

Laurels for 1958

We are reaching the end of another tumultuous and exciting year in the aviation business and its related technologies, and, once again, it is appropriate to look back and chart the major peaks of achievement that stand out clearly above the plains of steady progress.

This year now ending has seen the technological race between the U.S. and the Soviet Union develop into such sharp and obvious focus that it is no longer fashionable even in the highest political circles to disdainfully dismiss the subject by commenting that "we are not in a race with anyone over anything." Recovering from the shock of the Soviet Sputniks and long-range missile achievements, the democratic process ground slowly but surely toward putting our own technical effort on a broader and sounder base and cranking in a small measure of acceleration. Once again, though, the list of goats who have thrown sand into this accelerating machinery or have pleaded to allow the cobwebs of complacency to grow undisturbed would be perhaps even longer than those who merit kudos. Here are the people and organizations we think made significant contributions during 1958:

- **Lockheed Aircraft Corp. and General Electric Co. Gas Turbine Division** for bringing the world altitude record back to the U.S. and setting a new world speed record with the F-104 Starfighter powered by the J79 turbojet. Speed 1,404.19 mph. and altitude 91,249 ft.
- **Jet Propulsion Laboratory of CalTech and the Army's Ballistic Missile Agency at Redstone Arsenal** for successfully placing three Explorer satellites into orbit that contributed to new knowledge on outer space.
- **Dr. James Van Allen and his Iowa State University group** for their instrumentation of the Army Explorer satellites and the Army and USAF Pioneer moon probes that discovered and outlined the intense radiation belt that now bears Van Allen's name.
- **Maj. Gen. Joseph "Smoky" Caldara** for his intense, persistent campaign to reduce aircraft accidents and his successful blunt diplomacy in getting equipment manufacturers and operational commands to work more effectively on solving basic safety problems.
- **Pan American World Airways** for becoming the first U.S. flag line to operate jet transports across the North Atlantic and assisting National Airlines to become the first to operate jet transports in domestic service.
- **The 322nd Air Division** based at Evereux and Dreux, France, and commanded by Col. Clyde Box for its effective logistic support of the Lebanon crisis operations with its C-130 turboprop transports.
- **Rear Adm. John S. Thach** and his task force ALFA for his efforts in developing new anti-submarine warfare techniques and cutting through Department of Defense red tape to establish direct and effective contact with industrial organizations capable of tackling the many unsolved problems in this vital area.
- **Rep. John McCormack** for his understanding and speedy handling of the legislation establishing the National Aeronautics and Space Administration as House majority leader and chairman of the Select Committee on Aeronautics and Space Explorations.
- **Sen. Leverett Saltonstall** for his courageous initiative in tackling the vital problem of eliminating the mass of outmoded legislation that now hampers effective military

procurement of complex modern weapons and making the first effort to develop new procurement legislation that fits the modern problem.

- **William Allen**, president of Boeing Airplane Co. for continuing his able and courageous spearheading of the aircraft industry's battle against arbitrary and inequitable handling by the Federal Renegotiation Board.
- **Maj. Gen. Donald Keim** for his persistent effort in the face of top-level indifference to keep the aircraft nuclear propulsion program going within the severe financial limits imposed by presidential scientific advisers.
- **Army Ballistic Missile Agency** for its work in developing the ablating type nose cone used on Jupiter IRBM.
- **Orval Cook** for his injection of stronger and more effective leadership into the Aircraft Industries Assn. and his willingness to publicly grapple with the basic critical issues facing the industry.
- **West Coast and Piedmont Airlines** for their introduction of the first modern equipment into feederline operations with their inauguration of service with the Fokker-Fairchild F-27 turboprop transport.
- **Sen. Mike Monroney and Elwood P. Quesada** for their vigorous bipartisan effort that brought the Federal Aviation Agency into action exactly one year before the time the original legislative blueprint had specified.
- **Boeing Airplane Co.** for its successful flight testing of the Bomarc air defense missile against the X-10 target drone, making successful intercepts and kills of a target moving faster than 1,000 mph.
- **Lt. Gen. Thomas S. Power**, head of Strategic Air Command, for his concept and execution of Operation Reflex, putting a significant element of SAC megaton striking power on a 15-min. alert aimed at countering any form of enemy attack including ballistic missiles.
- **Convair Astronautics Division** for its accelerated development and test program that proved out its Atlas ICBM weapon system, with three successful shoots on the Atlantic Missile Test Range including a final 6,325 mi. shot with warhead impact within six miles of the pre-determined impact area.
- **Staff of the Atlantic Missile Test Range** at Cape Canaveral, Fla., including Air Research and Development Command, Pan American and Radio Corp. of America range personnel and contractors' test operation teams, for maintaining as high a level of missile development test operations as budget limitations permitted.
- **Scientists at Harvard, Massachusetts Institute of Technology and Bell Telephone Laboratories** and other laboratories whose work in Masers and parametric amplifiers promises needed breakthrough in extending range and performance of early warning radars.
- **Passenger service agents** of all the airlines who do such a valiant and diplomatic job of trying to unsnarl all of the myriad mishaps that now occur in handling of airline passengers. The amount of goodwill and repeat business these men and women salvage for their individual companies and air transport as a whole is incalculable and they deserve far more recognition in the airline organization than they now receive.
- **Chicago Helicopters Airways Inc.** for its outstanding job in developing an effective passenger carrying short-haul operation in a metropolitan area in such a short period.

—Robert Hotz.