

EDITORIAL

Laurels for 1959

We have not only reached the end of another tumultuous year in aviation and its related technologies but also the end of a decade that may well be labeled the "fabulous fifties" from its record of technical developments and the "fatuous fifties" from its record of policy bumbling, executive indecision and the insidious emergence of a complacency that accepted the idea that the United States could slip to second best in technology without endangering its leadership of the free world. New political leadership is inevitable in the decade that looms ahead, regardless of which party wins the national election of next fall, and new policies are bound to result.

This year, like 1958, would find that a list of "goats" who have slowed the wheels of progress probably would be longer and more appropriate for the times than a recital of the constructive achievements in our field. However, here are the people, organizations and equipment we think have made significant contributions to American aviation and its related technologies during 1959:

- **Convair's San Diego Division** and **USAF Maj. Joe Rogers** for bringing the world speed record back to the United States with a 1,525 mph. performance in a standard F-106 Mach 2 all-weather interceptor.
- **Lockheed Aircraft Corp.** and **USAF Capt. Joe Jordan** for setting a new world altitude record of 103,395 ft. in an F-104C interceptor.
- **Republic Aviation Corp** and **USAF Brig. Gen. Joe Moore** for returning the 100 km. closed-course record to the U. S. with an F-105B averaging 1,216 mph. over the course.
- **Brig. Gen. Homer Boushey**, USAF director of advanced technologies, for his persistent, articulate and courageous exposition of a military space program.
- **Rear Adm. John S. "Jimmy" Thach** for his effective effort to organize a broad technical-military attack on the anti-submarine warfare problem and his leadership of Navy ASW forces in the Atlantic.
- **Max Conrad** for his persistent demonstration of the long-range reliability capability of U. S. manufacturers of business aircraft, engines and navigation equipment.
- **Allegheny Airlines** and its **President Les Barnes** for its pioneering program aimed at developing genuine air commuter service.
- **Col. Harry J. Moseley**, chief of the Aeromedical Safety Division for the USAF Inspector General, for his work in design and retrofit of operational aircraft to reduce crew injuries in accidents, particularly in cutting the fatality rate in use of ejection equipment. Col. Moseley was killed in an aircraft accident this year.
- **Sen. John Stennis**, chairman of the NASA authorization subcommittee of the Senate Aeronautical and Space

Sciences Committee, and **Max Lehrer**, assistant director of the committee staff, for their planning and execution of the public hearings on the first National Aeronautics and Space Administration program.

- **Gen. Thomas S. Power**, chief of Strategic Air Command, for his valiant efforts to keep the U. S. deterrent power at the maximum possible efficiency with the limited resources placed at his disposal and his persistent efforts to accurately inform the American people on their defense problems.
- **Charles Thomas**, president of Trans World Airlines for galvanizing this airline's employes into an amazing leap from deep in the red to well into the black in the initial year of his presidency.
- **Convair's Astronautics Division**, particularly its chief "**Jim**" Dempsey plus "**Charley**" Bossart, "**Charley**" Ames and "**Bill**" Patterson, for bringing the Atlas ICBM to fruition as a reliable, accurate and significant weapon in the U. S. arsenal. Atlas made its 13th consecutive successful full range flight in December.
- **Boeing Airplane Co.** and the seven airlines who operated the 707 turbojet transport in regular service this year carrying a total of 1,727,000 passengers and flying 3.3 billion passenger miles in scheduled service without a passenger injury.
- **Igor Sikorsky** for his personal contributions in his 71st year to the development of the S-60 and S-64 flying crane concept for helicopters.
- **Pan American World Airways** for its inauguration of round-the-world service by turbojet transport with a regularly scheduled flying time of 37 hr. 45 min.
- **Jacqueline Cochran**, president of the Federation Aeronautique Internationale Assn., and **Thomas Lanphier, Jr.**, president of the National Aeronautics Association, for their organization and leadership of the American delegation to the FAI conference in Moscow.
- **Arthur Kelley**, vice president-sales for Western Air Lines for one of the most imaginative and forward looking airline sales programs designed for solving jet age problems.
- **The dozens of avionics firms** who by "thinking small" pioneered new molelectronic and microcircuitry techniques that promise to revolutionize the avionics field and have particularly promising applications in space technology.
- **Elwood R. "Pete" Quesada**, Federal Aviation Agency chief, for his vigorous leadership of this new agency and its broad scale attack on the major problems of civil aviation.
- **Rocketdyne Division of North American Aviation, Inc.**, for its consistent performance in providing powerplants of high reliability for both U. S. IRBMs, the Atlas ICBM and the Atlas, Thor and Juno space probes.

—Robert Hotz