

# A Change at the Top

This month, as Bill Voss takes Flight Safety Foundation's reins from Stuart Matthews, we pause to recognize the man who has led FSF since 1994 and introduce the new leader.

When Stuart Matthews became Flight Safety Foundation's president and CEO in 1994, he had been a member of the FSF Board of Governors since 1989, and then its chairman from 1991; he was well-informed about the challenges that faced him. In the aftermath of the first Gulf War the finances of the aviation industry that funds FSF were tenuous, and the Foundation faced an uncertain future. Stuart knew that the Foundation was well-respected by the global aviation community and realized the importance of keeping it alive to help drive aviation toward higher levels of safety.

Upon taking over the Foundation's leadership Stuart announced his top two priorities: He would restore FSF finances and, using a statistics-driven approach, focus its resources on "the major causes of accidents today," specifically controlled flight into terrain (CFIT) and approach and landing accidents. Recent trends tend to confirm that programs developed by the Foundation in cooperation with industry, programs such as the CFIT training aid and *Approach and Landing Accident Reduction Toolkit*, have helped cut the risk of these most deadly of all accidents. And along the way, slowly but steadily, Stuart's management strengthened the Foundation's finances to today's healthy status.

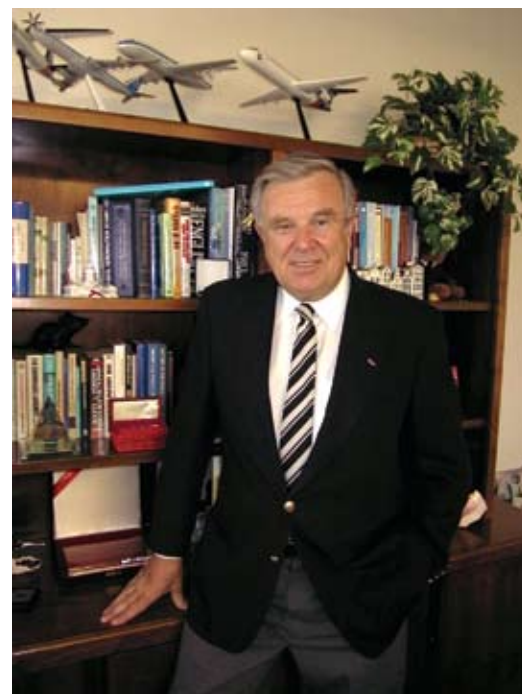
Few people have been as qualified for their jobs as Stuart, who started his aviation life while still in school. At age 17, before he could drive a

car, he earned his pilot license. Two years later he and his friends built an airplane, which Stuart flew. He continued flying for a number of years, both as a Royal Air Force reservist and on his own, logging more than 5,000 flights as a glider instructor.

A chartered engineer, Stuart in 1953 started his first real job at de Havilland Aircraft, rubbing shoulders with one of aviation's great pioneers, Sir Geoffrey de Havilland, working on the Comet, the world's first jet airliner. Later, with British Aircraft Corp., he was involved in the Concorde program from 1964 to 1967.

Moving to the air transport world, he joined British Caledonian Airways, first as a fleet planner but ultimately becoming responsible for all corporate planning as that innovative carrier blazed a trail for new airlines.

Making a big jump in both focus and geography, he agreed in 1974 to lead Fokker Aircraft back to North America; since the 1930s, Fokker aircraft in North America had been manufactured under license by industry partners. He established Fokker Aircraft U.S.A. and ran it for 20 years, to the day, before retiring as chairman. Stuart's success was a bright spot in Fokker history. "We sold a lot of aircraft," he said,



Matthews



Voss

including the largest single commercial order for Netherlands-based company at the time. Upon his retirement from Fokker he was knighted by the Queen of the Netherlands for his services to aviation.

Stuart held the FSF posts of chairman, president and CEO until the start of 2001, when Carl W. Vogt became non-executive chairman.

When Stuart assumed the Foundation leadership role, he promised that, following in the footsteps of FSF founder Jerry Lederer, he said he would bolster FSF's role as "the conscience of the industry ... Our role is to vigorously point the way and to show how to prevent accidents. Safety cannot be compromised in an industry that is changing so rapidly."

As he steps down after nearly 13 years, the Foundation today is financially strong and leading or participating in nearly every safety initiative in the world. Jerry Lederer would be pleased.

**An Introduction**

William R. Voss — Bill to his friends — comes to Flight Safety Foundation as its new president and CEO directly from another aviation organization with a worldwide scope, the International Civil Aviation Organization. Beginning in January 2004, Bill was director of the ICAO Air Navigation Bureau (ANB). He was instrumental in developing ICAO's standards and recommended practices, which have reinforced

safety-critical aspects of international aviation system infrastructure.

As director of the ANB, Bill recognized the importance of regional safety oversight organizations, a philosophy which meshes with FSF priorities. He encouraged ICAO support for regional organizations' efforts to resolve resource problems in developing nations. He worked with donor nations and industry to coordinate maximum regional assistance, and pushed for development of the Global Communication, Navigation, Surveillance/Air Traffic Management (CNS/ATM) Plan as a blueprint for integrating plans across regions.

Before heading the ICAO bureau, Bill served for 23 years in the U.S. Federal Aviation Administration (FAA), where he specialized in air traffic management, air traffic control and, as director of the FAA Terminal Business Service, applying business management principles to providing integrated air traffic control capabilities. In that capacity, he managed and directed 1,200 employees in 11 locations. FSF's slightly lower head count, about 20 employees in one location, should present fewer logistical problems.

Earlier positions at FAA included director, Office of Air Traffic System Development; deputy Integrated Product Team leader; senior analyst; and, early in his career, four years as an air traffic controller at a major U.S. airport and a stint as a charter pilot.

Bill's certificates and ratings include a wide range of aviation specialties. They include airline transport pilot, single- and multi-engine; FAA control tower operator; airframe and powerplant mechanic; flight instructor, airplane and instrument; and ground instructor, advanced and instrument. He has about 2,000 flight hours in general aviation aircraft.

Bill Voss will lead Flight Safety Foundation as a professional who knows aviation not only from the top down, but from the inside out. ●