

William J. Meyer

"A Celebration of Life"

1947 - 2016

William J. Meyer, son of Thomas and Anne Meyer was born May 18th, 1947 in California and passed away on the morning of July 08, 2016. Left on Earth to cherish his memory are his wife, Doris Meyer, his two siblings, Andy Meyer and Francine Freedman, his two daughters, Christa Ennis and Laura Ramirez and his four grandchildren, Erin Ennis, Ashley Ennis, Brooklyn Ramirez and Jesse Ramirez.

Bill attended Pomona Catholic High School and graduated in 1965.

He enlisted in the Air Force immediately after high school. This was the beginning of his passion for planes! Bill was in the USAF for 5 years, 1966-71 and he was part of the 50th Maintenance Squadron in Hahn, Germany. Bill worked on the Mach 2.5 General Dynamics F-111 "Aardvark" and the Mach 2+ McDonnell Douglas F-4 Phantom while in the USAF in Germany. Bill's exemplary work ethic and ability earned him an "incentive ride" on the McDonnell Douglas F-4 Phantom, a flight of a lifetime! When he returned to the US, he was assigned to the 6592nd Support Group AFSC Air-Ground-Equipment at Air Force Station Los Angeles (LAAFS) providing support on the various aircraft that came through until his discharge in 1971. Bill had achieved the rank of Staff Sargent, E4.

Bill then went to work at Allied Signal Garrett Air Research (later Garrett Aviation) located at LGB & LAX in 1972 and retired from there in 1995. At "Garrett", as an FAA A & P Aircraft Mechanic and aircraft electrician, Bill was instrumental in the development and production of the engine retrofit program converting the four engine Lockheed JetStar corporate jet, from Pratt & Whitney turbo-jet engines, to the Garrett TFE-731 Turbo-Fan engines. The aircraft then became known as the "JetStar-731", and about 60 were produced. Subsequently, due to the success of this program, Lockheed introduced the new JetStar II, and built 40 of them at their Georgia factory with the new Garrett engines, re-designed pylons and re-designed external fuel tanks.

In addition to the many other corporate aircraft Bill worked on, another engine retrofit program was started by Garrett. This time it was the very well designed two engine Dassault Falcon 20, where they worked to redesign the engine pylons and other systems and installed the next generations of the TFE-731-5 engines. This aircraft became known as the Falcon 20-5, and about 119 of this variant were retrofitted.

Bill served on the PAMA (Professional Aviation Maintenance Association) National Board of Directors as Secretary 1987-1989, Vice President 1990 and Executive Vice President 1991 through 1992 in the early formative years of the organization. He also served as the Southern California Chapter of PAMA President from 1986 through 1990 also known as SoCal PAMA. Bill was an essential member of the group's efforts to enhance the professionalism and recognition of the individuals working as FAA licensed Airframe & Powerplant technicians. PAMA is dedicated to promoting professionalism and recognition of the Aviation Maintenance Technician through communication, education, representation, and support of continuous improvement in aviation safety.

Bill fulfilled his career in the Aviation Industry when he retired from Garrett after decades of time and dedication.

Bill wasn't ready to hang it up so Bill and his brother Andy started a business, American Data Plate and Aviation Collectables in 1993, and he worked with Andy in that endeavor through 2003. While building the American Data Plate business, Bill was hired by Spears Manufacturing Company in 1998 as the Director of Maintenance for their corporate aircraft.

When Bill went to work at the Spears who owned Land, Sea, Air Leasing company, they were operating a JetStar II S/N 5216, which was then and remains today the lowest time JetStar II in the world. In 2001 the corporate flight department added a new Dassault Falcon 2000, and the JetStar was retired soon after. Bill kept the JetStar in flyable condition for a few years and now, this great legacy airplane occupies a part of the hangar alongside the Falcon.

In addition to maintaining the Falcon 2000, he has done a lot of work on the other aircraft the company operates including helicopters, a single engine Turbo-prop, Light Sport Aircraft (LSA) and the new "Carbon Cub". At his employer's hangar, Bill also coordinated with and was the airport "Host" for the US Navy Blue Angles and the US Air Force Thunderbirds during the LA County Airshow in Lancaster the past several years. Bill really enjoyed this and was a very gracious host.

During the course of his great adventure through life, while raising his two beautiful daughter's, they got interested in music and became members of the Long Beach Marching Band, and Bill remained active with the Band for several years.

While living in the high desert town of Quartz Hill, Bill was elected to the Board of Directors of the Quartz Hill Water District and served the community for 8 years during a time of rapid growth in the area.

Bill enjoyed relaxing with his horses, he loved to fish, so he and his wife Doris would get in their RV and go camping and fishing. Two of their favorite destinations were the "Mule Days" celebration in the eastern Sierra town of Bishop, held each May and an annual camping trip in the Bridgeport area of the Sierra's and fishing with some of his buddies.

When Bill and Andy were growing up, his family owned a couple of open water Chris Craft boats over the years, a 38-footer and a 42-footer. The family went deep sea fishing from the harbor at Newport Beach and made trips out to the Channel Islands

He was known as a man that could fix anything.

We will miss him very much and will never forget the years we shared with him.



"A Celebration of Life"



"FOREVER IN OUR HEARTS"

Celebration of Life Service will be held at the following location on Saturday August 20, 2016 / 3:00 PM at the Agua Dulce Airpark. Once you arrive at the Airpark look for signage!

Agua Dulce Airpark

33638 Agua Dulce Canyon Road

Agua Dulce, CA 91390

