

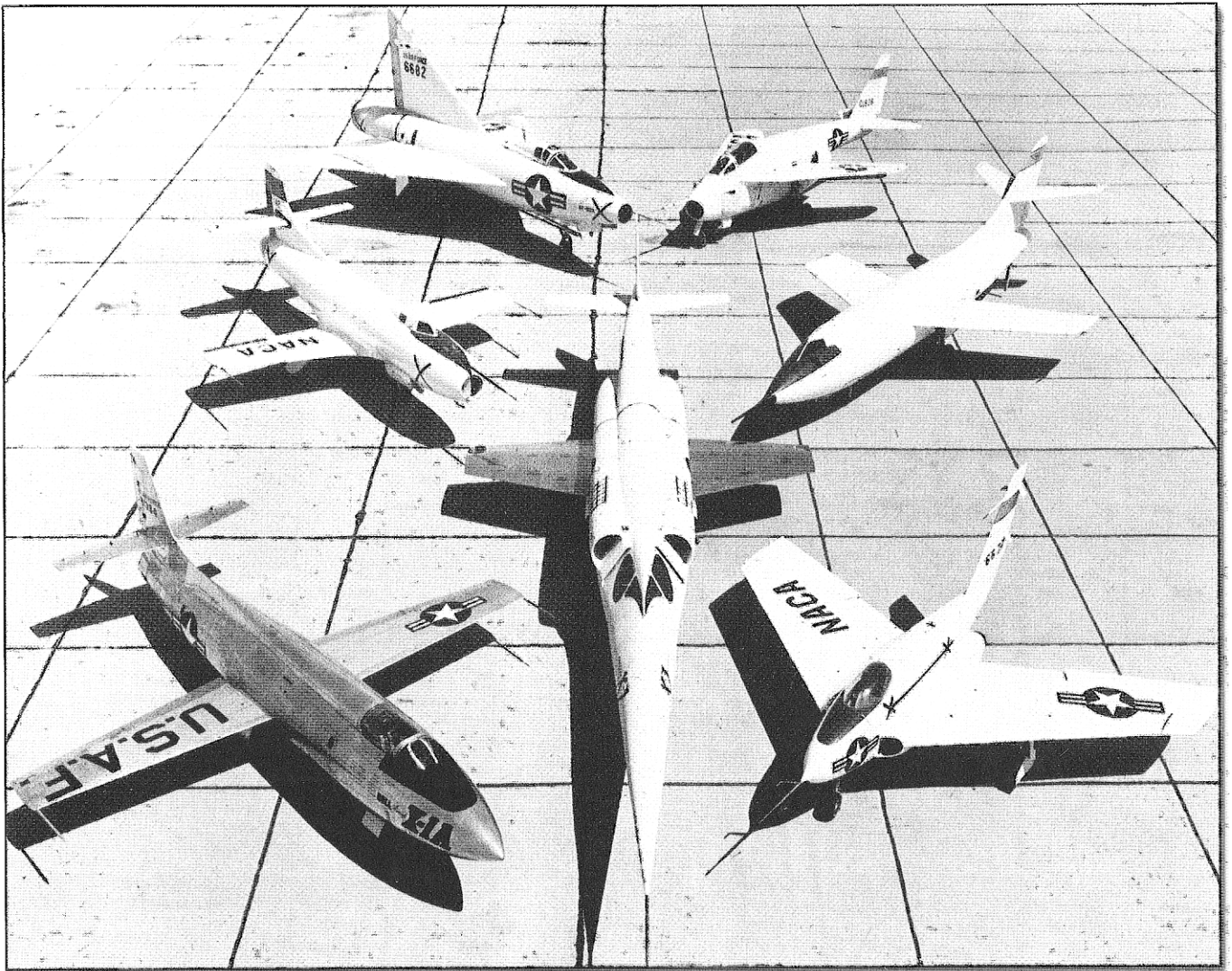
The Aero Club of
Northern California

The 2002 "Crystal Eagle" Award Winner

A. SCOTT CROSSFIELD



THE RESEARCH AIRPLANE PROGRAM



This joint research effort by NASA and the military services was conceived near the end of World War II to perform flight studies with a series of specially-constructed research aircraft in the then unexplored transonic-low-supersonic characteristics of full-scale aircraft in flight. The pictured aircraft belong to the so-called "Round One" era of research planes. Counter-clockwise from the lower left: The Bell X-1A, an advanced stretched version of the X-1, the Douglas D-558-1 "Skystreak", the Convair XF-92A, the Bell X-5, the rocket/turbojet Douglas D-558-2, and the Northrop X-4 semi-tailless turbojet aircraft. The center aircraft is the turbojet powered Douglas X-3.

A. SCOTT CROSSFIELD

OUR FIRST MAN IN OUTER SPACE

Scott was born in Berkeley, California on October 2, 1921. He had his first flight at the age of six and says he does not recall ever having desired any other career than aviation. He began flying lessons at the age of 12, in return for delivering newspapers at the Wilmington Airport. He received both his bachelor of science and master of science degrees in aeronautical engineering from the University of Washington.

He joined the U.S. Navy in 1942 and following flight training served as a fighter and gunnery instructor and maintenance officer before spending six months overseas flying such aircraft as the F6F and F4U fighters.

From 1946 to 1950, he was the Chief Operator of the University of Washington's F. K. Kirsten Wind Tunnel, and from 1950 to 1955 was an aeronautical research pilot for the National Advisory Committee on Aeronautics (later NASA) at Edwards High Speed Flight Station. During this time, he played a major role in the testing of many experimental aircraft and became the first pilot to fly twice the speed of sound (1327 MPH) in the Douglas D-588 rocket powered aircraft. He also flew the X-1, X-4, X-5 and XF-92A.

From 1955 to 1961, Mr. Crossfield was the design specialist, X-15 project pilot, and chief engineering test pilot for North American Aviation, Inc., Los Angeles Division. He was involved in all phases of X-15 specification and design, cockpit and control systems, engine systems, and structures. He was also the pilot for the first 30 demonstration flights of the X-15

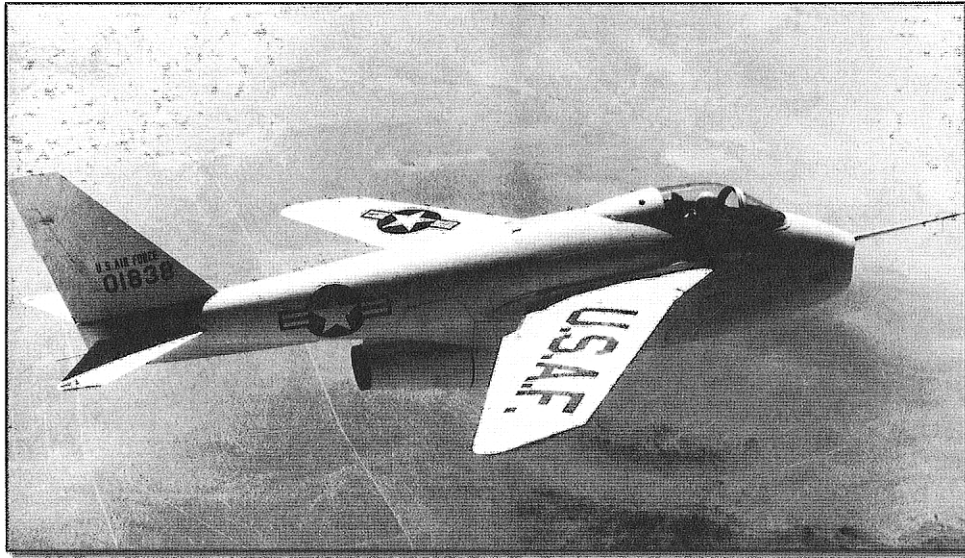


In 1967, he joined Eastern Airlines as a division vice president. After four years, he was promoted to staff vice president working transportation development issues for the airline until leaving in 1974 to assume the position of senior vice president at Hawker Siddeley. Mr. Crossfield has worked as an independent technical consultant for several corporations, House committees and subcommittees,

NASA and the FAA.

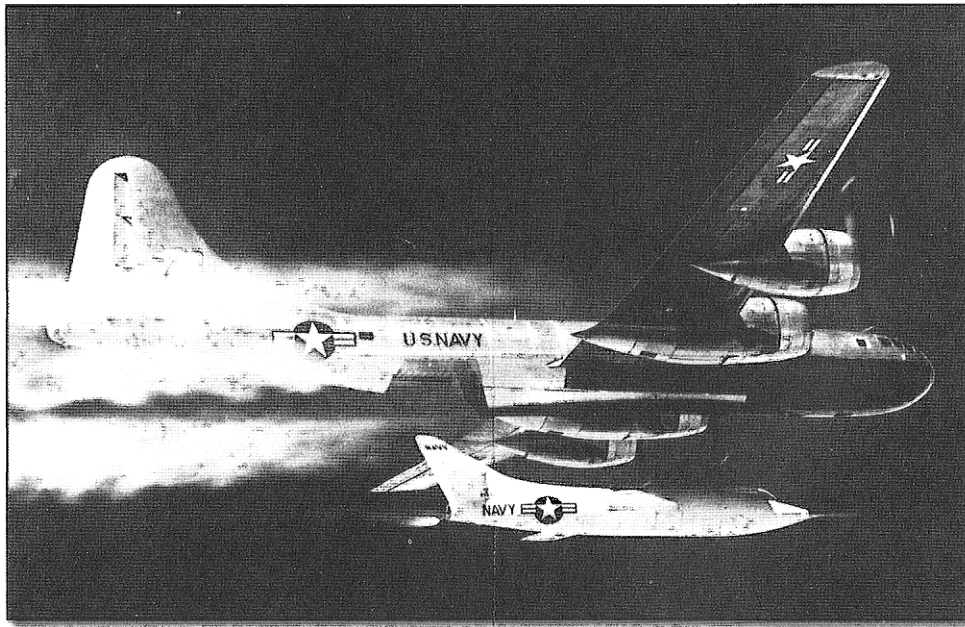
Among his many awards were the Collier Trophy for 1961 from the National Aeronautics Association, presented by President John F. Kennedy at the White House in 1962 and the International Clifford B. Harmon Trophy for 1960, presented by President Kennedy in the White House the year before.

THE X-5



The X-5 was the first aircraft capable of sweeping its wings in flight. This single-place, turbo-powered aircraft helped our understanding of wing-sweep angles of 20, 45 and 60 degrees at subsonic and transonic speeds. Test results provided some of the design background for the Air Force F-111 and the Navy F-14 Tomcat fighter. The aircraft were powered by an Allison J-45A jet engine that produced 4,900 lbs. of thrust, giving the plane a top speed of 716 mph and maximum altitude of 49,919 feet. X-5s measured 36 feet in length with a wingspan of 19 feet (with the wings swept-back 60 degrees). They weighed about 10,000 lbs. at takeoff.

THE D-558-2 LAUNCH



The D-558-2 "Skyrockets" were high performance versions of the straight-winged, 558-1 built by Douglas Aircraft, Inc. for the Navy. The mission of the D-558-2 program was to investigate the flight characteristics of a swept-wing aircraft at high supersonic speeds. The D-558-2 was a single-place, 35 degree swept-wing aircraft measuring 45 ft. in length, 11.5 ft. high and a wingspan of 15 feet. Fully fueled it weighed about 16,000 lbs.

The Aero Club of Northern California
Twentieth Annual Awards Presentation
Hiller Aviation Institute
October 26, 2002

Welcome and Introduction Ron Blake
DINNER
Introduction of Aero Club Officers and Board Members Ron Blake

Aero Club - NAA Certificate of Honor Awards
• Guy Watson Jerry Bennett
• Jack Real Tom Leonard

Robert L. Hamilton Scholarship Award
• Butch Wood Jack Willson

James M. Nissen Scholarship Award
• Lindsay Failing Scott Yelich

Guest Speaker
• A. Scott Crossfield Jean Kaye Tinsley

Crystal Eagle Award Presentation
• A. Scott Crossfield Ron Blake

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.

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.

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
1996: Darryl G. Greenamyre
1997: Robert L. "Hoot" Gibson
1998: Donald D. Engen
1999: Paul H. Poberezny
2000: Wayne Handley
2001: Igor I. Sikorsky



Our Special Thanks to:

ACM Aviation/Stanley Bac
Fry's Electronics/Randy Fry
Hiller Aviation Institute
Robert Wenzel
Sixteenth St. Design/Bill & Kim Pfahnl

Aris Helicopter, Ltd.
H-P Aviation Department
Hugh Center Trust
San Jose Jet Center

Alpha Eta Rho - SJSU Chapter
Hillis Printing/Chuck Hillis
Patricia Fox
San Jose International Airport

About our club . . .

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).

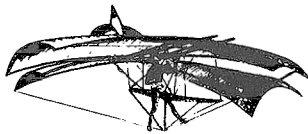
So central to aviation was the Aero Club that until 1926 it issued all pilot licenses in the United States.

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.

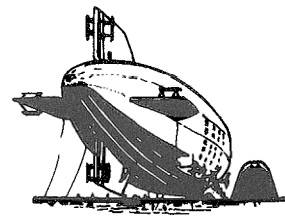
About our logo . . .

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.



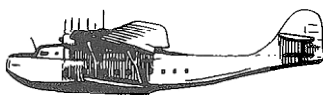
Montgomery Flight - 1904

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 led 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.

Robert L. Hamilton

Memorial Scholarship

Robert L. "Bob" Hamilton was born on May 21, 1936 in Hanford, California, and received his elementary and secondary education in Merced, California.

He joined the United States Army in 1954, and served two tours of duty in Germany as a mechanic maintaining helicopters. He then made application for helicopter flight training, and was one of a very few that was selected.

After graduation from helicopter school he served as a helicopter pilot and was sent to Vietnam as a U.S. Army rescue helicopter pilot. He served two tours of duty in Vietnam where he was awarded the prestigious Legion of Merit, the Distinguished Flying Cross, two Bronze Stars and thirty Air Medals. He later served in Washington, D. C. with the Office of Deputy Chief of Staff for Research, Development, and Acquisition, and is credited as being the person most responsible for convincing Congress to raise servicemen's pay in 1974.

He served as president of the national U.S. Army Warrant Officers' Association and as vice-president of the Army Aviation Association, and was active in its scholarship program until the time of his death.

In 1986 he was honored by being inducted into the Army Aviation Hall of Fame. A commemorative plaque hangs in the Army Aviation Museum, located at Fort Rucker, Alabama.

After 21 years in the service of his country, he remained in Washington, D.C. for one year to manage the National Aviation Club before coming to Los Gatos, California, to take over a family business his father started two decades before. He immediately became active in community affairs; served on the Los Gatos Town Council, and in various capacities in local service organizations, including the Los Gatos Kiwanis, where he served as President, the San Jose Airport Rotary Club, the YMCA, and others. At the time of his death he was a member of the Board of Directors and Secretary of The Aero Club of Northern California.

His civilian aviation career included flying for Saratoga Savings and Loan, Aris Helicopters, where he became head of operations, and Terra Commercial.

He logged more than six thousand three hundred hours of pilot in command time, most of it in helicopters, including; the Chinook CH-47, which utilized the first fly-by-wire Flight Control System for helicopters, the Sikorsky H-37, and the Agusta 109 aircraft.

He was a devoted family man. He and his surviving wife, Carol, were married in 1956, and together they raised three children. He was highly regarded by all that knew him. After fifteen months of struggling with cancer, he passed away on March 19, 2002, and, on April 16, 2002 was buried with full military honors at Arlington National Cemetery, Arlington, Virginia.

His life is an inspiration to all.