

Laurels for 1982

Here are those nominated by the editors of AVIATION WEEK & SPACE TECHNOLOGY as having made a significant contribution to aerospace last year:

Rear Adm. Walt Locke for a sterling battle with both the Air Force and the Navy to keep the Joint Services Cruise Missile Office in business until his own service's submarine admirals torpedoed him into retirement.

Harold A. Rosen, vice president-engineering, Hughes Aircraft Co.; **Alois Whittmann**, chief scientist for the company's Space and Communications Group; **Richard D. Brandes**, vice president-commercial and manager of the Group's Commercial Systems Div., and **Paul S. Visher**, vice president, Hughes Aircraft, for the Hughes-financed 376 standardized communications satellites that became the first commercial payloads launched into orbit by the space shuttle. Brandes and Visher foresaw the potential commercial applications of such a standardized vehicle and Rosen and Whittmann led the teams to translate the concept into design.

Don A. Maclean and his colleagues from McDonnell Douglas groups in Florida and Huntington Beach, Calif., for their round-the-clock fault analyses and fixes in the payload assist module for the Satellite Business Systems Hughes 376 spacecraft that kept the fifth shuttle mission on schedule after an improperly bonded chip malfunctioned in the last stages of flight preparation.

Aldis Grinbergs, Guam station coordinator for Telesat Canada, and **Harry Kowalik** and **Bruce Burlton** of Telesat Canada's Satellite Control Systems Div. in Ottawa for diagnosing and rectifying the antenna misconfiguration that could have lost the Anik C-3 Hughes 376 spacecraft after deployment from Shuttle 5.

USAF Lt. Gen. James A. Abrahamson, who heads the shuttle program at NASA, for sparking NASA shuttle planning with aggressive, innovative management to exploit its space transportation capability faster than Apollo-era conservatism would have allowed.

William Schneider, Jr., under secretary of State for security assistance, for his economics expertise while serving at the Office of Management and Budget in fending off repeated attempts to carve up military spending as a goat for the federal deficit.

U. S. Park Police helicopter pilot **Don Usher** and paramedic **Gene Windsor** for their skill and courage in rescuing survivors from the icy water of the Potomac River after the Air Florida crash in Washington, D. C.

John Edgley and **Desmond Norman** in Britain for demonstrating that the day of the individual innovator in aircraft design and production is not over. Edgley conceived, designed and has begun to produce the Edgley Optica slow-speed observation aircraft to compete with the helicopter for missions. Norman, of the former Britten-Norman team, developed the Firecracker light trainer.

Robert W. Farquhar of NASA's Goddard Space Flight Center for conceiving and successfully making the case for his low-cost mission concept of using an International Sun-Earth Explorer spacecraft in orbit to fly by the comet Giacobini-Zinner after the U. S. had backed out of a joint Halley's Comet program.

H. Alan Pike, former acting director of the directed-energy program at the Defense Advanced Research Projects Agency, and **Anthony R. Battista** of the House Armed Services Committee staff. Pike's assertions that mid-infrared chemical lasers could be developed and based in space in the near term ran counter to the official line. Battista was

influential in gaining funding for support of research and development of longer-term but possibly higher-potential short wavelength lasers, and in shaping other defense programs like consolidation of service helicopter requirements into the single vertical lift JVX program.

Lt. Col. Jimmie A. Creech, Marine director of the JVX program, for putting together a streamlined management team and a tight development schedule with a high degree of concurrency to push the JVX toward early operational use.

Dennis Head, for energizing Rolls-Royce engineering headquarters at Derby in such developments as the RB. 535C and its RB. 535E4 upgrading to keep the British company competitive in the Boeing 757 program. Head was managing director-operations before he was replaced with a specialist from the British brewing industry by an uninspired Rolls top management.

Joseph E. Killpatrick, **Ted J. Podgorski** and **Dean Heinke** of Honeywell, who helped transform the laser gyro from a laboratory curiosity developed by Sperry two decades ago into a reliable inertial navigation sensor for the Boeing 767.

Tom Murrin, president of Westinghouse's Public Systems Co., for his successful preaching to the aerospace community and industry at large of the crucial need to improve U. S. productivity to compete with Japan, Inc., as well as competition from Europe.

Ed Colodny, chairman and president of USAir, for orchestrating the mix of hub-and-spoke routes, fleet planning, measured expansion, and cost controls to bring what was a local service carrier, Allegheny Airlines, into national success under deregulation.

Benjamin A. Cosgrove and **Clifford T. Coomes** of Boeing Commercial Airplane Co. for leading the program to convert Boeing 767 transports already rolling off the line from three-man to two-man cockpit configurations with only small delays in scheduled deliveries. And to **James J. Treacy**, FAA regional resource specialist in avionics, for technical guidance in defining and executing FAA policy for certification of the new digital avionics in both the 767 and 757 transports.

Charles Elachi of Jet Propulsion Laboratory and **Gerald Schaber** and **Carol Breed** of the U. S. Geological Survey for their discovery that the imaging radar on the second shuttle mission detected markedly different terrain features hidden under the sands of the Sahara desert.

Col. James A. Lee for managing the USAF Aeronautical Systems Div. program to reengine the Boeing KC-135 fleet with the CFM56 engine to come in on time and on budget.

Allen E. Paulson for melding a diverse group of business aircraft manufacturing acquisitions into an integrated and profitable commercial aviation operation.

Col. A. Lee Snyder for his direction of the Air Force/contractor effort at two sites in Maine to establish feasibility of the General Electric over-the-horizon/backscatter radar technology, which is being expanded to an operational system to include West Coast sites.

John C. Brizendine, who retired last year as president of Douglas Aircraft Co., for his leadership during the DC-10 problems and in development of the DC-9-80.

Vitalij Garber, NATO assistant secretary general for defense support, for reenergizing NATO's joint arms development programs and establishing criteria among NATO nations for the next generation of weapons.

—William H. Gregory