

## Hemmeter Aviation / time-line

While still working at SPIA, I was asked by Hemmeter Aviation to assist with a Part 135 certification in 1985.

Hemmeter Corporation was the State of Hawaii's largest hotel development company. Christopher B. Hemmeter was a visionary in the industry. He had multiple executive aircraft as tools to conduct his business in the islands as well as internationally. After assisting with the FAA certification, I was asked to join their team as Director of Maintenance for Chris's aircraft.

Hemmeter Aviation was not only a corporate flight department but was being developed as a premier fixed base operations (FBO) (private jet terminal). Within a month of serving as Director of Maintenance, I was asked to review the newly acquired flight service companies that would be part of the new FBO. When I reported my findings, they asked if I would assist with the new project while continuing with Director of Maintenance. I stated that it needed to be one or the other but not both to ensure focus on the safety/airworthiness of the aircraft. They wanted me to put my efforts to the new FBO project.

Shortly after taking on this new role I moved to Maui to develop the FBO including the fueling of the new direct flights from the mainland (United Airlines DC8 / Western Airlines DC10). While still living in Maui, I opened Hilo / Kona, Hawaii and Lihue, Kauai as the new Vice President/ Neighbor Islands.

After all stations came on line and operations working well, I returned to Honolulu as V.P./ General Manager. A new business development was recognized to expand operations internationally. Before moving on opportunities in Europe it was decided to open operations in Gander, Newfoundland. This was the last gas before making the trip across the North Atlantic. A strategic location. If you serviced aircraft before the crossing you had a better opportunity to gain them as a client throughout.

I was now commuting from Honolulu to Gander during the initial stages of setting up a Canadian corporation and company startup. I served for a period as President of Hemmeter Aviation International.

In 1989, I took over as Executive V.P. of the aviation division of Hemmeter Corporation.

In 1990, Chris Hemmeter moved out of Hawaii and was not looking to sell Hemmeter Aviation until a Japanese company made an offer too good to pass up. Century Aviation began operations and continued until Bradley Pacific Aviation acquired them in bankruptcy in 2005.

Immediately following Hemmeter Aviation, Charles Kitchens (Director of Flight Operations, Hemmeter Aviation) and I developed Aviation Management Group.