

Philip W. Brown
Williamsburg, Virginia



Inducted in 2009, Philip W. Brown earned his Navy wings in 1963 at NAS Beville, Texas. Upon leaving active duty in June of 1963 he enrolled in college and would eventually earn his Masters degree in aeronautical engineering from Princeton University. In 1974 Brown was hired by NASA as an engineer with an arrangement to spend half of his time as a research pilot. After the first year he transferred to full time duty in the flight ops. He was project pilot on NASA's specially modified Beechcraft Sundowner, used in programs to verify spin tunnel test techniques and results; examine previous accepted guidelines for configuration effects on spin behavior and establish methodology for achieving general aviation aircraft spin resistance. He conducted flight research in extensively modified F-16XL and F-18 aircraft aimed at validating simulator results in areas of controllability in extreme maneuvers. The program explored positive aircraft control at high angles of attack and the use of thrust vectoring in maneuvering. He developed air combat maneuvers that took advantage of this new flight regime. Brown flew tests to measure Space Shuttle exhaust plume environmental impact and was instrumental in flight testing for the Storm Hazards program leading to aircraft lightning protection standards. In his 27 years as a NASA research pilot he acquired 7,100 flying hours including 363 flying hours in rotary wing aircraft. He was involved in all levels of research and authored and co-authored 36 papers and oral NASA presentations. In 1995 Brown won the NASA Exceptional Service Medal for his body of work.