



Montgomery Flight – 1904



Moffett Field – 1933



China Clipper – 1936



Hiller XH-44 – 1944



NASA Ames Research Center – 1981

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Brian Shul to receive 2010 Crystal Eagle

28th Aero Club award goes To SR-71 Blackbird pilot

Aviation author Brian Shul, who survived a fiery crash when his aircraft was shot down during the Vietnam war and later piloted the world's fastest, highest flying jet, will become the 28th recipient of the Crystal Eagle, presented annually by the Aero Club of Northern California.

The Crystal Eagle is awarded to honor those whose achievements are among the highest in aviation. The dinner will be held at 6:30 p.m. Friday, Oct. 22, at the Hiller Aviation Museum in San Carlos.

Shul is the author of five aviation books, including "Sled Driver," which recounts his experiences as pilot of the super-secret Mach 3 SR-71 Blackbird.

The Aero Club also will present National Aeronautic Association Certificate awards to longtime air show pilot Eddie Andreini of Half Moon Bay and aviation journalist Frank Sweeney of San Jose for their life-long contributions to the advancement of flight.

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Brian Shul -- SR-71 pilot and aviation author

Aero Club luncheon honors Five remarkable WASPs

Five remarkable women who flew as Women Air Service Pilots were honored by the Aero Club of Northern California on Aug. 26 for their service to the United States during World War II.

Now all in their late 80s or early 90s, the five Bay Area WASP told a packed luncheon crowd about some of their experiences as ferry pilots who delivered the latest fighters, bombers and other aircraft from the factories to military bases and the men who were destined for combat in Europe and the Pacific.

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WASPs -- Jean Downey Harmon, Maggie Gee, Alice Jean Starr (seated). Barbara Erickson London, Eleanor Wertz (standing).

SR-71 pilot Brian Shul to receive 28th Crystal Eagle

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The Crystal Eagle Award was first presented by the Aero Club in 1983 to legendary aviator Gen. Jimmy Doolittle. Past recipients include Gen. Chuck Yeager, Stanley Hiller Jr., Jim Nissen, Burt Rutan, George Cooper, Jeana Yeager, Frank Christensen, James S. Ricklefs, Darryl Greenamyre, Robert "Hoot" Gibson, Paul Poberezny, Wayne Handley, A. Scott Crossfield, Clay Lacy, Elgen Long, Eileen Collins, Sean D. Tucker, Steve Fossett, Phil Boyer and Mike Melvill.

Shul spent 20 years as an Air Force pilot, joining after graduating from East Carolina University in 1970 with a degree in history. After flight training, he became a foreign air advisor and flew 212 close air support missions in conjunction with Air America during the latter part of the Vietnam war.

His AT-28 aircraft was shot down near the Cambodian border. Unable to eject from his aircraft, Shul was forced to crash land in the jungle and was severely burned in the ensuing fireball. He crawled from the burning wreckage, and was rescued by an

Crystal Eagle Dinner

Date: Friday, October 22, 2009

Reception: 6:30 p.m.

Dinner: 7:30 p.m.

Location: Hiller Aviation Museum, 601 Skyway Road at San Carlos Airport.

Cost: \$60 for Aero Club members, \$75 for non-members, including museum admission.

Reservations: (408) 646-7139

Army Special Forces team.

Shul was evacuated to a military hospital in Okinawa where he was not expected to survive. After two months of intensive care in 1974, he was



SR-71 in flight.

flown to the Institute of Surgical Research at Fort Sam Houston in Texas, where he underwent 15 major surgeries.

Shul was told he'd never be able to fly again. But after months of physical therapy, he passed a flight physical and returned to active flying duty.

He was assigned to fly the A-7D and then was chosen for the first operational A-10 squadron. He flew on the first A-10 air show demonstration team and served as an A-10 instructor.

His final assignment, for which he volunteered, was flying the super-secret SR-71 Blackbird. He had to pass an astronaut physical exam, which he did.

After 20 years and 5,000 hours in jet fighters, Shul retired from the Air Force in 1990. Since then he has pursued his writing and photography interests.

Shul owns Gallery One, a photo studio in Marysville in Northern California. When he's not writing, shooting photos or public speaking, Shul backpacks in the high Sierra Nevada.

Dinner tickets, including museum admission, are \$60 each for Aero Club members and \$75 for non-members. Reservations are required.

Crystal Eagle Recipients

1983 – James "Jimmy" Doolittle	1997 – Robert L. "Hoot" Gibson
1984 – Charles E. "Chuck" Yeager	1998 – Donald D. Engen
1985 – Stanley Hiller Jr.	1999 – Paul H. Poberezny
1986 – William "Bill" Lear	2000 – Wayne Handley
1987 – James M. "Jim" Nissen	2001 – Igor I. Sikorsky
1988 – Anthony W. "Tony" LeVier	2002 – A. Scott Crossfield
1989 – Elbert "Burt" L. Rutan	2003 – Clay Lacy
1990 – George S. Cooper	2004 – Elgen Long
1991 – Allen E. Paulson	2005 – Eileen Collins
1992 – Jeana Yeager	2006 – Sean D. Tucker
1993 – Robert T. Jones	2007 – Steve Fossett
1994 – Frank L. Christensen	2008 – Phil Boyer
1995 – James S. Ricklefs	2009 – Mike Melvill
1996 – Darryl G. Greenamyre	2010 – Brian Shul

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SJS Aviation marks milestone, honors Leonard

Marking the 50th anniversary – and the end – of the San Jose State University Department of Aviation at Mineta San Jose International Airport, hundreds of graduates and aviation supporters gathered in the facility’s hangar May 29 to share memories and reconnect with classmates from the past.

But more than that, the event sponsored by the university and the Aero Club of Northern California was to honor Thomas E. Leonard, the department chairman emeritus who a half century ago led the effort to build a world-class aviation education facility at San Jose’s airport.

Leonard, who arrived at San Jose State as a professor in 1946, retired as department chairman in 1985 but remained active in the department’s affairs in the years since. He also is a member of the Aero Club’s board of



Ann and Tom Leonard share a laugh at San Jose State Aviation celebration marking 50 years at Mineta San Jose International Airport.

directors. In 2005, the National Aeronautic Association named Leonard an Elder Statesman of Aviation for his contributions of significant value to aeronautics.

This fall, with the 50-year lease expired at San Jose airport, the aviation department has moved its operations to facilities at Reid-Hillview Airport, a general aviation field in East San Jose. And

construction crews are demolishing the facilities at San Jose airport.

In 1960, the university signed a lease on the property at the southwest corner of San Jose’s then-small airport. Leonard and his wife Ann, took a road trip to visit college and university aviation programs throughout the nation to determine how to build the program in San Jose. Over the years, the program graduated thousands of students who went on to careers in general aviation, the airlines and the military.

In the past 10 years, the aviation department went through a difficult period, but students, alumni and some faculty waged a successful fight against what was viewed as an attempt by high-ranking university officials to shut down the program. However, the airframe and powerplant education program did not survive.

SJC opens James Nissen Terminal with gala celebration

Six years after a ground-breaking ceremony, Mineta San Jose International Airport celebrated the ribbon-cutting on its gleaming new passenger terminal complex with a gala ticketed-only social event and a ribbon-cutting and open house that drew 10,000 people over a two-day period in June.



Sallie Nissen Moran at Wall of Recognition honoring Renzel, Nissen and Mineta.

The new James M. Nissen Terminal Complex officially opened for service on June 30 after a weekend of special events.

Norman Y. Mineta, former San Jose mayor, member of Congress and U.S. Secretary of Transportation for whom the airport is named, was keynote speaker at the opening events.

Among those celebrating were Sallie Nissen Moran, daughter of James M. Nissen who built SJC from 1945 to 1975, and Jenifer Renzel, daughter of Ernie Renzel, who led the campaign to establish the airport 70 years ago and for whom the airfield is named.

Terminal B, its concourse and upgraded Terminal A, as well as a new rental car garage across the street and a redesigned roadway system, cost about \$1.3 billion.



Sallie Nissen Moran (James Nissen’s daughter), Norman Y. Mineta, Jenifer Renzel (Ernie Renzel’s daughter) at terminal grand opening.



The first of 10,000 visitors tour new James Nissen Terminal during open house at Mineta San Jose International Airport over two days in June.

Long-overdue honors for World War II WASPs

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The luncheon at Michael's at Shoreline restaurant in Mountain View drew a room-filling crowd of more than 80 people and television news coverage about local WASPs.

The five are:

Maggie Gee of Berkeley, one of two Chinese-Americans who was accepted into the program. In addition to transporting aircraft, she flew the B-17 Flying Fortress in mock aerial combat and trained male pilots in navigational skills in Nevada. Later in life, she was a physicist at Lawrence Livermore National Laboratory.

Jean Downey Harman, who test flew BT-13s after they had come out of major overhaul at Marana Army Air Field in Arizona.

Barbara Erickson London of San Jose, who was one of the first women to respond to the call for duty in 1942, initially as a pilot in the Women's Auxiliary Ferrying Squadron (WAFS). That group was later merged into the WASP program. She flew several hundred military aircraft from



Women pilots: 28 women pilots attended event honoring the five WASPs (seated). the Douglas Aircraft Co. factory in Long Beach to various military bases and is the only woman pilot from World War II to receive the air medal. Her daughter, Terry Rinehart, was one of the first female airline pilots and her granddaughter, Kelly Rinehart, is a corporate pilot.

Alice Jean "AJ" Starr, whose daughter remembers flying with her mother over their house as her father and brother waved from below.

Eleanor Wortz of Los Altos, who at age 23 was piloting B-24 Liberator bombers and is a member of the Santa Clara Valley Ninety Nines.

During the early days of World War II, the loss of American military pilots in combat led the government to

supplement the pilot ranks at home with women. Of the 25,000 women who applied for WASP pilot training, only 1,830 were accepted and 1,074 completed training and earned their wings. Each had paid her own travel expenses to her assigned flight training base.

Their assignments included test flying, flight instruction, towing air-to-air gunnery targets for male pilots, ferrying aircraft, transporting military personnel and cargo, and other support activities. The WASP flew more than 60 million miles in nearly every military aircraft of the time.

Eleven WASP pilots were killed in flight training accidents, and 27 died while flying military aircraft on active duty.

The WASP received no honors, no benefits and very little thanks for their service. When the program was disbanded later in the war, they had to pay their own transportation expenses to get home.

On July 1, 2009, the President and Congress awarded the WASP veterans the Congressional Gold Medal.

The Aero Club of Northern California

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Chartered in 1981 as chapter of the National Aeronautic Association.



- To keep the public informed of the importance of aviation and space flight to the nation's economic progress, its security and to international understanding.
- To support a vigorous aviation and space education program for students at all levels of learning.
- To recognize and honor those who make outstanding contributions to the advancement of aviation and space flight.