

## Laurels for 1977

Here are the people we think deserve special recognition for their contributions to the aerospace world in 1977:

■ **Thomas Victor Jones**, chairman and chief executive officer of Northrop, for superb management of his company with an unparalleled record of on-time, on-cost deliveries to his customers and record profits to his stockholders.

■ **Al Schwimmer** for his 30 years in building the Israeli Aircraft Industry from scratch to a vital contributor to his country's successful defense and a strong competitor in the international marketplace that ended with his resignation last October.

■ **Freddie Laker** for his showmanship, persistence and shrewd management in bringing his New York-London Skytrain concept to successful operational status.

■ **Fitzhugh Fulton** and **Tom McMurtry** of NASA for their skill in piloting the Boeing 747 mothership that bore the space shuttle on its early flight tests.

■ **William Magruder** for his contributions as a test pilot, aerospace policy maker in the White House and airline executive that ended prematurely with his death last fall.

■ **Howard Montgomery**, Boeing 727 chief project engineer, and **Michael de Jonge**, systems engineering manager, Lear Siegler Instrument Div., for their development of a performance data computer system for the 727 and 737 transports that showed 3-4% fuel savings in its initial airline operational installations.

■ **Jean Franchi** of Aerospatiale, **Pierre Dudal** of Air France and **Brian Walpole** of British Airways for their skillful piloting of the Concorde to dispel the Port Authority of New York and New Jersey noise myths and pave the way for regular supersonic airline operations into JFK Airport.

■ **Sergei Ilyushin** for his lifetime contribution to Russian aviation, which ended this year and spanned an era from his piston-powered Il-2 Stormovik that was the scourge of German armored divisions in World War 2 to his Il-62 four-jet transport that opened Moscow-New York airline service in 1968, and for his indomitable spirit that still inspires the design bureau that bears his name.

■ **Bill Seawell**, chairman of Pan American World Airways, for leading the operational streamlining that brought his airline from severe financial doldrums to a profitable year.

■ **Gerry Tobias**, president of Sikorsky Aircraft division of United Technologies Corp., for his dynamic leadership that produced two major competitive winners in the Army UTTAS and the Navy LAMPS helicopter programs and successfully launched the S-76 commercial helicopter program.

■ **Maj. Gen. Thomas Stafford**, veteran astronaut, for his management of the USAF flight test center at Edwards AFB, Calif., through one of its busiest aircraft test periods and the beginning of space shuttle flight testing.

■ **Roger Beteille**, chief executive officer of Airbus Industrie, for his sparkplug role in the A-300B Airbus development and sales program that has kept its momentum going during critical periods.

■ **Harry B. Combs**, president of Gates Learjet, for his three years of dogged, expensive ram-rodging to obtain certification to operate Learjets at 51,000 ft., opening new technical and operational vistas for executive jets.

■ **Frank Lorenzo**, president and chief executive officer of Texas International Airlines, and his bright young staff for their dramatic recovery from near-bankruptcy to a profitable year and their innovative concepts in fare-discounting.

■ **Fred Speer** and **Richard E. Halpern** of NASA and **Richard Whilden** of TRW for turning the high-energy astronomy observatory (HEAO 1) satellite program from a canceled mission in 1973 to a major scientific success by utilizing X-ray data to discover new objects in the universe as far back as 8 billion light years.

■ **Fred Haise, Jr.**, **Gordon Fullerton**, **Joe Engle** and **Dick Truly**, NASA space shuttle test pilots, for their successful flight testing of the approach and landing characteristics of the Enterprise, first orbiter of the shuttle program.

■ **Rene Mouille**, chief design bureau engineer of Aerospatiale's helicopter division, for his technical leadership in applying new technology to the successful French helicopter line including the Starflex low-cost, long-life rotor head, the Fenestron ducted tail fan and infinite-life plastic rotor blades.

■ **Brig Gen. James Abrahamson**, F-16 SPO, and **Fred Wood** his international business manager, for their continued successful management of the multi-national F-16 fighter program.

■ **Dr. Paul MacReady, Jr.**, and **Peter Lissaman** for their design and flight of the Gossamer Condor man-powered aircraft that won the \$86,000 Kremer Prize and **Bryan Allen**, the pilot who pedaled the 70-lb. aircraft over the course that had defied designers for 18 years.

■ **Bob Parker** and **Bob Basil**, who completed their Pentagon careers late in 1977, for their distinguished service as the principal deputies to the Defense Dept. director of engineering and research in translating new technologies into weapon systems programs and pushing for NATO weapons standardization.

—Robert Hotz