The Aero Club of Northern California
2018 Crystal Eagle Award

Presented to



Barry Schiff



Montgomery Fligh - 1904



Moffett Field - 1933



China Clipper - 1936



Hiller XH-44 - 1944



NASA Ames Research Center - 1981



Barry Schiff

With 28,000 hours logged in 357 different types of civil, military and airline aircraft, Barry Schiff has received worldwide recognition for his wide-ranging aviation accomplishments. He was a rated Airline Transport Pilot at 21, has earned every FAA category and class rating except airship, and has 15 type ratings and every flight instructor rating. Schiff retired from TWA in 1998 after a 34-year career during which he flew everything from the Lockheed Constellation to the Boeing 747. He was a check captain on the Boeing 767 and an FAA-designated pilot examiner. He holds five world speed records plus four national records.



An award-winning journalist and author, he has published 12 books and 1,800 articles. Many of his articles discuss personally developed flying concepts, procedures, and techniques that have received international attention, including his recent development of the Smart Airspeed Indicator.



He began his career as an aviation writer in 1959 (age 21) when he founded Aero-Progress and developed and wrote a series of popular training aids. He sold his business in 1963 to the Times-Mirror Corporation, which purchased the innovative product line for its subsidiary, Jeppesen.



In 1991 Schiff conceived and developed the concept of providing general aviation pilots with safe VFR routes through high-density airspace.

In 1995 with the personal approval of Jordanian King Hussein and Israeli Prime Minister Itzhak Rabin, Schiff contributed to the Middle East peace process by leading 35 light airplanes carrying 135 Americans, Israelis, and Jordanians from Jerusalem to Amman, thus becoming the first pilot ever allowed to fly between those countries.

Schiff has been a member of the Society of Experiment Test Pilots and has been involved with flight testing aircraft modifications and acquiring performance flight data.

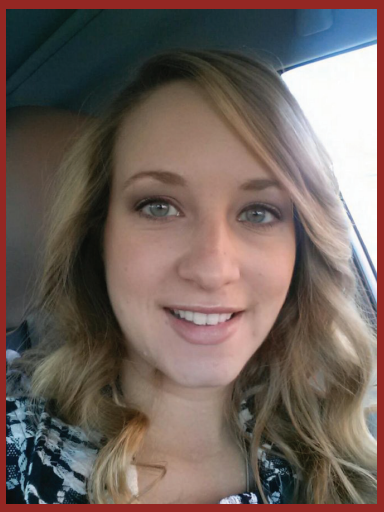
Capt. Schiff remains a vigorous and outspoken advocate for general aviation causes, is a technical advisor to the motion picture industry as well as the print and electronic media, and has chaired and participated in several FAA advisory committees. He also was a writer, technical advisor and on-camera performer for "ABC's Wide World of Flying."

His awards include a Congressional Commendation, the Louis Blériot Air Medal (France), an honorary doctorate from Embry-Riddle Aeronautical University, Switzerland's Gold Proficiency Medal, and AOPA's L.P. Sharples Perpetual Award. Furthermore, he has been inducted into EAA's Flight Instructor Hall of Fame, California and New Jersey's Halls of Fame, and the Living Legends of Aviation and he has been designated by the NAA as an Elder Statesman of Aviation.



National Aero Club Association 2018 Awardees

Pamela Svrdlin



Pamela Svrdlin is a young up-and-comer in the aviation industry. While she currently serves as the Airport Operations Supervisor at Hayward Executive Airport, that is but a stop on a trajectory that will see Pamela affecting the next generation of aviation professionals.

Pamela started flying gliders at 15 and moved to a Cessna 172 at 16. After graduating Truckee High School, she attended San Jose State University (SJSU) for Physiology; then realized aviation was her true passion. While there, she worked on two projects that continue to positively affect the lives of all aviation students in the intervening eleven year. First, against great adversity from the University, she worked with several other students to shed light on the inner workings at SJSU in a successful attempt to stop what appeared to be an attempt to dismantle the aviation program. As a result of her leadership in this effort, today the SJSU Aviation Program continues to grow with a new campus on the Reid-Hillview Airport, two tenure track professors, and an ever increasing student population.

A second opportunity arose when Pam recognized the need for the growing population of female aviation students at SJSU to have an outlet to connect with aviation professionals in the industry. With this need in mind, Pamela then worked with other students in the program to co-found the SJSU Women in Aviation Club. Since its inception in 2007, the SJSU Women in Aviation Chapter has opened its door to male participants and proven very successful at facilitating connections between students and professionals through regular campus meetings and attendance at the national Women in Aviation conferences around the country.

Shortly after graduating from SJSU with a BS in Aviation Operations and a Business Minor, Pamela completed her pilots training and began working for a start-up aerial imaging company as a Logistics Coordinator. While there Pam took on a more challenging role as Production Manager and Dispatcher. In 2011 she received a scholarship through Women in Corporate Aviation and Universal Weather and Aviation to obtain the Aircraft Dispatcher Certification. In 2013 she passed the practical exam in Houston and was awarded the Aircraft Dispatchers certificate.

Pam has stayed active in the Aviation Industry through involvement in professional organizations including San Francisco Bay Area Women in Aviation, where she held the post of co-President for seven years. While a Women in Aviation co-President, Ms. Svrdlin founded the Changing the World Scholarship to honor her mentor, Sandra Clifford.

Carl Mauck



Carl Mauck was born in Oakland, California and raised in the East Bay. Carl started flying in 1953, a year before he graduated from Hayward High School. After his first flight Carl was hooked and aviation became an all consuming passion for him. He began flying out of Hayward Airport and soon moved to San Carlos so he could attend the aviation program at the College of San Mateo (CSM) while continuing to fly out of the San Carlos Airport. While at CSM, Carl started the Tau Chapter of Alph Eta Rho and was mentored by George Van Vliet. Carl never forgot this and later returned to serve on CSM's Aviation Trade Advisory Board and help establish the George Van Vliet Aeronautics Award providing scholarships to CSM aviation students.

Carl's first solo cross-country flight had taken him from Hayward Airport to Brown Field near the Mexican boarder, more than 450 miles. A little over a year later with 350 hours of flight time, Carl was flying a Logistics Air Command flight in a DC-4 out of Oakland Airport. He was soon flying with the non-scheduled airlines and then received offers to fly with the scheduled airlines. He jumped at the opportunity to fly as a DC-3 co-pilot with Southwest Airways. Following the DC-3 came the Martin 202 and 404 and then the Fairchild F-27. He changed uniforms six times; Southwest Airways became Pacific Air Lines, then Air West, Hughes Airwest, Republic and ultimately Northwest Airlines. During this time Carl flew DC-9s, B-727s, A-320s, DC-10s and B-747s. One of the most memorable flights of his career was with his first female co-pilot, Julie Clark; Carl had flown as co-pilot with her father, Ernie Clark, years earlier for Pacific Air Lines.

Retiring from Northwest Airlines in 1996 as an international captain with well over 50,000 flight hours, Carl never stopped flying. Corporate flying lead to him earning type ratings in the Gulfstream V and more recently the Cessna Citation Mustang. He is a senior pilot with the San Mateo County Sheriff's Squadron regularly flying lengthy missions in their Cessna 206 and he continues to flight instruct and mentor pilots with JATO Aviation at the San Carlos Airport. He has introduced more than 150 young people to aviation by providing them with their first airplane flights as Young Eagles and has served in leadership positions with the San Francisco Hangar of the Quiet Birdmen.

Carl Mauck is a gentleman who graciously shares of his time, talent and wisdom. He is one who truely has "paid it forward" many times over. For these reasons, and many more, he is affectionately known as "Captain Carl" to those who have the good fortune of knowing him.

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 $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.

Angel Maraveles



My name is Angel Maraveles, I am 24 years old and come from a first generation Hispanic family to achieve a college education. Coming from a humble, single parent household, I developed a sense of leadership and positive attitude that I mostly have my mother to thank for raising me the way she did. As I grew older, I slowly began to develop a passion for aviation due to its early introduction in my life at the local airport where I grew up and eventually learned to fly. It wasn't until the question of what I would like to do when I grow up came around, however, that I knew I wanted Aviation to be a part of my life. My goal is to one day be able to experience all fields involved in aviation and then go back and inspire others to become a part of the aviation field as well.



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.

Matt Steele



Life for me began on Edwards Air Force Base in 1995 where I was born and where I lived for 12 years. While there, my love for aviation continued to grow. It was hard not to love aviation while almost having a personal air show everyday. I am currently going to school at San Jose State University majoring in Aviation Operations, and minoring in Business. I recently completed Officer Candidate School (OCS) for the Marines and will commission in May. In my free time I love to fly and volunteer with Angel Flight West as an "Earth Angel" which handles ground transportation for participants. I also volunteer as a mission assistant which is the co-pilot for the volunteer pilots as well as helping the passengers with anything they might need.

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

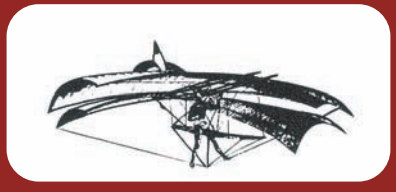


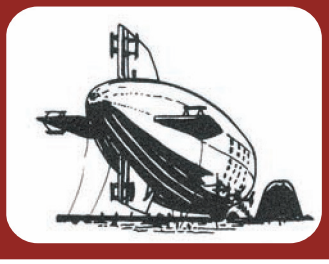
Thomas (Tom) E. Leonard (1922-2016) was born in San Francisco, California. Tom attended California Polytechnic State University (Cal Poly) in San Luis Obispo. But, the onset of WW2 interrupted his college education. During the war years, Tom worked for Pan Am at Treasure Island and served in the U.S. 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 Powerplan (A&P) program in 1954 and completed his Masrer'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 and long-time member of the Aero Club Board of Directors. Funds for this scholarship have been contributed by many of the thousands whose lives were touched by this unique man.

Matt Steele



My name is Trevor Meads, and I am an enthusiastic, motivated pilot and senior at San Jose State University. I am an aspiring commercial airline pilot and the opportunity to fly for an airline has been a life-long goal of mine. I am excited to be close to completing another important milestone towards achieving my aspirations. My exposure so far to the industry through my schooling at San Jose State, my flights through Squadron Two, as well as working as an airframe and powerplant apprentice at NorCal Aviation Services at Reid-Hillview Airport in San Jose has been challenging yet rewarding. I look forward to what the industry can offer me as far as opportunity in the future and to what I can contribute to the industry. I am extremely grateful for the support for my ambition provided through the receipt of the Aero Club of Northern California's Tom Leonard Scholarship! Thank you!







Aircraft Flown

11/07/53 Aeronca 7AC/DC Champion
04/03/54 Cessna 120, 140
04/10/55 Cessna 170
05/05/55 Cessna 180, 185
07/03/55 Beech 35 (through V-35B) Bonanza
07/11/55 Piper J-5 Cruiser
07/18/55 Stinson 108 Voyager/Station Wagon
07/22/55 Met-Co-Aire Tri-Cessna 170
07/26/55 Cessna 310
11/27/55 Piper PA-22 Tri-Pacer
11/30/55 Luscombe 8E, F Silvaire
01/06/56 Ercoupe 415
02/18/56 Ryan STA
03/12/56 Culver LFA Cadet
06/26/56 Cessna 165 Airmaster
06/29/56 Mooney M-18 Mite
07/03/56 Aero Commander 600 Series
07/23/56 Globe/Temco GC-1B Swift
07/25/56 Fairchild 24
08/15/56 North American Navion
09/16/56 Riley D-16 Twin Navion
10/06/56 Beech 18 Twin Beech
10/21/56 Cessna 182 Skylane
11/11/56 Piper J-4 Cub Coupe
11/12/56 Piper PA-12 Super Cruiser
11/18/56 Aeronca 11AC Chief
01/07/57 Fairchild PT-26 Cornell
03/20/57 Ryan PT-22
05/30/57 Pratt-Reed PR-G-1
05/30/57 Cessna 172 Skyhawk
06/01/57 Piper PA-16 Clipper
06/14/57 Taylorcraft BC-12
07/27/57 Mooney Mark 20/21
08/24/57 Piper PA-18 Super Cub
10/20/57 Bellanca 14-19 Cruisemaster
12/28/57 Stinson SR-5 Reliant
01/11/58 Stits FA-3B Playboy
03/21/58 Piper PA-23 Apache
04/06/58 Waco UPF-7
06/29/58 Piper PA-24 Comanche
09/23/58 Cessna 175 Skylark
12/20/58 Piper J-3 Cub
12/26/58 Morrisey/Shinn 2150
12/26/58 North American AT-6, SN-J Texan
06/04/59 Cessna 150
07/01/59 Champion 7FC Tri-Traveler
09/26/59 Beechcraft Model 18 Super Twin Beech
10/15/59 Cessna T-50, UC-78 Bobcat,Bamboo Bomber
10/31/59 Luscombe 8E Floatplane
01/24/60 Cessna 210 Centurion
04/19/61 Beech 33 Debonair
06/25/61 Schweizer TG-3
08/12/61 Fairchild PT-23
09/07/61 Convair 240
11/21/61 Cessna 190, 195
01/31/62 Piper PA-23 Aztec
02/21/62 Beech 50 Twin Bonanza
06/23/62 Piper PA-28 140, 150, 160, 180 Cherokee
11/07/62 Cessna 205
12/28/62 Schweizer 2-22
01/17/63 Schweizer 1-26
05/24/63 Bell 47D, G1
06/29/63 Hughes 269A, 300
06/30/63 Hiller UH-12
07/13/63 Commonwealth Ranger 185
07/22/63 Meyers OTW
07/26/63 Beech 23 Musketeer
11/14/63 Schweizer 1-23
08/02/64 Lockheed 1049G Super Constellation
08/10/64 Lockheed 749, 749A Constellation
10/09/64 Piper Colt
12/21/64 Boeing 707-331 Intercontinental (pure jet)
01/07/65 Boeing 707-131 (pure jet, water wagon)
01/08/65 Boeing 707-131B (fan jet)
01/24/65 Boeing 707-331 Intercontinental series
02/20/65 Piper PA-28 Cherokee 235
06/13/65 Piper PA-30 Twin Comanche
08/28/65 Alon A-2 Ercoupe
10/30/65 Cessna 170 floatplane
04/30/66 Lake LA-4, Buccaneer
07/24/66 Aero Commander 500 series
01/31/67 Siai-Marchetti SF.260 (Waco Meteor)
02/04/67 Partenavia P-64 Oscar
04/28/67 Aero Commander 200
05/26/67 Roberston Cessna 182, 210 STOL
08/22/67 Bellanca 7EC Citabria
09/19/67 Helio Courier H-250 Mark II
10/19/67 Beech T-34 Mentor
12/03/67 Schweizer 2-33
12/29/67 Siai-Marchetti 220 Sirius
01/12/68 Piper PA-32 Cherokee Six
02/03/68 Wren 460 Beta STOL
02/11/06 Cessna 177 Cardinal
03/16/68 Boeing 727-100, 100QC
05/05/68 Reims F-172 Rocket
05/11/68 Scheibe Bergfalke III
05/17/68 Boeing 727-200
05/26/68 Hughes 500
05/31/68 Fornier RF-4D
06/13/68 Piper Comanche 600 (turboprop)
08/06/68 Cessna 206 Super Skylane
09/27/68 Aero Commander 100 Darter
11/08/68 Temco T-610 Super Pinto
12/02/68 Beech F33C Aerobatic Bonanza
12/24/68 Cessna 320 Skyknight
01/17/69 NASA 808 (PA-30) Test Vehicle
02/14/69 Sud Rallye MS-894A Minerva
02/26/69 Stinson L-5E Sentinel
03/08/69 Conroy STOLifter
05/05/69 Piper PA-28 Arrow
05/11/69 DeHavilland DHC-1 Chipmunk
07/26/69 Schweizer 2-32
08/29/69 Learjet 24
10/04/69 Cessna 150 Aerobat
01/24/70 Britten-Norman BN-2A Islander
02/08/70 Morovan-Otrokovice Zlin 526 Trener Master
03/28/70 Piper PA-39 Twin Comanche C/R
04/03/70 Mooney M-10 Cadet
04/28/70 Siai-Marchetti A.S. 202 Bravo
06/20/70 North American Rockwell 1121 Jet Cmnder
07/20/70 Bücker BU-133 Jungmeister
08/30/70 DeHavilland Gypsy Moth
01/24/71 Schweizer 1-34
01/26/71 American Jet Industries 402 TurboStar
04/12/71 McCulloch J-2 Gyroplane
10/15/71 Enstrom F-28A
11/02/71 American Yankee AA-1A Trainer
11/18/71 Champion 402 Lancer
01/20/72 Francis Lombardi FL-3
02/19/72 Bellanca 17-31A Super Viking
03/01/72 Cessna 337 Super Skymaster
03/05/72 Cessna 177 Cardinal RG
04/08/72 Bell 47H-1
05/01/72 Beech E-90 KingAir
06/11/72 Thurston TSC-1A1 Teal
06/11/72 Schempp-Hirth Cirrus
06/14/72 Lockheed L-1011 TriStar
06/22/72 Piper PA-18 Floatplane
06/24/72 Interstate S1B2 Arctic Tern
08/06/72 Warwick Bantam
10/31/72 Sud Aviation Gardan Horizon
11/30/72 Israel Aircraft Industries 1123 Wwind
02/12/73 Cessna 150/150 with Owl STOL
03/04/73 Jodel D117
03/15/73 Beech 95 Travel Air
05/14/73 Citabria 7GCBC-S Floatplane
05/23/73 Grumman American AA-5 Traveler
09/01/73 Navion G-1 Rangemaster
10/20/73 Bellanca Champ 7ACA
02/05/74 Transavia Airtruk PL-12U
03/11/74 Cessna 414, 414A Chancellor
06/12/74 Blanik L-13 Sailplane
06/12/74 Cessna L-19 Birddog
07/12/74 Maule M-5 Lunar Rocket
08/19/74 Piper Warrior, Archer, Dakota
10/28/74 Aerostar 601P
11/09/74 Beech 55 Baron
04/10/75 AES Ltd. Airtourer T3A
04/10/75 DeHavilland Tiger Moth
04/13/75 Beech B24R Sierra
04/21/75 N.Z. Aerospace CT/4 Airtrainer
04/21/75 N.Z. Aerospace FU-24-950 Fletcher
01/09/76 Beech 200 Super King Air
03/12/76 Israel Aircraft Industries 201 Arava
04/17/76 Messerschmitt BO-209 Monsun
05/27/76 Beech Model 76 Test Bed
06/17/76 Beech A-36, B-36TC Bonanza
11/19/76 Piper Lance
05/09/77 SAAB MFI-15 Safari
05/18/77 Piper Seneca II
05/18/77 Robertson Cessna 310 II w/ Fowler
05/18/77 Robertson Bonanza w/ full-span
09/25/77 Malmo Flygindustri MFI-9 Float
03/24/78 Rockwell Commander 112, 114
05/09/78 Polish PZL-104 Wilga
05/22/78 Piper PA-38 Tomahawk
09/15/78 Sportavia RF-5B Sperber
10/14/78 Piper PA-44 Seminole
11/25/78 Polish PZL SZD-4 Ogar
02/15/79 Douglas DC-4 Carvair
04/09/79 Pitts S-2A
04/15/79 Scheibe-Flugzeugbau SF-25E
09/28/79 Robertson Cessna P210
10/20/79 Funk Model C
02/25/80 Robertson Cessna 402C
02/27/80 Rutan Defiant
02/27/80 Rutan Long-EZ
03/12/80 Cessna 172RG Cutlass
04/07/80 Great Lakes 2T-1A-2
05/18/80 Morelli M-100S
06/26/80 Goodyear GZ-20 Blimp
12/14/80 Piper Pawnee Brave
07/06/81 Cessna 441 Conquest
07/11/81 Piper PA-31T Cheyenne II
11/12/81 Beech 77 Skipper
01/23/82 Partenavia P-68
07/08/82 Cessna T210 w/ Glide Path Control
11/11/82 Boeing 747
01/13/83 Boeing 747SP
11/10/83 Robin 2160 Sport
02/08/84 Boeing 767-200
10/05/84 Cessna Citation I -501SP
02/21/85 Aerospatiale TB-9 Tampico
03/01/85 Bücker C-104 Jungmann
08/20/85 Piper PA-31-350 Navajo Chieftain
09/14/85 Grob 109 Motorglider
09/11/86 Cessna 425 Corsair, Conquest I

Abridged list - tee see the remaining 200+ aircraft visit http://barryschiff.com/first300.htm

The Aero Club of Northern California

Thirty-Fifth Annual Awards Banquet

Hiller Aviation Museum

November 10, 2018

Welcome and Introduction of Aero Club Board and Guests . . . . . Eric Peterson

Aero Club Scholarship Awards Presentations

James M. Nissen Sr. Scholarship	Angel Maraveles	Pamela Srvdlin
Robert L. Hamilton Scholarship	Matt Steele	Michelle Tripp
Thomas E. Leonard Scholarship	Trevor Meads	Richard Bandy

DINNER

National Aeronautic Association (NAA) President and CEO Introduction . . . . . Eric Peterson

Aero Club - NAA Awards . . . . . Greg Principato

Pamela Svrdlin

Carl Mauck

Silent Auction End

Crystal Eagle Recipient Introduction . . . . . Eric Peterson

Guest Speaker . . . . . Barry Schiff

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

2017: John and Martha King
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. Greenamyer
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

Our Special Thanks to:

J. LOHR VINEYARDS & WINES

HILLER AVIATION MUSEUM Where Inspiration Takes Flight

Cheat A Little CATERING

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 Aeronautiqu International (FAI).

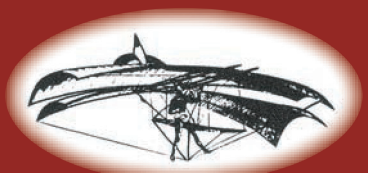
So central to aviation was the Aero Club that until 1926 it issued all pilot licenses in the United States.

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. 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 sutdents 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.



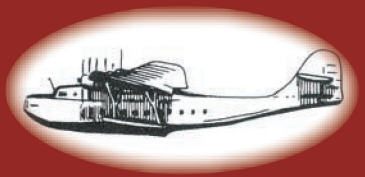
Montgomery Flight - 1904

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 Grahm Bell noted that, "All subsequent attempts in aviation must begin with the Montgomery Machine."



Moffett Field - 1933

Dedicated April 12, 1933, Moffett Field was the United Statesvguardian of the Pacific. It continues to be a major aviation facility supporting federal, military and private 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.