



William C. Bowes, VADM USN (Ret.)
 "Bill"

Date of Designation: December 18, 1964

Dates of Active Duty: 25 July 1963 – 1 September 1996

Total Flight Hours: 5,051

Carrier/Ship Landings: Fixed wing: 853 traps plus 108 touch & gos during carrier suitability testing of RA-5C and A-7E.

Approximate Flight Hours:

Jet: 4,541 Prop: 400 Helo: 110

Combat Tours:

Vietnam: VA-113, USS Kitty Hawk, Nov. 1965-May 1966, A-4C, 120 missions

Vietnam: VA-113, USS Enterprise, Dec. 1966-June 1967, A-4C, 110 missions

Vietnam: VA-94, USS Coral Sea, Dec. 1971-June 1972, Type A-7E, 120 missions

Total Combat Missions: 350

Aviation Commands:

C.O. VA-195, Oct78-Dec79

F-14 Program Manager, PMA-241, Oct83-Nov87

Director, Joint Cruise Missiles Project and Unmanned Aerial Vehicles Joint Project Office (PEO-CU), Dec87- Feb91
 Naval Air Systems Command, Washington, DC, Commander, Mar91-Mar95

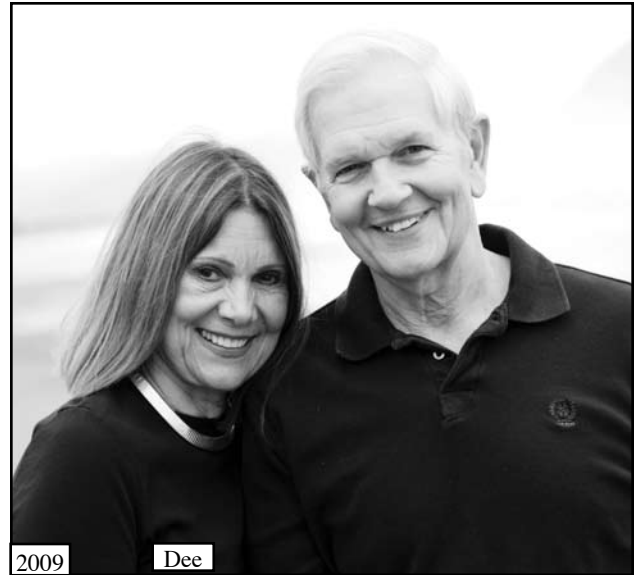
Principal Deputy Assistant Secretary of the Navy Research, Development and Acquisition Mar95- Sep96 (Acting ASN Apr95 to Dec95)

Combat Awards:

3 Distinguished Flying Crosses
 36 Strike Air Medals
 2 Individual Air Medal
 8 NCM "V"

Other Awards

2 DSM
 Defense DSM
 Defense Superior Service Medal
 3 LOM



Duty Assignment Chronology

- 9/63-12/64 Flight training, Pensacola, Fl; Meridian, Miss; Beeville, TX. (T-34, T-2, F-9, F-11).
- 12/64-6/65 VA-125, Lemoore, CA, Replacement Pilot Training (A-4C).
- 6/65-9/67 VA-113, Lemoore, CA and USS *Kitty Hawk* and USS *Enterprise*, Division Officer/LSO (A-4C).
- 9/67-6/68 US Naval Test Pilot School, Patuxent River, MD., Student Test Pilot.
- 7/68-10/70 Carrier Suitability Branch of Flight Test, NATC Patuxent River, MD., Engineering Test Pilot (A-3, A-4, RA-5C, A-7A/B/E, E-1, C-1, T-2C, F-4B/J, F-8, A-6A).
- 11/70-2/71 A-122, Lemoore, CA., Replacement Pilot Training (A-7E).
- 2/71-7/72 VA-94, Lemoore, CA and USS *Coral Sea*, Maintenance Officer (A-7E).
- 8/72-3/74 US Naval Postgraduate School, Monterey, Ca, Masters in Systems Acquisition Management.
- 4/74-3/76 US Naval Test Pilot School, Patuxent River, MD., Flight instructor and Operations Officer (F-8, T-38, T-28, U-1, U-6, A-7).
- 4/76- 8/76 VA-122, Lemoore, CA. Replacement Pilot Training (A-7E).
- 8/76-12/79 VA-195 Lemoore, CA. and USS *Kitty Hawk* and USS *America*, XO/CO, (A-7E).
- 1/80-8/82 Naval Air Systems Command, Washington, DC, F/A-18 Class Desk Officer.
- 8/82-9/83 Director, Systems Test Directorate, NATC Patuxent River, Md., (A-7, F-14, A-4).
- 10/83-11/87 F-14 Aircraft/ Phoenix Missile Program, PMA-241, Naval Air Systems Command, Washington, DC., Program Manager.
- 11/87-2/91 Joint Cruise Missiles Project and in 1988 also Unmanned Aerial Vehicles Joint Project, Washington, DC., Director. In 1989 designated PEO (Cruise Missiles and Unmanned Aerial Vehicles).

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Duty Assignment Chronology continued

3/91-3/95 Naval Air Systems Command, Washington, DC., Commander.
3/95- 9/96 Office of the Secretary of the Navy, Washington, DC, Principal Deputy Assistant Secretary of the Navy for Research, Development, and Acquisition (acting Assistant Secretary 4/95-11/95).
9/96 Retired from Active Duty

Summary of Significant Career Events

1. First squadron assignment was flying combat missions over Viet Nam during two back to back combat tours. Hit on several occasions but lucky to have never had to eject.
2. Received my first DFC for having a direct hit on a 37mm gun site adjacent to the Thanh Hoa bridge using a Bullpup missile.
3. Became combat limited and rotated early to shore duty- as a student at USN Test Pilot School.
4. Selected outstanding student of class 49 and received my choice assignment to Carrier Suitability Branch.
5. Had what I thought was the best tour in the Navy- engineering test pilot at Carrier Suitability Branch of Flight Test at NATC Patuxent River, MD.
6. Had opportunity to fly carrier suit structural demonstrations for the RA-5C ECP-260 aircraft- J-79-10 engines, wing fillets and redesigned inlets; T-2C aircraft with J-85 engines; A-7E increased landing gross weight tests to 27,500 lb.
7. Had the opportunity to conduct catapult minimum end airspeed tests for the A-7E in multiple configurations and gross weights and the RA-5C ECP-260 aircraft.
8. Authored the section in the Handbook for Critical and Exploratory Flight Test Techniques for Aircraft Carrier Minimum End Airspeed Testing.
9. Tested several aircraft both ashore and afloat during the early development of the automatic carrier landing system (ACLS).
10. Played a major role in the development of the automatic throttle for the A-7 and the RA-5C aircraft.
11. Returned to the fleet and VA-94 for a third combat tour, and this time with the then new digital A-7E. When the bombing pause was lifted in April 1972 the value of the A-7E was proven to me: destroyed seven trucks carrying a load of eight Mk-82's.
12. Left squadron and off to graduate school for a masters in Systems Acquisition Management.
13. Went against my detailer's strong guidance and accepted orders to USNTPS as operations officer and a flight instructor.
14. Selected early for command and headed west for my XO/CO tour with VA-195 Dambusters.
15. Selected to become the class desk officer for the F/A-18 shortly after first flight. The weekend prior to my arrival the main carry through bulkhead failed at only 328 hrs into a 12,000 hr fatigue test, and I quickly became immersed in the numerous challenges typical of new aircraft development programs.
16. Became one of the first 100 pilots to fly the F/A-18.
17. Selected early for Captain and returned again to the Naval Air Test Center as the Director of the Systems Engineering Test Directorate. During this tour I was selected to become the F-14/Phoenix Program Manager and got checked out in the Tomcat and was able to fly numerous systems test flights.
18. During my tour as the F-14 Program Manager (PMA-241) was able to complete the detailed specifications for the F-14D and award the contract to Grumman Aerospace.
19. Thanks to the encouragement of my fantastic requirements officer, Capt Hank Kleeman, I maintained my currency in the Tomcat during the four years I served as the program manager, flying with both east and west coast RAGs, VX-4, Naval Air Test Center at Patuxent River, MD and Pacific Missile Test Center at Point Mugu, CA.
20. Selected for flag I was assigned as the Director, Joint Cruise Missiles Project. During this tour I had the privilege of working with a very capable government/industry team in greatly improving the reliability of the Tomahawk cruise missile and successfully proving its effectiveness at night.
21. Never to leave the cockpit I was able to regain my currency in the A-7 and had the opportunity to chase numerous Tomahawk firings, from all classes of ships and submarines equipped with Tomahawk.
22. On Jan 15, 1991 the coalition forces used Tomahawk during the opening attacks in Iraq, proving the utility and effectiveness of this new weapon and the foresight of those Naval Aviators who continued to pursue this weapon.
23. Assumed command of the Naval Air Systems Command after the cancellation of the A-12, and at the start of BRAC 1991.

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24. The earlier BRAC and the BRAC 1991 and 1993 gave NAVAIR the opportunity to reshape itself because of the large number of facility closures and the “rightsizing” of the workforce that was directed.
25. Selected a team of NAVAIR’s best and brightest to develop a go forward plan that would take advantage of the opportunity to reshape NAVAIR. Out of this effort came the “competency aligned organization” which has been continually improved and is still being used today in 2009. The ASN RDA directed the other systems commands to adopt competency aligned organizations.
26. NAVAIR was recognized in 1994 for its many accomplishments by receiving the President of the United States Award for Quality. This is the second time NAVAIR received this prestigious award.
27. In 1996 I was honored to be selected as a Fellow in the Society of Experimental Test Pilots and also be selected to receive the society’s Doolittle Award for Excellence in Aerospace Management.
28. During my 33 years of active duty had the privilege of flying more than 5000 hrs in more than 50 different US and European type/model aircraft.
29. Retired from the Navy in Sep 1996 and joined Hughes Aircraft as a Senior Vice President and the deputy general manager of the newly formed Systems and Communications Sector. After Raytheon acquired Hughes I departed and became the corporate vice president for strategic planning for Litton Industries, where I remained through Litton being acquired by Northrop Grumman. I was then assigned to form the Military Aircraft Electronics Systems business unit which I led until retiring.
30. Since retiring from Northrop Grumman I have served on several boards of directors and currently serve as the vice chairman of the Naval Research Advisory Committee.