The Aero Club of Northern California

1996 Award Winner

DARRYL G. GREENAMYER

RECORD BREAKERS

Covering a three-kilometer course at 483.041 mph, Darryl Greenamyer's Grumman Bearcat shattered a 30-year record for piston-engine craft at Edwards Air Force Base. A former German Luftwaffe pilot held the record.

Darryl Greenamyer's home-built F-104 Jet Starfighter set a World's Low Altitude Speed Record at an average speed of 988.260 mph.

DARRYL G. GREENAMYER

DARRYL G. GREENAMYER was born August 13, 1936 at South Gate, California. After graduating from Monrovia High School in 1954, Darryl joined the California Air National Guard. At 19 years of age, he was accepted to the U.S. Air Force Pilot Training School. After one and one-half years on active duty, he was discharged back to the Air National Guard.

In 1957, Darryl attended college at Mr. San Antonio for one year, then transferred to the University of Arizona where he received a Bachelor of Science Degree in Mechanical Engineering. By this time, he had accumulated 1,000 hours of jet fighter flying time with the Army and the Air National Guard flying F-86A's and F-104A's.

In 1961, he was hired by Lockheed Aircraft as a chase and target pilot flying the F-86H. After 3 months, Darryl checked out in the F104 and began flying production test flights. Later, he spent time in Italy as a consultant to the Italian Test Pilots and conducted acceptance test flights for the Italian Air Force.

Darryl was accepted to the United States Air Force Aerospace Research Pilots School at Edwards Air Force Base. He began experimental and developmental flight tests on the A-12 and SR-71 titanium aircraft. He also flew flight tests on the U-2 spyplane and the F-104S.

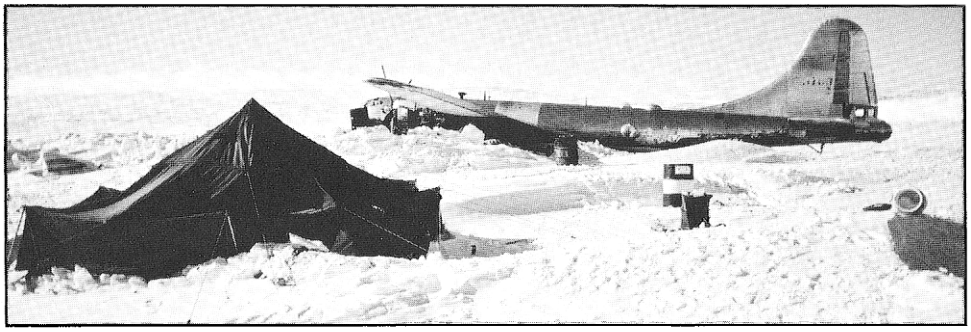
In 1964, Darryl purchased a Grumman F8F Bearcat and modified it for air racing. In 1969, he broke the long-standing World's Low Altitude Speed Record which had been held by the Germans since before World War II.

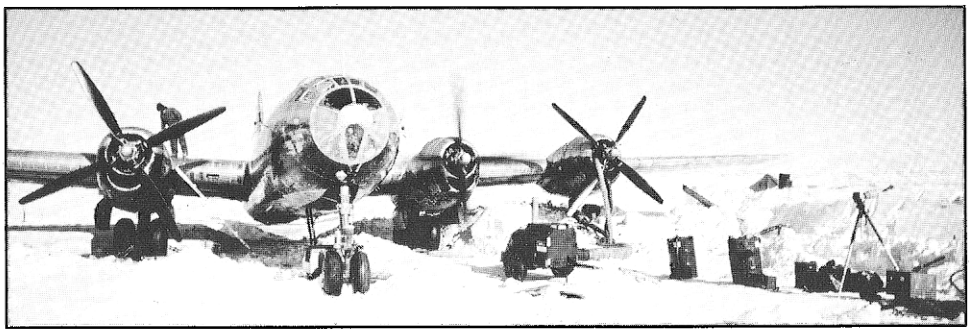
In the 1960's, Darryl started accumulating parts to build an F104 for the purpose of attempting various speed and altitude records. On October 24, 1977, Darryl recorded a speed record 988.26 mph in his F104.

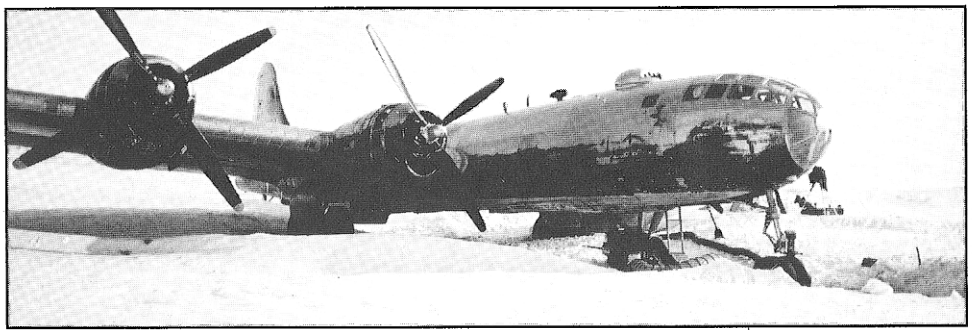
For the period of 1964 through 1976, Darryl participated in many air races in a number of different aircraft. He participated in the Unlimited Division at the Reno National Championship Air Races eleven (11) times. He placed 1st seven times and 2nd one time.

Currently, Darryl has been involved in buying and selling aircraft and recovering unusual aircraft for various museums. More recently, he had been involved in recovering a World War II B-29 bomber which crash-landed 950 miles north of the Arctic Circle in Greenland.

Darryl has accumulated a total of 16,950 hours of flight time. He lives in Southern California with his wife, Terri and their three daughters.







HEARTBREAK VENTURE

Photo of the B-29 reconnaissance plane that ended a secret mission by crash-landing on a frozen lake in Greenland on February 21, 1947. All the crew members were rescued three days later. The B-29 called the Kee Bird has remained there, encrusted with snow and ice for almost 50 years. A British pilot found the plane in good condition in 1985. In 1993, Darryl Greenamyer led a task force in a recovery effort. The task force included five aircraft mechanics who installed four newly built engines on the downed plane. It was in May, 1995, that Greenamyer and his crew set out for a third expedition to the Kee Bird to try to fly the repaired plane out of Greenland. After considerable difficulties with snow and ice, Darryl managed to taxi the plane to the frozen lake for some test runs. During a taxi run, a fuel leak apparently started a fire in the tail section. Without adequate fire extinguishers, the crew was unable to stop the fire from spreading throughout the entire airplane. The crew could only stand by and watch the complete destruction of the airplane. The remains of the airplane will probably sink to the bottom of the lake when the ice melts. Despite brutal weather conditions, freak equipment failures, and the unfortunate death of a key member of the crew, Darryl Greenamyer's attempt to free the B-29, trapped for 48 years in an Artic lake in Greenland, proved to be a daring feat.

Fourteenth Annual Awards Presentation

The Aero Club of Northern California
May 4, 1996
San Jose, California

Welcome and Introduction ..... Pat Fox
Invocation ..... Rev. Kintner

DINNER

Introduction of Aero Club Officers and Board Members ..... Pat Fox
Aero Club - NAA Special Honor Awards
- Professor Thomas E. Leonard ..... Ralph Tonseth
- Milton B. Watts ..... Jim Lafferty

James M. Nissen Scholarship Award
- Bill Potter

Roy Hester Scholarship Award
- Scott Yelich

Guest Speaker
- Darryle G. Greenamyer ..... Jerry Bennett

Crystal Eagle Award Presentation ..... Pat Fox

The Crystal Eagle Award

The Crystal Eagle Award is presented annually by the Aero Club of Northern California to recognize an individual whose accomplishments have significantly contributed to the advancement of aviation or space technology.

Crystal Eagle Award Winners
1983: General James "Jimmy" Doolittle
1984: Brigadier General Charles E. "Chuck" Yeager
1985: Stanley Hiller, Jr.
1986: William "Bill" Lear, Sr.
1987: James M. "Jim" Nissen
1988: Anthony W. "Tony" LeVier
1989: Elbert "Burt" L. Rutan
1990: George S. Cooper
1991: Allen E. Paulson
1992: Jeana Yeager
1993: Robert T. Jones
1994: Frank L. Christensen
1995: James S. Ricklefs

The Crystal Eagle:
A distinctive work of art

The Crystal Eagle Award is a unique work of art crystal handcrafted in Italy.

It is fitting that the eagle should be the symbol for the Aero Club's annual award. The North American eagle is recognized as a bird possessing great strength, natural grace, keenness of vision and power in flight. The eagle has been used by man to identify with flying since its inception to our current successes in space.

The Crystal Eagle is mounted on a California redwood base, unique to Northern California. In its natural state redwood has unusual durability, commensurate with the recipients of this coveted award.

Our Special Thanks to:

Hillis Printing/Chuck Hillis
Hugh Center Trust/Art Lund
Sixteenth St. Design/Bill & Kim Pfahnl
Student AAAE Chapter - SJSU
San Jose International Airport (SJC)
Special Recognition
- Shirley Ibay

The Aero Club of Northern California was formed to promote those activities which advance aviation and aerospace within Northern California.

We are a chapter of our parent organization, the National Aeronautic Association (NAA), which having been founded in 1905 as the Aero Club of America is the oldest independent, non-profit aviation organization in the United States, and the sole U.S. representative to the Federation Aeronautique International (FAI).

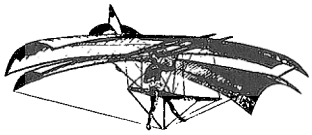
So central to aviation was the Aero Club that until 1926 it issued all pilot licenses in the United States.

The first five pilot licenses issued by the Aero Club were: 1) Glen H. Curtiss, 2) Lt. Frank P. Lahm, 3) Louis Paulham, 4) Orville Wright, and 5) Wilbur Wright. All other pilot licenses issued in the United States subsequent to these five were until 1926 issued by the Aero Club of America.

We embrace the goals of our parent organization in our efforts to support a vigorous aviation and space program for students at all levels of learning, and to recognize and honor those who have made outstanding contributions to the advancement of aviation and space flight.

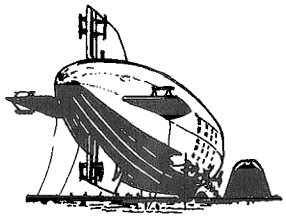
About our logo ...

Incorporated in the logo of The Aero Club of Northern California are some of the most significant contributions the Northern California area has made to the art and science of flight.



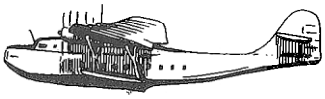
Montgomery Flight - 1904

Often referred to as "The Father of Basic Flying" Dr. John Montgomery was a true aviation pioneer. San Jose was the site of many of his historic achievements. Alexander Graham Bell noted that, "All subsequent attempts in aviation must begin with the Montgomery Machine."



Moffett Field - 1933

Dedicated April 12, 1933, Moffett Field until recently was the United States guardian of the Pacific. It continues to be a major aviation facility supporting both federal and military operations.



China Clipper - 1935

Lifting from San Francisco Bay waters on November 22, 1935, the Clipper became the first airplane to fly the Pacific non-stop. Cutting over 15 days off the best surface time from San Francisco to Manila, it lead to the elimination of the barriers of space and time.

NASA Ames Research Center - 1940

Northern California's continued contributions to involvement in the quest for our ultimate destiny is assured by the ongoing advancements in aerospace science and technology at NASA's Ames Research Center.