographies



Elwood R. "Pete" Quesada, born in 1904 in Washington, DC, attended Maryland and Georgetown universities. He joined the Army in 1924, received his pilot's wings, and returned to civilian life before reentering active duty in 1927. Quesada was a member of the flight crew of the Army C-2 *Question Mark*, which, under the command of Major Carl Spaatz, broke world endurance marks in January 1929 by remaining in the air for more than 150 hours. During World War II, Quesada flew many combat missions and held a series of

important commands, including the 12th Fighter Command, the 9th Fighter Command, and the 9th Tactical Air Command. Units under his leadership made important contributions to the success of the Normandy invasion and other campaigns by achieving air superiority, flying interdiction missions, and providing close air support to ground troops. His assignments after the war included: Commanding General, Tactical Air Command; chairman of the Joint Technical Planning Committee of the Joint Chiefs of Staff; and Commanding General of Joint Task Force Three. He held, with various other awards, the Distinguished Service Medal with one cluster and the Distinguished Flying Cross.



Najeeb E. Halaby, born in Dallas, Texas in 1915, received a B.A. from Stanford in 1937 and a law degree from Yale in 1940. His aviation career began in 1933 when, at the age of 17, he received his student pilot certificate. Early in World War II, he served as a test pilot for the Lockheed Aircraft Corporation. After becoming a naval aviator in 1943, he served at the Naval Air

Test Center, Patuxent, Maryland. After the war, he served in a number of federal government positions, including: foreign affairs adviser to the Secretary of Defense; special assistant to the Administrator of the Economic Cooperation Administration; Deputy Assistant Secretary of Defense for International Security Affairs; and vice chairman of the Aviation Facilities Study Group. In 1953, Halaby was selected by the Junior Chamber of Commerce for an award as the "outstanding young man in Federal Service." His private business activities included the practice of law with a Los

Angeles firm in 1940-1942 and, after World War II, service as: an associate of Laurence Rockefeller; executive vice president and director of Servomechanisms, Inc.; president of American Technological Corporation, a technical ventures corporation; secretary-treasurer of Aerospace Corporation, a firm that was principal adviser to the Air Force missile and space program; and director of his own law firm in Los Angeles.



General William F. McKee (USAF, Ret.) born in Chilhowie, Virginia in 1906, graduated from West Point in 1929. He began his career with the U.S. Army Coast Artillery Corps, but transferred in 1942 to the Army Air Forces. McKee received his first star in 1945. The following year, he was appointed Chief of Staff of the Air Transport Command. In 1947, when the Air Force became a separate service, McKee became Assistant Vice Chief of Staff, Air Force, a position held for six years. He was serving as Commander of the Air Force Logistics Command when selected for the Vice Chief of Staff post, the second highest military

position in the Air Force. At the time he received his fourth star, he was the only Air Force officer to have attained that rank without holding an aeronautical rating. Upon his retirement from the military in 1964, he joined the National Aeronautics and Space Administration as Assistant Administrator for Management Development.



John H. Shaffer, born in Everett, Pennsylvania in 1919, earned his wings while attending West Point. Graduating in January 1943, at the height of World War II, he went on to fly 46 combat missions as a B-26 pilot with the 9th Air Forces in Europe. In 1946, while still in uniform, he earned an M.S. degree from Columbia University. This was followed by successive assignments as production project officer of the Army Air Forces B-50 program (1946-48) and weapons system program manager of the Air Force's B-47 program (1948-54). In January 1954, he resigned his Air Force commission with the rank of lieutenant colonel to become general production manager and assistant plant manager of

the Ford Motor Company's Mercury assembly plant in Metuchen, New Jersey. Three years later, he joined TRW, Inc., an aerospace conglomerate.



Alexander P. Butterfield, born in Florida in 1926, attended UCLA for two years before receiving his B.S. degree from the University of Maryland. He later earned an M.S. degree in international affairs from George Washington University and graduated from the National War College. During 20 years with the Air Force, Butterfield flew as a command pilot and member of a jet aerobatic team. His decorations included the Legion of Merit and Distinguished Flying Cross. Butterfield commanded the USAF's low and medium level air reconnaissance operations in Southeast Asia. His staff positions included duty as senior aide to the

Commander in Chief Pacific Air Forces, and Military Assistant to the Special Assistant to the Secretary of Defense. He was serving as the senior U.S. military representative to Australia when he retired from the Air Force in 1969 to become Deputy Assistant to President Nixon.



Dr. John L. McLucas, born in Fayetteville, North Carolina, in 1920, held degrees from Davidson College and Tulane University. After serving as a Navy radar officer during World War II, he earned a doctorate in physics with a minor in electrical engineering at Pennsylvania State University in 1950. McLucas authored numerous scientific articles and held ten patents. He became vice president and later president of a private electronics firm, and then joined the Defense Department in 1962 as Deputy Director of Defense Research and Engineering. Two years later, he became Assistant Secretary General for Scientific Affairs at NATO headquarters. In 1966, McLucas became president and chief executive officer of the MITRE Corporation, a

nonprofit research organization established at the Massachusetts Institute of Technology to work on technical problems for the government. He became Under Secretary of the Air Force in 1969, and was promoted to Secretary in 1973.



Langhorne M. Bond, born in Shanghai, China, in 1937, earned an A.B. (1959) and law degree (1963) at the University of Virginia. He went on to study at the Institute of Air and Space Law at McGill University, the London School of Economics, and Oxford University. Bond was a member of the task force that developed the legislation establishing the U.S. Department of Transportation, and then served one-year stints as special assistant to the first DOT Secretary, Alan S. Boyd, and as Assistant Administrator for Public Affairs in DOT's Urban Mass Transportation Administration. He left

federal service in 1969 to become Executive Director of the National Transportation Center, a nonprofit research organization in Pittsburgh that managed bus technology projects for transit authorities. In March 1973, he became Secretary of Transportation for the State of Illinois.



J. Lynn Helms, born in 1925 in DeQueen, Arkansas, attended the University of Oklahoma. He received his flight training as part of the U.S. Navy's V-5 program during World War II, then entered the Marine Corps to serve as both a test pilot and instructor pilot. After leaving the Marine Corps with the rank of Lt. Colonel in 1956, he went to work as a design engineer for North American Aviation. In 1963, he joined the Bendix Corp., eventually becoming vice president, and then accepted the presidency of the Norden Division of United Aircraft in 1970. He joined Piper Aircraft Corp.

in 1974, serving as president, chairman, and chief executive officer before retiring from the company in 1980. Helms was an active pilot holding a commercial pilot's certificate. His honors included selection as General Aviation Man of the Year for 1978, and he had been chairman of the General Aviation Manufacturers Association in 1979.



Vice Admiral Donald D. Engen (USN, Ret.), born in 1924 in Pomona, California, held a B.A. from George Washington University, and graduated with distinction from the Naval War College. He began flying with the Navy during World War II and participated in the air and sea battles that accompanied the recapture of the Philippines and attacks on Iwo Jima, Okinawa, and other Pacific Islands. Among his 29 wartime decorations was the Navy Cross, the Navy's highest award for valor. After a brief return to

civilian status following the war, Engen rejoined the Navy in 1946. He flew combat missions in the Korean War, became an engineering test pilot, and served in positions that included command of an aircraft carrier. He was Deputy Commander-in-Chief of the U.S. Atlantic Command and U.S. Atlantic Fleet at the time of his retirement from the Navy in 1978. Engen was the General Manager of the Piper Aircraft Corporation plant in Lakeland, Florida from 1978-1980, and then became a Senior Associate with Kentron, a consulting firm in Alexandria, Virginia. He was appointed a member of the National Transportation Safety Board in June 1982, and remained in that position until joining FAA.



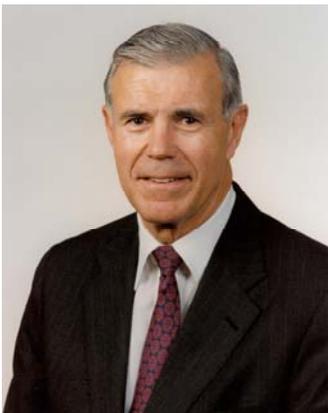
T. Allan McArtor, born in 1942 in St. Louis, Missouri, received a B.S.E. from the U.S. Air Force Academy in 1964 and a M.S.E. in engineering mechanics from Arizona State University in 1971. He served as a fighter pilot in Vietnam, logging 200 combat missions and winning the Silver Star and Distinguished Flying Cross. McArtor flew with the Air Force Thunderbirds precision flying team from 1972 to 1974. He joined the Federal Express Corporation in 1979, and was senior vice president for telecommunications at the time of his selection to head FAA. He had also chaired the Department of Transportation Commercial Space

Transportation Advisory Committee from June 1986 to June 1987.



Admiral James B. Busey (USN, Ret.), born in 1932 in Peoria, Illinois, attended the University of Illinois in Urbana, and received a B.S. and master's in management from the Navy Postgraduate School. During a 37-year career with the Navy, Busey rose from enlisted ranks to become a full admiral. An experienced pilot and a winner of the Navy Cross for combat action in Vietnam, he served as commander of the Naval Aviation System Command. Busey's other positions included Vice Chief of Naval Operations, Auditor General of the Navy, and Deputy Chief of Naval Materiel, Resource Management. Prior to becoming FAA Administrator, he served for two years as

Commander-in-Chief of U.S. Naval Forces in Europe and Commander-in-Chief of Allied Forces in Southern Europe, a NATO command.



General Thomas C. Richards (USAF, Ret.), born in 1930 in San Diego, California, received a B.S. from Virginia Polytechnic Institute in 1956, an M.A. from Shippensburg State College in 1973, and was also a graduate of the U.S. Army War College. Richards' military career began with the Army infantry in 1948 and included combat service in the Korean War. He received a commission as a distinguished graduate of the Air Force Reserve Officer Training Corps program at Virginia Polytechnic Institute in 1956. He earned his pilot's wings in 1957. During his Air Force career, he flew over 600 combat missions as a forward air controller in Vietnam. His assignments included: commandant of cadets at

the Air Force Academy; vice commander, 8th Air Force, Strategic Air Command; commander of the Air University; and deputy commander in chief, U.S. European

Command. Upon retiring from the military in 1989, he became a corporate consultant and served on the President's Commission on Aviation Security and Terrorism.



David R. Hinson, a native of Oklahoma, earned a bachelor's degree from the University of Washington. He served as a naval aviator and as a pilot for Northwest Airlines. In 1961, he became a flight instructor for United Airlines. Hinson later became a captain and director of flight training for West Coast Airlines, eventually becoming director of flight standards and engineering for West Coast's successor, Air West. In 1973, he founded Hinson-Mennella, Inc., a partnership whose acquisitions included Flightcraft, Inc., the Beech aircraft distributor in the Pacific Northwest. He was one of four founders of Midway Airlines in 1978, and served as chairman and chief executive officer from 1985 until the airline ceased operations in 1991. When selected to head FAA, Hinson was executive vice president for marketing and business development with Douglas Aircraft, a subsidiary of McDonnell Douglas.



Jane F. Garvey, born in 1944 in Brooklyn, New York, earned her B.A. from Mount Saint Mary's College and her M.A. from Mount Holyoke College. From 1988 to 1991, she was commissioner of the Massachusetts Department of Public Works, and later served as director of Boston's Logan International Airport. In 1993 she joined the Federal Highway Administration, serving as deputy administrator and then acting administrator. In 1997 she became the first FAA Administrator to serve a 5-year term.



Marion Blakey, born in Gadsden, Alabama in 1948, received her bachelor's degree from Mary Washington College. She held numerous government posts in Republican administrations, including jobs with the Departments of Commerce and Education, the National Endowment for the Humanities and the White House. She was Administrator of Department of Transportation's National Highway Traffic Safety Administration from 1992-1993. During the Clinton Administration she ran her own public affairs consulting business. From September 2001 to September 2002, she served as chairman of the National Transportation Safety Board.



J. Randolph Babbitt, born in 1946, began his aviation career as a pilot, flying 25 years for Eastern Airlines. While at Eastern, he rose to represent all of that airline's pilots on ALPA's Contract Negotiating Committee, and, as one of the union's most accomplished negotiators, he chaired key bargaining activities within ALPA, including its National Collective Bargaining Committee and the union's Presidential Committee on Labor Standards. He joined ALPA's national staff in 1985 as the union's executive administrator and was elected to his first term as ALPA president in 1991. He was elected as a member of the AFL-CIO Executive Council in 1995, and he has served as a vice president of the Transportation Trades Department. Prior to joining the FAA, he was a partner in the aviation consulting firm of Oliver Wyman. Babbitt resigned his FAA post on December 6, 2011.



Michael P. Huerta was sworn in as FAA Administrator on January 9, 2013, after being confirmed by the Senate on January 1. He had been serving as acting Administrator since December 5, 2011. On March 27, 2012, President Barack Obama had nominated Huerta for a 5-year term as FAA Administrator. On June 23, 2010, the U.S. Senate confirmed him as FAA deputy administrator. Prior to his appointment he ran his own consulting firm, advising clients on transportation policy, technology, and financing. He also served as a member of President Obama's transition team for the Department of Transportation. He had been president of the Transportation Solutions Group of Affiliated

Computer Services, Inc., a technology services provider supporting transportation agencies worldwide. Huerta served in two senior positions at the Department of Transportation under President Clinton from 1993 to 1998. He holds a master's degree from the Woodrow Wilson School of Public and International Affairs at Princeton University and a bachelor's degree from the University of California at Riverside. The appointment requires Senate confirmation.