

The Aero Club of Northern California

2015 Crystal Eagle Award

Presented to



Alan Eustace



Montgomery Fligh - 1904



Moffett Field - 1933



China Clipper - 1936



Hiller XH-44 - 1944



NASA Ames Research Center - 1981



Alan Eustace grew up in Pine Hills, Florida, a suburb of Orlando. After graduating from Maynard Evans High School in 1974, he received a debate scholarship from Valencia College and attended it for a year before transferring to Florida Tech-

nological University to major in mechanical engineering. After taking a class on computer science, he decided to switch majors and ended up completing three academic degrees in the field, including a doctorate in 1984.

As a university student, Eustace worked part-time selling popcorn and ice cream in Fantasyland and working on the monorail at Walt Disney World.

After graduation, Eustace worked briefly for Silicon Solutions, a startup in Silicon Valley, before joining Digital, Compaq and then HP's Western Research Laboratory, where he worked 15 years on pocket computing, chip multi-processors, power and energy management, internet performance, and frequency and voltage scaling. In the mid-1990s, he worked with Amitabh Srivastava on ATOM, a binary-code instrumentation system that forms the basis for a wide variety of program analysis and computer architecture analysis tools.

Eustace was appointed head of the laboratory in 1999, but left it three years later to join Google, then a four-year-old startup. At Google, he worked as Senior Vice President of Engineering and served as Senior Vice President of its Knowledge department until his retirement on March 27, 2015. He was also actively involved in a number of Google's community-related activities, such as the Second Harvest Food Bank and the Anita Borg Scholarship Fund.

In 2011, Eustace decided to pursue a

stratosphere jump and met with Taber MacCallum, one of the founding members of Biosphere 2, to begin preparations for the project. MacCallum's company, Paragon Space Development Corporation, created a life-support system to allow Eustace to breathe pure oxygen in a pressure suit, designed and built by ILC Dover, during his ascent and fall. Over the next three years, Alan worked with the Paragon Space Development technical team to design and redesign many of the components of his parachute and life-support system.



In the early morning of October 24, 2014, Eustace, tethered underneath a specialized balloon in his new space suit, launched from an abandoned runway in Roswell New Mexico. Over the course of the next couple hours, Alan reached a maximum altitude of 135,889 feet (25.74 miles). At that point, using a small

explosive device, Eustace was separated from the balloon and began a record breaking free-fall.

His descent to Earth lasted 15 minutes with peak speeds exceeding 821 miles per hour. In the process he set new world records for the highest free-fall jump, and total free-fall distance 123,334 feet. And while Alan's efforts broke Felix Baumgartner's 2012 world record, because Eustace's jump involved a drogue parachute, while Baumgartner's did not, their vertical speed and free-fall distance records remain in different categories.

Eustace, a twin-engine, jet-rated pilot, has co-authored nine publications and holds ten patents. He is a member of the Aeroclub of Northern California.



Scholarships

The Aero Club of Northern California annually provides three scholarships to college students actively studying aviation at a Bay Area college. Due to the generosity of two of our long-time members, Steve and Nancy Sullivan and Clay Lacy, this year we are able to add two additional scholarships; the Aris Leasing Scholarship and the Clay Lacy Scholarship. Each of the five scholarships is for two-thousand dollars. To be eligible, an applicant must be at least a sophomore, have completed 15 or more semester units of college level aviation coursework and have a cumulative GPA of 2.5 or higher.

James M. Nissen Scholarship



Our 2015 James M. Nissen Scholarship recipient is Issac Njuguna. Isaac is a SJSU Aviation Program student who plans to graduate in May 2016. It was in his homeland of Kenya that he first saw the wonders of flight and developed the life-long desire that so many of us here tonight share. It was not until he moved to the United States that Isaac was able to pursue the dream of becoming a commercial pilot. Last year he earned his Private Pilots certificate and the funds from this scholarship will go along way to help with his Instrument training. Issac is the first person in his family to complete a college education.

Robert L. Hamilton Scholarship

Wasifyar Farooq, our 2015 Robert L. Hamilton scholarship recipient is another first generation college student that attends SJSU's Aviation Program. Since he was a small boy, Wasifyar has walked with one eye towards the sky, however he felt that his dream to learn to fly would always be a dream. When he moved to the U.S. with his family, Mr. Farroq began to realize those dreams. He has taken many aviation courses and has completed his Airframe and Powerplant certificate and Wasifyar expects to take his Private Pilot check ride at the end of this month! Funds from this scholarship will help fund additional pilot training for Wasifyar.



Aero Club of Northern California Scholarship



The 2015 Aero Club of Northern California Scholarship recipient, Raymart Tinio, has a very interesting story to tell. It includes him becoming a sport pilot last year and a licensed private pilot later this year, without being able to hear a thing. Raymart is deaf, but he has never let that slow him down. Despite his concern as a child about what the future would hold for him, Raymart has constantly overcome obstacles, and is now driven to become an Airline Transport Pilot. Raymart is prepared to take on the communication challenges of deaf pilots; he is currently considering that as a thesis for grad school, once he completes his studies in the Aviation Department at SJSU next spring.

Aris Leasing Scholarship

The recipient of the Aris Leasing Scholarship is Sky Eurich. To date, Sky has logged about 25 hours of flight time towards his Private pilots certificate. However, unlike most people learning to fly, Sky is doing it in a Robinson R22. In Sky's own words, "In addition to the excitement of flying a helicopter, I have also always had a desire to help and assist others through emergencies. It is for this reason that I would like to apply my flight skills to work in Emergency Medical Services or other helicopter rescue services." Funds from this scholarship will help Sky complete his initial flight training.



Clay Lacy Scholarship



Sam Shaw receives the Clay Lacy Scholarship this year. Sam, a SJSU Aviation student, has always had a love for aviation. He is considering a career as a corporate pilot, where he finds the prospect of an every changing environment attractive, or that of a air ambulance pilot, where he can use aviation to help others. While Sam currently holds a Private pilots certificate, the funds from this scholarship will be used to help with his Instrument ticket.

National Aero Club Association 2015 Awardees

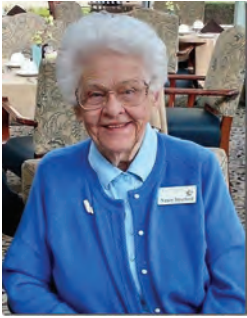
Lonie Autry



Lonnie Autry is a pilot who preserves aviation's past, and mentors those who are its future. He is being honored by the National Aeronautic Association for his lifelong service to general aviation, and future generations of aviators. Since he restored his Piper J3 Cub more than 40 years ago in the garage of his San Jose home, Autry has worked to restore many historic aircraft, his own and those of others, not as museum pieces but as flying airplanes. Autry has been a prominent figure in Northern California antique aircraft circles, at one point serving as chairman of the Watsonville Antique Fly-In and Air Show. Among the notable aircraft he has brought back to life was his 1929 Curtiss-Wright Travel Air 4000, which won the grand championship at the Watsonville in 1998. Over the years, Autry mentored future aviators. Among them was a neighborhood kid hanging around Reid-Hillview Airport in San Jose before today's security requirements cut off community access. Others, the offspring of aviation business people, grew up at the airport. For the newly minted teen-age pilots to spread their wings, Autry would lead flights of fabric-covered taildraggers on day trips to destinations around Northern California. Flying runs in the Autry family. Two sons and two daughters are pilots. Autry, who has been a pilot since the mid-1960s, currently owns or co-owns six airplanes,

including a 1941 Navy N3N-3 and the 1940 Piper J3 Cub that he restored 41 years ago. He holds a commercial pilot certificate for airplane single-engine and multi-engine land, has an instrument rating and is a single-engine land flight instructor. He has an airframe and powerplant mechanic's certificate, and has retired as an inspection foreman at the United Airlines maintenance base at San Francisco International Airport. Autry bases his aircraft at Frazer Lake Airpark near Hollister, CA. The airport's runway is grass, which is fitting for his antique aircraft..

Nancy Stratford



Nancy Miller Livingston Stratford is being honored for her lifelong achievement as a Whirly-Girl and trailblazing aviatrix. While a student at the University of California at Berkeley, she earned her private pilot's certificate after six months in the federal Civilian Pilot Training Program, which accepted 10 women and 110 men. She obtained her fixed-wing commercial license and flight instructor ratings in 1941 and became an instructor for the Civilian Pilot Training Program in Bishop, California. At the outbreak of World War II, renowned aviator Jacqueline Cochran recruited her for the British Air Transport Auxiliary (ATA). She arrived on a cargo ship at Liverpool, England, in June 1942, as one of 27 American women to fly with ATA. She eventually was qualified to fly nearly everything but 4-engine aircraft as pilot in command. She logged almost 900 flight hours, ferried 35 different types of single-engine aircraft, and 15 twin-engine planes. Her favorite was the Spitfire, and she also flew the P-51 Mustang, F4U Corsair, the Mosquito bomber, as well as the Hurricane, Tempest, and Typhoon fighters. She also flew the Douglas C-47 Dakota, B-25 Mitchell, F4F Wildcat, F6F Hellcat, and the British Dominie. From 1947 to 1960, She worked as a flight and ground instructor in Corvallis, Oregon. She dusted crops in a Stearman 450, and performed at air shows. She earned

her helicopter and seaplane ratings in 1947, becoming the first woman on the West Coast to receive a commercial helicopter rating, the second in the United States, and the fourth in the world. She flew a Bell 47 BS on floats and a Bell 47B. In 1956, she married J. Arlo Livingston. Together they operated Livingston Copters in Oregon, flying photo missions, sightseeing tours, and transporting skiers. Three years later, they moved their helicopter business to Juneau, Alaska, where she became the first woman helicopter bush pilot in Alaska. She retired in 1978, after logging about 8,500 flight hours in 103 types of aircraft, including about 1,500 hours in helicopters. Most were as pilot in command and instructor. In 1988, She founded the Whirly-Girls Livingston Award in her late husband's memory. The award is given annually to a living woman helicopter pilot and member of the Whirly-Girls who has contributed in a significant way to the advancement, recognition, and credit of women in helicopter aviation. She married retired banker Milton Stratford in 1991 but was widowed again in 2008. She now lives in Carlsbad, California, near San Diego

Tony Banta



Tony Banta is being honored by the National Aeronautic Association for his contributions to Air Force flight testing and warbird operations. Banta began to pursue his aviation passion in the fall of 1965 when he entered San Jose State College as an aeronautics student and participated in the Army and Air Force ROTC programs. He graduated in 1970 with his BS in aeronautics and a commission in the Air Force as a second lieutenant. Unfortunately his vision precluded him entering pilot training, so Banta began his Air Force career as an avionics officer stationed at McConnell AFB in Wichita, Kansas. While there he earned a master's degree in aeronautical engineering at Wichita State University. His next station was Wright-Patterson AFB in Dayton, Ohio, where he was a stability and control engineer in the combat maneuvering group at the Flight Dynamics Lab. He worked with a small cadre of civilian and military engineers mostly focused on the maneuverability of the F-16. He also earned his private pilot's license and pursued an MBA at Wright State

University. When the Air Force augmented the curriculum of the Test Pilot School at Edwards AFB to include flight test engineers in addition to pilots, Banta was accepted into the program. He spent a year test flying the F-4, T-38 and T-33. He graduated number one in his class and was transferred to McClellan AFB in California to fly the F-111 and T-38. While at McClellan, Banta taught algebra, trigonometry and physics for Emery Riddle Aeronautical University and received his MBA from Golden Gate University. He was selected by the Air Force as an astronaut candidate and was qualified by NASA as a mission specialist candidate at the Johnson Space Center. But he was not selected for astronaut training. In his early 30s, Banta left active duty for a job as a program manager in Silicon Valley. He also transitioned into the Air Force Reserve, flying the F-111 out of McClellan AFB for ten more years before retiring as a lieutenant colonel. During the past three decades he has worked at several telecom companies in operations vice president positions. He also obtained his instrument and multi-engine ratings and began to fly World War II-vintage fighters, owning and flying a P-51 Mustang, P-40 Warhawk, T-6 Texan and F8F Bearcat. Banta currently is restoring a MKXXVI Spitfire. He has logged almost 2,000 hours in warbirds over the past 15 years.

The Aero Club of Northern California

Thirty-Third Annual Awards Banquet

Hiller Aviation Museum

November 14, 2015

Welcome and Introduction of Aero Club Board and Guests	Max Trescott	
Aero Club Scholarship Awards Presentations		
James M. Nissen Sr. Scholarship	Issac Njuguna..... A.J. Borade	
Robert L. Hamilton Scholarship	Wasifyar Farooq	A.J. Borade
Aero Club of Northern California Scholarship	Raymart Tinio	Glynn Falcon
Aris Leasing Scholarship	Sky Eurich	Steve Sullivan
Clay Lacy Scholarship	Sam Shaw	Clay Lacy

DINNER

Aero Club - National Aeronautic Association (NAA) Awards	NAA President Jonathan Gaffney
Lonnie Autry	
Nancy Stratford	
Tony Banta	
Crystal Eagle Recipient Introduction	Max Trescott
Guest Speaker	Alan Eustace
Crystal Eagle Award Presentation	Max Trescott

The Crystal Eagle Award

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 historically been used by man to identify with flying.

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.



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

- 2014: Prof. Thomas Leonard
 - 2013: Rod Machado
 - 2012: Julie Clark
 - 2011: Clarence E. "Bud" Anderson
 - 2010: Brian Shul
 - 2009: Mike Melvill
 - 2008: Phil Boyer
 - 2007: Steve Fossett
 - 2006: Sean D. Tucker
 - 2005: Eileen Marie Collins
 - 2004: Elgen M. Long
 - 2003: Clay Lacy
 - 2002: A. Scott Crossfield
 - 2001: Igor I. Sikorsky
 - 2000: Wayne Handley
 - 1999: Paul H. Poberezny
 - 1998: Donald D. Engen
 - 1997: Robert L. "Hoot" Gibson
 - 1996: Darryl G. Greenamyre
 - 1995: James S. Ricklefs
 - 1994: Frank L. Christensen
 - 1993: Robert T. Jones
 - 1992: Jeana Yeager
 - 1991: Allen E. Paulson
 - 1990: George S. Cooper
 - 1989: Elbert "Burt" L. Rutan
 - 1988: Anthony W. "Tony" LeVier
 - 1987: James M. "Jim" Nissen
 - 1986: William "Bill" Lear, Sr.
 - 1985: Stanley Hiller, Jr
 - 1984: Brigadier General Charles E. "Chuck" Yeager
 - 1984: General James "Jimmy" Doolittle
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Our Special Thanks to:



HILLER AVIATION MUSEUM
Where Inspiration Takes Flight



About Our Club

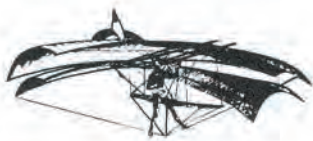
The Aero Club of Northern California was formed to promote activities which advance aviation and aerospace within Northern California

We are a regional affiliate club of NAA, the National Aeronautic Association, 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 Internationale (FAI).

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

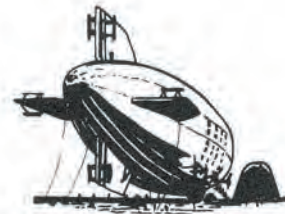
About Our Logo

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 was, until recently, 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 - 1939

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