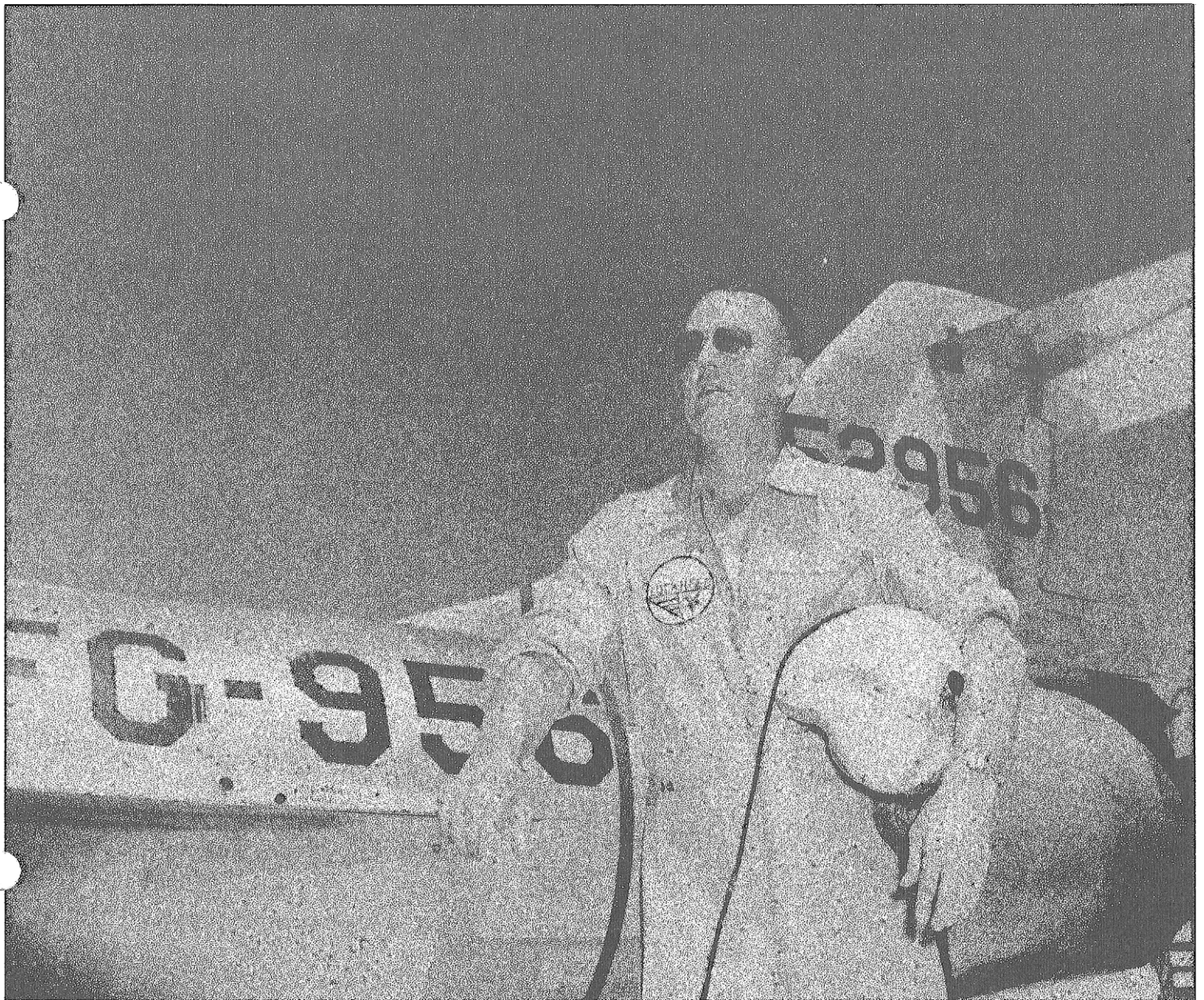


The Aero Club of
Northern California

1988 Award Winner

Anthony W. "Tony" LeVier





LeVier and his personal P-38L purchased from the U.S. Government in early 1946. The plane cost \$1,250 -- less than one penny on its original dollar value. LeVier demonstrated and raced the P-38 at the first post-World War II national air races in Cleveland, Ohio, 1946. He won second place in the world premier Thompson Trophy Race and came home with \$20,000 in his pocket.



LeVier in his P-38L, assigned to him in England, 1944 by General Jimmy Doolittle. LeVier visited every P-38 base in the U.K. to lecture and demonstrate the P-38 flight characteristics and limitations. He was called "Snafuperman" by the Yanks and the "Crazy Yank" by the British. He says, "I thought I did a good job showing many army pilots how to fly the bird so they wouldn't bust their butts!"



LeVier and P-80A, which became America's first operational jet fighter. LeVier flew this plane first in June, 1944 having just returned from P-38 assignment in the U.K.

Anthony W. "Tony" LeVier

Tony LeVier is one of the world's premier test pilots. He began his flying career July 1, 1928 at the age of 15, and earned his commercial pilot's license in 1932. LeVier barnstormed across the country, performing aerobatic air shows and racing planes. His famous "Schoenfeldt-Rider R-4 Firecracker Racer" powered by "Al Menasco's Super Buccaneer Engine" was one of the leading race aircraft in the National Air Races through 1939. After WW II he was again on the National Air Race scene with his "Cosmic Wind" midget racer. In late 1939 he joined Douglas Aircraft Company, then went with Lockheed in 1941, where he remains active today.

His test flying skills became legendary with the Lockheed P-38 Lightning. His P-38 speed dive compressibility tests high up in the Mach Zone achieved speeds up to Mach .73 (530+ MPH) in 1942. In 1943 Lockheed selected him to demonstrate the P-38 to all Allied Forces in Europe where, because of his unmatched flying skills in the P-38, they nicknamed him "That Crazy Yank".

As Lockheed's chief experimental test pilot and Director of Flight Operations, he was the first test pilot of the XP-80A shooting star which became America's first operational jet fighter and was first test pilot on the T-33, F-90, F-94A, F-104 starfighter, T2V-1, and Lockheed's famous high-altitude reconnaissance aircraft, the U-2, to mention a few. Other credits include co-pilot on the first test flight of the Lockheed Constitution (forerunner of the Constellation/Super Connie) and first pilot to fly the world's fastest (Mach 2.0+) Turbojet-powered production fighter.

Another first was his 1954 successful dead engine (dead stick) landing on Muroc Dry Lake (Edwards AFB) in Lockheed's newest jet fighter (XF-104) after having glided 50 miles following an in-flight explosion of his M-61 Gattling Cannon, spilling jet fuel in the cockpit and having multiple aircraft systems failures.

Because of LeVier's association with the development and testing of the F-104 Starfighter, he occasionally has been referred to as "Mr. Starfighter".

It is because of his outstanding record as a test pilot that he is considered one of the great test pilots of this country and many of the luxuries of flying enjoyed today can be credited to Tony LeVier's pioneering flying accomplishments.

He invented the master caution warning light system for aircraft and was the first to conceive the idea to locate aircraft trim switches on top of the control stick in jet aircraft.

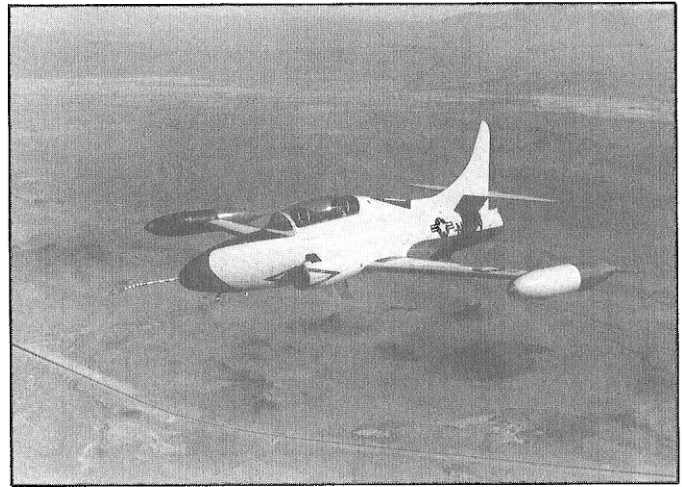
Mr. LeVier's current activities are focused on S.A.F.E., Inc. (Safe Action in Flight Emergencies), which he formed as a non-profit organization in 1984. S.A.F.E. is presently engaged in a joint program to educate governmental agencies on the danger of inadequate pilot training, as well as providing special courses in control of aircraft during in-flight emergencies and emergency maneuver training course including instruction in how to handle stalls, spins, and attitude problems where aircraft control is essential.

LeVier in full dress for high altitude flight in XF104 (partial pressure suit) 1954 at Edwards AFB (old Muroc Army Air Base).





LeVier, first pilot to fly the world's fastest (Mach 2.0+) turbo jet powered fighter, February 1954. He made the first successful dead engine landing on Muroc Dry Lake having glided approximately 50 miles after the M-61 Gatling Cannon exploded and blew a hole in the main fuel tank. This spewed 1000 pounds of fuel into the engine and a large quantity of fuel into the cockpit. This extended emergency flight was one of the most stressful right down to the final flare for landing. The leading edge flaps failed to work because of a dead battery. LeVier was unable to eject because of low altitude (approx. 200 AGL).



LeVier in the Navy 2TVI "Seastar" built for the Navy from the T-33B which LeVier designed to update the original T-33 jet trainer. The Navy 2TVI had the best jet aircraft safety record at that period of time.

LeVier and daughter Toni on arriving at Andrews AFB outside Washington, D.C. Toni hand flew the TF-104 out to Mach 2.0+ a few days earlier over the supersonic corridor in the Mojave Desert, May 1963. She was 18 years old at the time and became the world's fastest teenager.



LeVier flying prototype model of the U.S. Air Force first allweather fighter (F-94A) made from Lockheed's first jet trainer TF-80 (T-33) which was made from the XP-80A #2.

Sixth Annual Awards Presentation

The Aero Club of Northern California

February 15, 1988
San Jose, California

Welcome Raul L. Regalado
President
Introduction of Guests The Honorable John Ball
Judge, Municipal Court, Santa Clara County
Master of Ceremonies

DINNER

Invocation Raul L. Regalado
Montgomery Glider Project Jerry Bennett
Special Remarks Honorable Norman Y. Mineta, Congressman
Presentation of Aero Club of Northern California's
"James M. Nissen Scholarship Award" Tom Leonard,
SJSU Aeronautic Dept.
Guest Speaker Tony LeVier
Crystal Eagle Award Presentation Raul L. Regalado
Introduction of 1988 Officers Roger S. Coen
President's Remarks

The Crystal Eagle Award

The Aero Club of Northern California Crystal Eagle Award is presented annually to recognize and honor an individual who has made an outstanding contribution to the advancement of aviation or space flight.

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. Nissen

The Crystal Eagle: A distinctive work of art

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

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 reflects the medium of flight -- transparent, yet ever present.

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:

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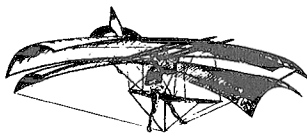
The Aero Club of Northern California was formed to promote those activities which advance aviation and aerospace within Northern California.

As a chapter of the National Aeronautic Association, (NAA) which is the oldest independent, non-profit aviation organization in the United States, and the sole U.S. representative to the Federation Aeronautique Internationale.

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 make outstanding contributions to the advancement of aviation and space flight.

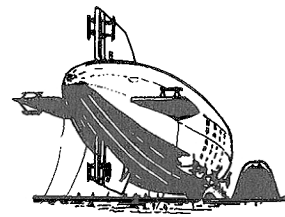
About our logo ...

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



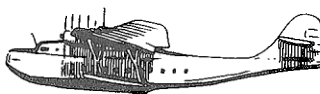
Montgomery Flight - 1904

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 continues to be the United States guardian of the Pacific. It is a part of northern California's defense commitment to aviation.



China Clipper - 1936

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 - 1982

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