Laurels for 1984

Here are those nominated by the editors of AVIATION WEEK & SPACE TECHNOLOGY for significant contributions to aerospace in 1984:

The NASA/industry teams that contributed to the retrieval, repair and reinsertion into orbit of the Solar Max science satellite and the retrieval and return to Earth of the Westar and Palapa communications satellites. Among those on the Solar Max exercise who played key roles were **William N. Stewart,** Solar Max mission operations manager at the Goddard Space Flight Center, who coordinated flight director team efforts that regained control of the tumbling spacecraft; **Rick Hieb** at the Johnson Space Center, who devised and tested on the shuttle engineering simulator the procedures the crew on Mission 41-C used to achieve a second rendezvous and successful capture of the spacecraft in the face of dwindling orbiter maneuvering fuel reserves, and the crew led by **Bob Crippen** for its skill in flying and payload handling that salvaged what for a time looked like a lost cause. In the Palapa/Westar operation, **David Braverman** of Hughes Space and Communications Group managed the start-from-scratch effort for an unplanned rescue that set the stage for the success in nine months, and **Jeremiah O. Salvatore,** who led the Hughes team that brought the two spacecraft into orbital position for shuttle rendezvous. **Larry Bourgeois,** Mission 51-A flight director, and **Walton Henry,** air bearing floor facility manager at the Johnson Space Center, championed the commitment of time and effort to train the crew in manual handling of the two spacecraft, precisely the contingency that faced astronauts **Joe Allen** and **Dale Gardner** in orbit. And **Ed Whitsett** of the Johnson Space Center whose role as chief NASA engineer for the Martin Marietta manned maneuvering unit paved the way for astronaut free flight that made the rescues possible.

Yves Hebel, director of air-to-air programs at Matra's Military Div. and designer of the Magic missile whose updated version will provide European fighters now and into the 1990s with an all-aspect dogfight weapon.

Marvin Marks, McDonnell Douglas vice president of aerospace engineering and operations, for his role with industry and government organizations in trimming the use of needless specifications for aircraft that drive costs higher.

Karl M. Thomas, executive vice president of Pratt & Whitney's Commercial Products Div., for his work in development of the newest generation commercial transport engine to enter service, the Pratt & Whitney PW2037. And to **Donald C. Nordstrom** who headed the Boeing team that met a demanding technical and schedule challenge in certificating the PW2037 and one other new engine version, the Rolls-Royce RB. 211-535E4, for the Boeing 757 in 1984.

Col. Clark Burnett, director of Combat Development at the Army Aviation Center, Ft. Rucker, Ala., for channeling Army and industry technology efforts into the evolving LHX helicopter family.

Stan Tremaine, deputy for development planning at the Air Force Systems Command's Aeronautical Systems Div., for his championing of long-range technical planning in the military in an era when both industry and military are preoccupied with short-term goals.

Mike Goldsmith, formerly managing director of British Aerospace's Hatfield Div. and now Aircraft Group Director of Civil Projects, who was instrumental in development of the 146 and keeping it alive until deregulation restructured the airline market to bring acceptance of a four-engine short-haul aircraft.

Ed Silcott, vice president and manager of the Westinghouse Defense and Electronic System Center Operations Div., and **John A. Decaire,** who managed the company's Manufacturing Systems & Technology Center, for demonstrating that robotics and automation offer payoffs for even relatively small production runs.

Lt. Gen. Bill Fitch, now retired from the Marine Corps, for his persistence in pushing for adaptation of a British low-cost cockpit night attack system that has potential for expanding ground support capability at relatively small investment if program managers are successful now in resisting attempts at gold-plating.

Maj. Milton J. Miller, instructor pilot with the Air National Guard Fighter Weapons School at Tucson, Ariz., for isolating turning-and-looking as the cause of nearly half low-level flying accidents and for his role in a training program to prevent them.

Roger Winblade at NASA headquarters and **Joseph Stickle** of the Langley Research Center for their successful advocacy of technical research such as electromagnetic deicing, antispin and laminar flow programs that hold payoffs for business aviation.

Marvin Klemow of Israel Aircraft Industries for direct dealing with the Pentagon rather than through lobbying that paved the way for introduction of the Kfir fighter into the U. S. inventory.

Rep. Ed Zschau (R.-Calif.) for his work to preserve U. S. leadership in high technology, in particular for heading a Republican task force that recommended provisions to protect joint research and development operations by industry from antitrust judgments.

Will Willoughby, deputy chief of Naval Material for reliability, maintainability and quality assurance, for his willingness to take tough steps to win equal time for reliability as well as performance in weapon system design and for improved quality in manufacturing.

Chuck Sewell, chief test pilot for Grumman Aerospace Corp., for his efforts in high performance flight testing, in particular in the low-altitude, high angle-of-attack, asymmetric thrust program for the Navy/Grumman F-14 Tomcat.

TWA captains **William R. Sonnemann** and **Ron E. Reynolds** for their preliminary work on extended range overwater operations of the Boeing 767 and **John Swihart** of Boeing for his role in gaining FAA approval for the change in antiquated rules to permit more flexible scheduling of twin-engine aircraft.

Bud Evans and **Jon Michael Smith** at NASA for pushing space commercialization initiatives through the NASA bureaucracy, and to **Chris Podsiadly** of 3M Corp.'s Research Laboratories and **Gregg R. Fawkes** of the National Chamber Foundation space enterprise project for their leadership in introducing non-aerospace industry to opportunity in space.

Jim Worsham, president of Douglas Aircraft, for keeping the MD-80 family of commercial transports alive in adverse times, and continuing development of new versions of a twin-engine aircraft to meet changing airline requirements with deregulation.

Six Ransome Airlines de Havilland of Canada Dash 7 pilots—**David Wright, Joseph Armstrong, Orton Ogborn, Timothy Cwik, Ryan Wilkins** and **Daniel Santor**—for formation of a voluntary committee originally to work out details of MLS operations at National Airport but now branching out into R-Nav route and grooved runway development.

The late **Darrell Cornell,** Northrop's chief engineering test pilot, for his crisp, professional F-20 demonstrations at international air shows over the years.

Manlio Quarantelli, who stayed with the malfunctioning first prototype of the Italian/Brazilian AMX to clear populated areas near Turin-Caselle Airport rather than eject at a safe altitude and who died of injuries suffered in the subsequent crash.

—WILLIAM H. GREGORY