

# The Aero Club of Northern California

## 2016 Crystal Eagle Award

Presented to



# Steve Hinton



Montgomery Flyer - 1904



Moffett Field - 1933



China Clipper - 1936



Hiller XH-44 - 1944



NASA Ames Research Center - 1981



Steve Hinton spent part of his childhood living at Naval Air Station China Lake, where his father was a Marine. Together they would go to the airport to watch fighter operations, where Steve absorbed it all. Later, after his father retired from the Marines, the family moved to

Claremont, CA. There, one of their neighbors was Ed Maloney, who founded Planes of Fame Air Museum. Ed's son Jim and Steve became great friends, and they spent their childhood together at the museum helping out with anything they could.

He started taking flying lessons at age 18 and took his check ride with Ruth Johnson, a former WASP, when he was 19. Having grown up around the airport museum, Steve spent his childhood "eating, sleeping and drinking airplanes," which led to many flying opportunities. At 150 hours, he was checked out in an AT6; at 300 hours it was a Mustang and Hellcat. At 22 years old, Steve got a job with Leroy Penhall, who was importing T-33s and T-86s from Canada. He jumped at the opportunity to fly them around the country, but he needed an instrument and commercial ticket. In two weeks Steve had passed his instrument checkride in a C-150 and commercial checkride in a P-51, both with Ruth Johnson. His job with Penhall resulted in Steve delivering either a T-33 or F-86 to air races where he would crew the planes while Bob Hoover used them to perform in air shows. That experience was



great exposure for the man who was to set the world speed record in a piston-driven aircraft a few years later.

Within a couple of years, Steve was involved with the Red Baron racing team, had raced and won at Reno, and started flying for the TV show "Black Sheep Squadron". The following year he set the world speed record over a three-kilometer course in the RB51 Red Baron with a speed of 499.018 mph- a record that stood for over a decade. He also took a job flying with Western Airlines.



Around 1980, Steve and his good friend Jim started a little company called Fighter Rebuilders. With their past experience working on warbirds for the museum, and their contacts, Fighter Rebuilders has become a go-to organization for warbird reconstruction projects. They have rebuilt, built, restored, modified or repaired almost every major type of warbird, as well as a number of unlimited air racers.



Steve Hinton is a fixture in the world of aviation. He has performed at air shows around the world for more than 35 years in 150 different types of aircraft. His restoration company has returned more than 40 warbirds to pristine flying condition. He is a founding member of the Motion Picture Pilots Association, civilian pilot with the USAF Heritage Flight, World Speed Record holder, and Reno Air Race Champion. He is the current President of Planes of Fame Air Museum, has been inducted into the EAA Warbird Hall of Fame, and received the Art Scholl Showmanship Award from the International Council of Air Shows (ICAS) in 2010. In recognition of all that Steve has contributed to aviation, the Aero Club of Northern California is proud to include Steve Hinton as a recipient of the Crystal Eagle Award.



<http://photorecon.net/aviation-nation-2010/>

# The Aero Club of Northern California

## Thirty-Fourth Annual Awards Banquet

### Hiller Aviation Museum

### October 15, 2016

Welcome and Introduction of Aero Club Board and Guests .....	Eric Peterson
Aero Club Scholarship Awards Presentations	
James M. Nissen Sr. Scholarship	Michelle Tripp ..... A.J. Borade
Robert L. Hamilton Scholarship	Tyler Hernandez ..... Scott Yelich
Thomas E. Leonard Scholarship	Richard Bandy ..... Jamison Marino

---

#### DINNER

---

Aero Club - National Aeronautic Association (NAA) Awards .....	Eric Peterson
Dan Martin .....	Ron Blake
Carl Honaker .....	Eric Peterson
<b>Silent Auction End</b>	
Crystal Eagle Recipient Introduction .....	Eric Peterson
Guest Speaker .....	Steve Hinton
Crystal Eagle Award Presentation .....	Eric Peterson

## 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

- 2016:** Steve Hinton
- 2015:** Alan Eustace
- 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

# National Aero Club Association 2016 Awardees

## Dan Martin



Dan Martin is a veteran unlimited air racer who has been competing in the National Championship Air Races at Reno since the late 1970s. Over the years, Martin has shown he has the flying skills to get the maximum performance from these World War II vintage fighter planes.

In several thousand hours flying Mustangs, Martin has experienced the extremes in Reno of almost winning the national championship to a catastrophic engine failure that led to a crash landing.

Born in Arcata, Martin is a San Jose resident. He began taking flying lessons in a military flying club's Piper Cubs in 1962 and completed flight training at San Carlos Airport. He joined a club at Oakland Airport with an AT-6 and a P-51, took his first Mustang flight in 1968 and eventually became a check pilot for the club.

Martin was first a spectator at the Reno air races in 1965, and a decade later acquired his own Mustang, an Army Air Corps 9th Air Force veteran that he restored as "Ridge Runner III" and started racing in 1978.

In a 1982 race at Reno, his engine threw a connecting rod, came apart and burst into flames. With the cockpit full of smoke and fire coming up through the floorboards, Martin could not make the runway, so he landed on a dirt road, caught a wingtip and skidded to a stop. The plane had major damage, but Martin escaped with bruises.

He restored Ridge Runner, but was an air race spectator for the next 15 years. He finally brought his Mustang back to Reno in 1997, returned in 1998, and in 2000 was running a strong third in the championship race until a burned piston forced him out. In 2006, Martin was at the controls of former unlimited six-time Reno champion P-51 "Dago Red" but the engine failed in race qualifying. In 2008, Martin flew Dago Red again at Reno, took the pole position and finished second at 474.305 mph.

In 2009, he was back at Reno in Ridge Runner, reaching speeds above 480 mph with a racing engine, despite his stock airframe and cockpit canopy. He finished fourth in the championship race. In 2010, an engine problem in a preliminary race kept Ridge Runner out of the championship race. Martin sold Ridge Runner in 2011. Since then he has flown Mustangs of others at the Reno races and at air shows.

---

## Warren "Carl" Honaker



A Nebraska native, Carl Honaker earned a business degree from the University of Nebraska, then served the next 20 years in the United States Navy. He flew P-3 Orion aircraft world-wide during the Cold War. During his last Navy tour, Honaker was the Naval Air Station Moffett Field executive officer, the deputy base commander responsible for day-to-day operations. One of Carl's many achievements while XO was the successful production of the final Navy Air Show at Moffett in 1992. When the base was finally closed as a part of BRAC (Base Realignment and Closure), he retired from the Navy and went on to work for NASA Ames Research Center where he oversaw operations of the airfield.

After several years with NASA, Carl decided a change was in order and took on the position of director of facilities for the Tech Museum of Innovation in San Jose. It was during this time that Carl was a member and twice-president of the Airport Commission for San Jose International Airport where he helped to craft policy and interpret the airport rules for many contentions issues, including noise abatement and taxi cab contracts.

In November 2001, after a short 1-year stint with the Tech, aviation was again calling to Carl as he took on the role of Assistant Director and then Director for Santa Clara County Airports system. There Honaker managed Reid-Hillview, Palo Alto and South County airports with more than 500,000 annual operations. After 13 years with the County Honaker once again took over the reins at Moffett Field. This time as Airport Manager for AvPorts who has been contracted to operate the airport for Planetary Ventures.

Honaker was one of the leaders and instrumental in the campaign to save Moffett's historical Hangar One, the South Bay icon, from demolition. He is an active member of the Rotary Club of San Jose where he has been one of the leads for the "fishing in the city" youth outreach for the past several years, he has been on the Board for the Salvation Army, and he was a past president and member of the of the Aero Club of Northern California Board of Directors.

Honaker is married to his college sweetheart, Karen (Leonhard), a nationally recognized watercolor artist. They live in San Jose's Evergreen area.

# Scholarships

The Aero Club of Northern California annually provides three scholarships to college students actively studying aviation at a Bay Area college. Successful applicants must be at least a sophomore, have completed at least 15 semester units of college level aviation coursework and have a cumulative GPA of at least 2.5.



## Thomas E. Leonard Scholarship



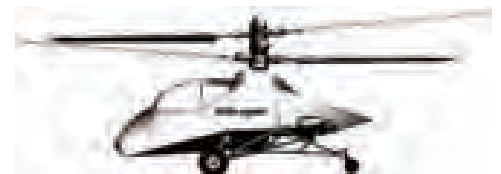
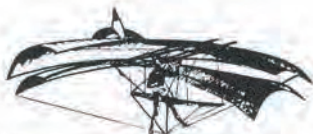
Thomas (Tom) E. Leonard (1922-2016) was born in San Francisco, California. Tom attended California Polytechnic State University (Cal Poly) in San Luis Obispo. But, the onset of WW2 interrupted his college education. During the war years, Tom worked for Pan Am at Treasure Island and served in the U.S. Army Air Corps. After the War, Tom returned to Cal Poly and completed his degree in Aeronautical Engineering. Although he intended to rejoin Pan Am after graduation in 1946, Tom accepted an invitation to teach for one year at San Jose State College. He soon discovered that he loved teaching and his one-year commitment ended up lasting more than four decades. By 1950, he had become the Department Chairman of the Aeronautics program. He developed the first four-year college-level aeronautics program at San

Jose State, secured an FAA Air Agency Certificate authorizing the college to operate an approved Airframe and Powerplant (A&P) program in 1954 and completed his Master's degree in Education in 1956. As the school curriculum expanded, so did the need for facilities. He successfully negotiated a 50-year land lease to build a state-of-the-art off-campus facility on San Jose Airport. The new on-airport facility was completed in 1962 and became a flagship aviation program in California. By the 1980's, enrollment exceeded 800 students majoring in aircraft maintenance, flight operations and administration. Tom retired from SJSU in 1985, but continued to teach part-time until 1994. Mr. Leonard was a past president and long-time member of the Aero Club Board of Directors. Funds for this scholarship have been contributed by many of the thousands who's lives were touched by this unique man.

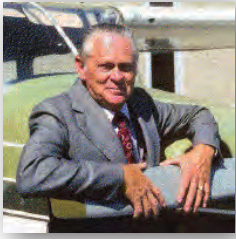
Richard Bandy graduated from Tracy High School and then earned an A.A. degree from Las Positas College. He is currently in his last semester at SJSU where he maintains a 3.9 GPA. He completed his private pilot certificate through the Flying Twenty in September 2015 and is now preparing for his instrument check ride with California Airways in Hayward.

Richard is an active member of several student organizations including SJSU's Precision Flight Team and Alpha Eta Rho, he volunteers at the Hiller Aviation Museum, and this past summer, he worked as an intern with Flight Logistics, Inc.

Richard works full-time as a BART Station Agent to finance his schooling and aviation pursuits. After graduating in December, he plans to take a break from school to become a flight instructor and earn an Airframe and Powerplant certificate. He then intends to return to SJSU to earn a masters degree. Richard's ultimate goal is to complete a doctoral degree and become a university aviation professor.



## James M. Nissen Scholarship



James (Jim) M. Nissen (1915-1994) was born in Livermore, California. In 1937, after receiving his engineering degree at the University of California at Berkeley, he was commissioned as an officer in the U.S. Navy, and later became a naval aviator and flew various military aircraft including the PBY Catalina. He briefly flew trans-Pacific seaplanes for Pan American Airways before accepting a research test pilot position in 1941 with Ames Research Center at Moffett Field with the National Advisory Committee on Aviation (NACA), now NASA. In 1945 he joined North American Aviation as a test pilot. At the same time, with two partners, he founded an aviation company and developed 16.4 acres of land leased from the city of San Jose, creating a small airport. In 1946 he sold his share of the business and was hired by the city of San Jose as its first Airport Manager. Over the next 29 years (1946-1975) he developed the small airfield into the Bay Area's third major jetport--Mineta San Jose International Airport (SJC). At the time of his retirement as Director of Aviation, SJC had achieved national status with service to every major U.S. destination city, including non-stop flights coast-to-coast and service to Hawaii. The airport at the time was also home to more than 600 general aviation and corporate aircraft. The new \$1.3 billion dollar Terminal B at SJC, which opened in 2010, is named the James M. Nissen Terminal Complex. Mr. Nissen was a past member of the Aero Club Board of Directors. This endowed scholarship was funded by a contribution from Sallie (Nissen) Moran.

Tyler Hernandez graduated from Ernest Righetti High School in Santa Maria and then attended Allan Hancock College before transferring to SJSU. He is currently the co-captain of SJSU's Precision Flight Team and has served in other leadership roles with the Flight Team and Alpha Eta Rho.

Tyler has worked in aviation related jobs since he was 14 years old; starting as an aircraft detailer, then working as a line service tech at a jet center and now working as a fueller at Reid-Hillview Airport. This past summer, he worked as an intern in the Noise Abatement Office at SFO.

Tyler is a first-generation college student and a first-generation aviator. Funds from this scholarship will help him finish his private pilot certificate; an important milestone in his pursuit of a career in corporate flying and aviation management. He will graduate from SJSU in spring 2018.



## Robert L. Hamilton Scholarship



Robert (Bob) L. Hamilton (1936-2002) was born in Hanford, California. In 1954 he joined the United States Army and was initially trained in helicopter maintenance. After a tour in Germany, he was accepted into the Army helicopter pilot program and following his training served two tours in Vietnam as a rescue helicopter pilot. He was awarded the prestigious Legion of Merit, the Distinguished Flying Cross, two Bronze Stars, and 30 Air Medals. In 1986, he was inducted into the Army Aviation Hall of Fame at Fort Rucker, Alabama. While most of his 6,300 flight hours were in helicopters, he also piloted fixed-wing aircraft and flew professionally for several companies in the San Jose area. Many of his flight hours were in the large twin-rotor Chinook CH-47 -- the first helicopter to utilize fly-by-wire flight controls systems. Mr. Hamilton was buried in Arlington National Cemetery with full military honors. Mr. Hamilton was a past officer and member of the Aero Club Board of Directors. Funds for this scholarship were established by a very close friend of the Hamilton family at the time of Mr. Hamilton's death.

Michelle Tripp has been interested in flying since she was very young, a passion which has grown stronger over the years with the influence of her career pilot father. After graduating from high school in 2009, Michelle was accepted into her dream school, Embry Riddle Aeronautical University, only to be devastated a short time later when she had to leave due to financial reasons.

She returned home and completed three A.A. degrees at Mt. San Jacinto College. But, something was missing. So, she packed her bags and headed up to SJSU to study aviation again. She immersed herself in aviation taking on leadership roles in Alpha Eta Rho, Women in Aviation and AAE, volunteering with the Civil Air Patrol, and gaining internships with the FAA and at SFO.

Michelle finances her schooling by working as an education program manager at the Hiller Aviation Museum and through a Cal Vet award made possible due to her father's service as a military helicopter pilot. She will graduate from SJSU next semester and plans to pursue a career as a medevac, search and rescue, or missionary pilot.



## Our Special Thanks to:



## 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.

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. Until 1926, all other pilot licenses issued in the United States subsequent to these five were 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 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.

