

## Laurels for 1980

Here are the people nominated by the editors of AVIATION WEEK & SPACE TECHNOLOGY for significant contributions to aerospace in 1980:

■ **Peter Fichtmuller**, managing director of the tri-national Panavia multirole combat aircraft program, for piloting the program through financial and production shoals to the point where it is back on delivery schedule.

■ **Lt. Gen. Dick Henry**, commander of the Air Force Space Div., whose advocacy of space defense and the military uses of space technology has alerted the U. S. to the opportunities and its shortcomings in seizing this new battleground.

■ **Ray Glumack**, executive director of the Minneapolis-St. Paul Airports Commission, for attacking the problems of airport access raised by deregulation and generating answers to avoid potential chaos on the ground.

■ **Kenny Kleinknecht**, NASA space shuttle orbiter manager of the Kennedy Space Center, who marshaled an army of young tile application specialists in a unique campaign to replace, rebond or test the thermal protection system on the first flight orbiter to pave the way for rollout of the mated vehicle last week.

■ **Janos Stratos**, chairman, and **H. E. Mack**, general manager, for their role in putting Hellenic Aerospace Industries on its feet to become one of Europe's largest maintenance and overhaul facilities.

■ **Col. Stan Lewis**, now retired from the Marine Corps, for shepherding the McDonnell Douglas AV-8B program through the technical and political jungles of Washington until Congress finally forced funding and release of production money on the Pentagon.

■ **Maxwell Hunter** of Lockheed Missiles & Space Co., **Joseph Miller** of TRW, **Norbert Schnog** of Perkin-Elmer and **Gerald Ouelette** of Draper Laboratory, the gang of four who risked professional reputations and resisted Pentagon pressure in telling Congress that U. S. industry has the capability to produce laser battle stations to defend satellites if the government will make the commitment and fund the development adequately. Also, to **Sen. Malcolm Wallop** (R.-Wyo.) for his generalship of the laser weapon campaign in Congress, which led to increased funding in Fiscal 1981 for research and development of this technology.

■ **Neil Effman**, senior vice president-planning for TWA, whose accurate forecast of the 1980 economic climate and his fleet planning gave TWA President Ed Meyer the groundwork to make the right decisions last year to enable TWA to more than hold its own in a recession and continue to rebuild its once obsolescing fleet.

■ **Sgt. Harry Christopher**, chief helicopter pilot of the Las Vegas Metropolitan Police Dept., who led the helicopter rescue lift that saved the lives of more than 200 guests at the MGM Grand Hotel in a fire there Nov. 21.

■ **Sy Zeiberg**, deputy under secretary of Defense for strategic and space systems, whose cool hand, persistence and dogged persuasiveness kept the MX intercontinental ballistic missile program alive over external and internal Carter Administration opposition.

■ **USAF Col. Norris Krone, Jr.**, of the Defense Advanced Research Projects Agency (DARPA), who laid the theoretical groundwork, then organized and managed the forward-

sweep-wing fighter program that takes advantage of the stiffness of composite materials to overcome structural problems standing in the way of a long-known technical concept.

■ **Eric Beverley**, whose untimely death came on the heels of the most successful Farnborough air show in years, which he guided as president of the Society of British Aerospace Companies.

■ **Felix Kracht**, senior vice president of Airbus Industrie prior to his retirement Dec. 31, who forged the functional system that raised the production rates for the A300 in the context of European labor tradition that does not permit hire-and-layoff to meet short-term fluctuation in demand.

■ **Denny Behm**, McDonnell Douglas F-18 test pilot, who landed the No. 6 test aircraft in the arresting gear at the Patuxent Naval Air Station with minimal damage after the starboard main landing gear wheel dropped off during takeoff.

■ Voyager 1 imaging science team members **Richard Terrile**, **Laurence Soderblom**, **Stewart Collins** and **Torrence V. Johnson**, and team leader **Brad Smith** for a smashing view of Saturn and its satellites as a fitting climax to a mini-grand tour of the outer planets that began with a Jupiter flyby in 1979.

■ **Vincenzo Conticelli**, Aeritalia's chief of technology staff, for pushing development of the AIT-230 twin-engine transport as Aeritalia's first non-military project in many years.

■ **Edward Ellenberger**, who as supervisory air traffic controller at the FAA air traffic control system's command center in Washington took the initiative to expand on a national basis the fuel-saving flow control system started earlier at O'Hare Airport in Chicago. **Sid Wugalter**, then chief of the center, backed up the grass-roots move and got the system formally approved. Also to **C. O. Reasoner** and **Sabe Comely**, former and present Ft. Worth air route traffic control center chiefs, and **Ralph Kiss**, Denver center chief, for pioneering the traffic metering and spacing system being adopted at other centers that promises average fuel savings of 650 lb. a flight by reducing holding times at low altitudes.

■ **Ryozo Tsutsui**, director of research and development for the Japanese Self Defense Agency, for pressing technology in Japanese development of laser and microwave radar systems, turbojet-powered antiship missiles and a lightweight fighter.

■ **Gen. Dick Ellis**, SAC commander in chief, for making the case for new strategic weapons to meet SAC mission requirements whether or not it conformed to Carter Administration policies.

■ **Cdr. Richard L. Schoel**, chief of the Coast Guard's search and rescue branch in the 17th district, for coordination of the rescue of 519 passengers on the burning cruise ship *Prinsendam*, 359 of whom were lifted out by helicopter. Also **Staff Sgt. John F. Cassidy** and **Sgt. Jose Rios**, USAF pararescuemen, who were dropped into the icy waters the morning of the rescue, and who then crawled into a lifeboat full of survivors where they rigged shelters and took command for the day-long ordeal before rescue, saving many lives in the process.

—William H. Gregory