

The Aero Club of
Northern California

The 2004 "Crystal Eagle" Award Winner

ELGEN M. LONG



AROUND THE WORLD

"36,000 MILES, OVER 200 HOURS, ACROSS BOTH POLES

I DIDN'T EVEN HAVE TO TAKE THE COWLINGS OFF."

This pioneering flight was the culmination of a 20-year dream for Captain Long. He set four major crossroads. He planned not only to cross both poles, the crossroads of geography, but also to overfly the Equator at both the Prime and 180th Meridians, the crossroads of time. He was eminently qualified for the flight, having served in the U.S. Navy where he completed celestial navigation, radio and radar schools, and also having flown many cargo missions in the Arctic.

For this flight, Elgen leased a 1967 Piper Navajo with over 1,000 hours on it. The only modification required for the trip was the installation of four additional fuel tanks to give the plane a 4,000 mile range. For navigation, he planned to use celestial fixes and had to carefully schedule his entire trip to be assured of suitable star and moon sights. For backup, he installed a Carousel inertial navigation system.

Captain Long took off on his record-setting adventure, "Crossroads Endeavor," on November 5, 1971 from San Francisco. The trip was almost without incident, despite the strain put on the aircraft and the pilot. Over the Gulf of Alaska, severe icing conditions clogged the cockpit heater air inlet but luckily Captain Long was wearing his down-filled jumpsuit, boots and gloves.

After five hours sleep in Fairbanks, Alaska, he took off en route over the North Pole to Stockholm. He passed over the pole at 0320 GMT, November 7. His next destination, Stockholm was forecast to be below minimums, so he made a precautionary fuel stop at Tromso, Norway. When he arrived in Stockholm after a trip of 3906 miles, he realized he'd been

awake for 34 hours. After a rest he took off again for London.

Captain Long took off from London on schedule for Accra, Ghana. His INS functioned perfectly for the 3202 mile trip, a 20-hour flight. Departing Accra, Captain Long headed for his second objective, crossing the Prime Meridian at the Equator. He passed zero latitude and zero longitude at 0744

GMT, November 15. Succeeding legs to

Recife, Brazil, Rio de Janeiro and Punta Arenas, Chile,

were routine. Punta

Arenas was the last stop before the

most dangerous and demanding leg

of his flight-across Antarctica to McCurdo

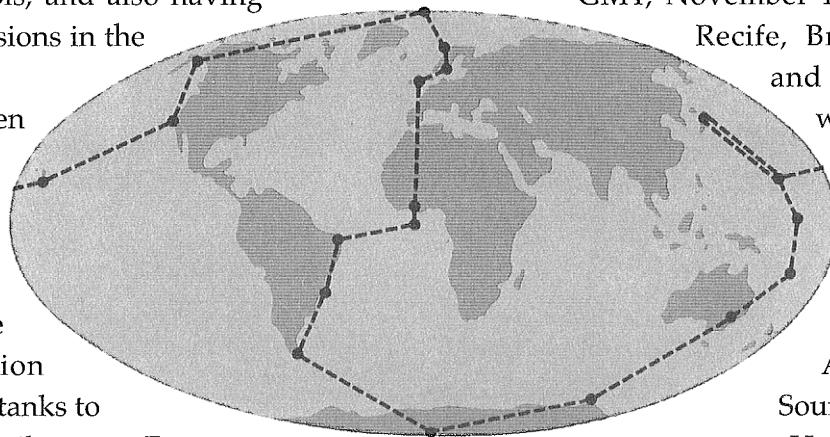
Sound.

He began this 3397 mile

leg in perfect weather but ran into a storm that blanketed the heart of the continent. His long-dreamed-of view of the South Pole was blotted out by zero visibility. He logged his third crossroad at 0255 GMT, November 22. He was fortunate to get into Williams Field at McMurdo because a howling blizzard followed him and closed it down a short time later.

The flight to Sydney and to Nandi, Fiji, were pleasant interludes. On the leg to Wake Island he passed his fourth and last crossroad, the 180th Meridian at the Equator. To reach another objective, landing on all seven continents, Captain Long made a side trip from Wake Island to Tokyo. Then, on to Honolulu and finally back to San Francisco.

An apt fitting to the end of Captain Long's 20-year dream was the banner message being waved by the welcoming crowd: "You've Come a 'Long' Way, Baby."



ELGEN M. LONG

Captain Elgen M. Long was born in Oregon on August 12, 1927. He attended the College of San Mateo, California where he received an AA degree in Aeronautics. He also had Aircraft Accident Investigation training at the University of Southern California and the Norton AFB Crash Laboratory.

During the years 1942 to 1946, Captain Long flew over 100 U.S. Navy combat missions in sea-planes during World War II as radioman and navigator, including Howland Island patrols where Amelia Earhart disappeared. From 1947 to 1987, he was Radioman, Navigator, Captain, Instructor and Check-Pilot for the Flying Tiger Line. Captain Long has logged nearly 45,000 hours without an accident or violation.

In 1970, with his wife, Marie, Captain Long began an investigation of the Amelia Earhart mystery. Marie handled all the public relations, logistics, and evidentiary material archiving. After 25 years of interviewing more than 100 witnesses and examining several thousand documents, the Longs have found no creditable evidence to change the Navy's 1937 conclusion that Earhart was forced to ditch her plane into the sea near Howland Islands because of fuel exhaustion.

Newly discovered hard evidence was authenticated in 1995. It confirmed the Navy's estimate that the area of her most probable landing point was 23 miles northwest of Howland Island. These findings were independently verified by recognized leading experts. The Long's have included this material in their book "AMELIA EARHART: The Mystery Solved" published by Simon & Schuster in November, 1999. An alliance of corporate and institutional organizations are actively seeking sponsors to finance the underwater search to find Earhart's plane on the ocean floor, and finally solve the greatest aviation mystery of all time.

Captain Long has served as an Airline Pilot Investigator 1957, Department of Transportation Accident Prevention Counselor 1971, Senior Captain B-747, Pilots Review Board FTL 1987. He also accompanied Admiral Donald Engen during his Peoples Republic of China Tour and Airline Safety Review in 1988. He has numerous awards including the FAI "Gold Air Medal for Outstanding Sports Pilot in the World" 1971, and is the holder of 15 world records and firsts.

Captain Long married Marie Kurilich in 1947. They have two children, Donna Marie and Harry Elgen Long and four grandchildren.



*Williams Field
at McMurdo
Sound
Official
Photograph,
U.S. Navy.*



Captain Elgen M. Long wearing FAI "Gold Air Medal" and holding Institute of Navigation "Superior Achievement Award."

Captain Long bends from the steps of his twin-engine plane to embrace his wife after his record setting trip. A crowd of more than 500 persons greeted him at SFO.



The Aero Club of Northern California
Twenty-Second Annual Awards Presentation
Hiller Aviation Institute
 October 30, 2004

Welcome and Introduction	Rick Willson
DINNER	
Introduction of Aero Club Officers and Board Members	Rick Willson
Announcement of NAA Elder Statesman of Aviation Award	Rick Willson
• Tom Leonard	
Aero Club – NAA Certificate of Honor Awards	Tom Leonard
• Mayetta Behringer • Fran Grant • Jeanne McElhatton	
Aero Club Scholarship Awards	Scott Yelich
Robert L. Hamilton Scholarship Roy G. Hester Scholarship James M. Nissen Scholarship	
• Sean Cooksy • Rumar Arzadon • Christopher Russeck	
Aero Club Special Recognition Award	Carl Honaker
• Ralph Tonseth	
Guest Speaker	Rick Willson
• Elgen Long	
Crystal Eagle Award Presentation	Rick Willson
• Elgen Long	

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 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.

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
- 2002: A. Scott Crossfield
- 2003: Clay Lacy



Our Special Thanks to:

ACM Aviation/Stanley Bac
Fry's Electronics/Randy Fry
HP Aviation Department
Hillis Printing/Chuck Hillis
San Jose Jet Center/Dan Ryan

Aris Helicopter/
Steve & Nancy Sullivan
Hiller Aviation Institute
Mineta San Jose International Airport

American Association of
Airport Executives –
SJSU Chapter
Sixteenth Street Design/
Bill & Kim Pfahnl

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.

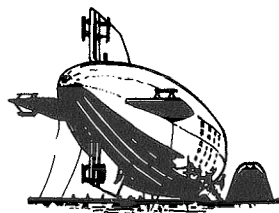
About our logo . . .

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.