

EDITORIAL

Laurels for 1960

The year now closing has brought basic changes in public attitudes toward aerospace problems and the first indications of a quickening pace for the years ahead. It was a year in which outstanding U.S. achievements in aerospace balanced more closely the frustrations and failures of prior years as many aspects of the new technologies emerged from development cocoons into initial operational forms. As the year ends, there are signs that a more vigorous and technically sound national direction may be emerging that will permit the scientific, engineering and industrial resources of this country to forge ahead, if not at the full-throttle pace of an emergency, at least at maximum cruise speed compatible with maintaining superiority for the long hard pull that faces this nation.

Here are the people, organizations and projects that we think merit permanent listing in the logbook of aerospace achievements during 1960:

- **Gen. Thomas S. Power**, chief of Strategic Air Command, for his work in bringing this key element of U.S. military strength into an effective transition to the mixed force concept, adding the ICBM and laying the foundations for the effective military operational use of outer space.
- **Elwood R. "Pete" Quesada**, Federal Aviation Agency chief, for his courage in handling the Electra safety problems on technical grounds in the face of intense political and emotional pressure and for his general forward-driving course toward better air safety.
- **Terry Drinkwater**, president of Western Airlines, for an outstanding job of airline management using relatively limited resources to produce outstanding financial and operational results.
- **Hilliard Paige**, boss of General Electric's Missile and Space Vehicle Department and his technical staff for their outstanding achievements in re-entry vehicles and data capsules and for spearheading a broad advance across the whole spectrum of space technology.
- **Scott Crossfield**, North American Aviation test pilot, not only for his initial proving flights in the X-15 but also for producing an honest, technically accurate, sound addition to the aerospace bookshelf with his autobiography "Always Another Dawn."
- **C. L. "Kelly" Johnson**, Lockheed vice president for advanced developments, belated recognition for his superb job in designing the special purpose, high altitude U-2 reconnaissance plane that was able to photograph the Soviet Union for four years without interference.
- **John Stack** of the National Aeronautics and Space Administration and his Langley Research Center associates for their successful fight to keep aeronautical research alive, particularly on the supersonic transport and NATO projects.
- **Thomas Gates**, secretary of defense, for his fine job of making the Defense Department machinery work faster and more efficiently in the relatively short period available to him to rectify the errors and indifference of his two predecessors in the Pentagon.
- **Brig. Gen. Don Flickinger**, assistant for bio-astronautics to the Air Research and Development commander, for his original efforts to organize the foundations for a bio-astronautics program in this country and his dogged persistence in pushing his program despite a wide variety of official roadblocks.
- **Boeing Airplane Co.**, for its drive to dominance in the jet transport field with its 707, 720 and 727 series.
- **Jim Austin**, president of Northeast Airlines, for his airline's drive to gather a significant share of the toughest competitive airline market in the country—the Boston-N.Y.-Washington commuter pattern.
- **National Aeronautics and Space Administration**, Air Force, Army, Navy and their industry contractors for providing the first steps demonstrating the practical operational uses of space technology with Tiros I and II weather satellites, Courier active communications repeater, Echo passive communications satellite, Transit navigation satellites and the Discoverer series.
- **Walter T. Bonney**, NASA director of information, for doing the best job of any government information officer at keeping the press and public adequately informed on the progress of space technology in the face of extremely difficult official problems.
- **Vice Adm. William F. "Red" Raborn** for his ramrodding of the Navy's Polaris solid-fuel missile into initial operational duty in a submarine at sea less than five years after the program was organized.
- **Dr. Stark Draper** and his Massachusetts Institute of Technology group for their pioneering work on development of inertial guidance systems that came to fruition in operational use with Polaris and Titan.
- **Navy Cmdr. John N. Davis** for his two closed-course world speed records set with the McDonnell F4H fighter: 1,390 mph. for 100 km. and 1,216 mph. for 500 km.
- **Sen. A. S. Mike Monroney** and **Rep. Mendel Rivers** for their leadership of a successful congressional campaign to begin the modernization of the Military Air Transport Service cargo transport fleet with jet equipment.
- **Vice President-elect Lyndon B. Johnson** for his skillful and effective operations as Senate majority leader, which resulted in a modernized and increased defense budget for Fiscal 1961.
- **Brig. Gen. Irving Branch** for his efforts to revitalize the Aircraft Nuclear Propulsion program, combining more effective management and more advanced technology.
- **Navy, Lockheed and Booz Allen & Hamilton** for having developed the effective PERT management technique for complex weapon system development programs, and to the Air Force for its willingness to acquire a good idea from a sister service and further develop it for its own needs.

—Robert Hotz