

Laurels for 1983

Here are those nominated by the editors of AVIATION WEEK & SPACE TECHNOLOGY as significant contributors to aerospace in 1983:

■ **Walter J. Boyne**, director of the Smithsonian National Air and Space Museum, and **Don Lopez**, deputy director, for building on the well-laid groundwork that made the facility the No. 1 visitor attraction in Washington and enlarging its scope to include a proposed new annex at Dulles International Airport.

■ **Sir Austin Pearce**, chairman of British Aerospace, and **Sir Ray Lygo**, managing director, for bringing back the ginger of private enterprise after the consolidation and nationalization that threatened to stultify the surviving elements of Britain's aerospace industry.

■ **Henry G. Kosmahl** of NASA's Lewis Research Center for his work on microwave amplification technology that has improved the efficiency of traveling wave tubes for such applications as communications satellites.

■ **John J. Ford**, retiring staff director of the House Armed Services Committee, for his behind the scenes work over seven years in steering the Defense budget through the congressional approval process.

■ **Gen. W. L. Creech**, commander of the Tactical Air Command, for recognizing the value of the decentralization programs under way in the command in a successful effort to revive aircraft utilization rates. And **1st Lt. Judith A. Fedder**, officer in charge of the 71st Aircraft Maintenance Unit of TAC's 1st Fighter Wing at Langley AFB, Va., for showing the kind of leadership encouraged by this decentralization, directing the efforts of 300 technicians in keeping 26 McDonnell Douglas F-15s at an average sortie rate of 482 a month.

■ **Joe Wellens** of TRW and **Henry C. Hoffman** of NASA's Goddard Space Flight Center guidance and communications branch, as team leaders in the rescue of the first Tracking and Data Relay Satellite after an upper-stage malfunction left it stranded in a useless elliptical orbit. Wellens was program manager for the satellite, but has since become a TRW vice president. Also **George Harris**, Spacecom lead flight controller at White Sands, N. M., for his role in separating the spacecraft from its spinning upper stage so that it could be stabilized in orbit for rescue before its battery power ran out.

■ **B. J. Habibie**, Indonesian minister of state for research and technology, for his role in the establishment of Nurtanio Aircraft Industry, Ltd., providing both new technology and new jobs in that country.

■ **Loren E. DeGroot**, director of avionics systems in the Rockwell/Collins Government Avionics Div., for his conception of and role in execution of a transatlantic flight by a Sabliner 65 to demonstrate the commercial navigation potential of the Air Force Navstar Global Positioning System satellite network.

■ **Rene Mouille**, deputy director of studies at Aerospatiale's Helicopter Div., for the part he has played in development of the Dauphin, Puma and Ecureuil/AStar-TwinStar family that has given France a growing competitive position in the international helicopter market.

■ **Gus Weiss, Jr.**, scientific staff member for international economic and technology transfer issues at the National Security Council, for the concept that resolved a

French/U.S. deadlock that had stalled the cooperative CFM56 engine, an engine that is now modernizing part of the Air Force KC-135 fleet. His original idea for separate section manufacture also became the pattern for the agreement last year by Pratt & Whitney, Rolls-Royce and German, Italian and Japanese consortium members to build the V2500 commercial engine.

■ **USAF Maj. Gen. Bill Thurman** and his B-1B program team at Wright-Patterson AFB for tight management of a high-visibility procurement effort that has remained within budget and ahead of schedule.

■ **Lt. Cdr. Timothy E. Prendergast**, now of VF-51, for his contribution as assistant program manager for Grumman F-14 engineering at Naval Air Systems Command. He was instrumental in improving operational readiness of the F-14 in the fleet and in developing a TV camera and cockpit display for jam-free identification of targets.

■ **William R. Howard**, president of Piedmont Airlines, for a hub concept that is turning his carrier into one of the success stories of deregulation.

■ **A. G. Barnes**, head of simulator programs at British Aerospace Corp.'s Warton Div., for pioneering simulators as engineering development tools, culminating in a twin-dome air-combat simulator that doubles for both engineering and pilot training.

■ **Linden Blue**, president of Beech Aircraft, and **Rinaldo Piaggio**, president of the Italian company bearing his name, for pushing ahead with innovative pusher aircraft that broke the mold in the conservative business aircraft design tradition.

■ **Sub-Lt. Ian Watson** of Britain's Royal Navy for his quick response and pilot skill in landing his Sea Harrier on the deck of a Spanish freighter after avionics malfunctions left him without contact with the carrier *Illustrious*.

■ **Gregory Karam**, an air traffic controller in the Greater Cincinnati approach arrival/departure west sector, for fast, cool action in talking an Air Canada DC-9 crew through an emergency approach after a fire in a lavatory generated smoke that left their flight instruments unreadable.

■ **Laurens B. Vogelsang** of Delft University of Technology in the Netherlands for continuing, with his students, his research into weight-saving aluminum/aramid materials after others gave up.

■ **Gerald R. Seemann**, president of Developmental Sciences, Inc., for perseverance in developing miniature remotely piloted vehicles in the face of vacillating Pentagon interest, vehicles that demonstrated their effectiveness with Israeli forces in combat in Lebanon.

■ **Marine Capt. Timothy B. Howard**, who succeeded in landing his Bell AH-1T gunship after it was struck by Cuban anti-aircraft fire in Grenada, despite the loss of his right arm. His copilot, **Capt. Jeb F. Seagle**, knocked unconscious by the same fire, recovered on the ground, pulled Howard from the helicopter, and then was killed by Cuban fire. Also a second helicopter crew, **Capt. John P. Giguere** and **1st Lt. Jeffrey R. Scharver**, who suppressed hostile fire long enough for Howard's rescue before they were shot down and killed.

■ The late **Lee Begin** of Northrop for his design work that led to the F-20 fighter now in flight test.

—William H. Gregory