

EDITORIAL

Laurels for 1961

As we predicted at the end of 1960 (AW Dec. 26, p. 11), the pace of the U.S. aerospace effort has accelerated perceptibly during this year and there is considerable evidence all along the line (although still not enough to realize the full potential of our national resources) of more aggressive and determined leadership and a willingness to run the race with whoever wants to challenge. Hopefully this pace will continue to accelerate during 1962 and this country will be well on its way to widening its margin of technical superiority in fields where it has been maintained, and narrowing the gap in the long stern chase of the Soviets in space.

Here are the individuals and organizations that we think contributed efforts of major significance during 1961 in the aerospace field:

- **Vice President Lyndon B. Johnson** for his success in providing the U.S. space program with national priority and at last expressing this nation's determination to compete against all comers in space technology.
- **Alan Boyd**, Civil Aeronautics Board chairman, for his leadership in establishing direct contact between the CAB and airline presidents in an effort to solve the acute economic problems now besetting the air transport industry.
- **Mrs. Constance Wolf**, who at the age of 56 wrested the women's free ballooning endurance record from the Soviet Union with a 40 hr. 8 min. performance through a storm-tossed night.
- **Bob Turner**, vice president of Eastern Air Lines, for his work in reviving the fading airline art of passenger service and establishing the Boston-New York-Washington commuter shuttle service.
- **Personnel of the 6594th Recovery Control Group of USAF Systems Command** based at Hickam AFB, Hawaii, for their persistence in perfecting the aerial recovery technique for Discoverer space data capsules, resulting in four successful air snatches this year, of which three were in their new specially equipped Lockheed C-130B transports.
- **Edmund Converse**, Bonanza Air Lines president, for introducing a new concept of area excursion fares that will have significant economic impact on the local service airline business.
- **William T. Piper, Jr.**, for his octogenarian determination to push his company into support of private flying growth in the lower income brackets by producing the two-place Colt lightplane at a price well below normal profit margins in this field, and **Thomas F. Piper** who kept the project on the track through engineering into high volume production.
- **Dr. Edward Welsh**, executive secretary of the National Aeronautics and Space Council, for his administrative and political expertise applied to the numerous and vexing non-technical problems snagging the national space program, and for his indefatigable effort to achieve high priority for the program at the top level of government.
- **Drs. C. H. Townes** of Harvard, **A. L. Schawlow** and **Ali Javan**, of Bell Telephone Laboratories and **T. H. Maiman** of Hughes Research Laboratories for their work in optical masers (lasers), a fundamentally new type of device with important applications for space communications, guidance and exotic weapons.
- **Ben F. McLeod** of Pan American World Airways and **J. R. (Ray) Utterstrom** of Boeing Co. for spearheading both organizations' programs for increasing the utility of jet transports by increasing their all-weather operational capability.
- **Vice Adm. Robert Burns Pirie**, deputy chief of naval operations for air, for effective guidance of naval aviation into the era of Mach 2 carrier-based operations and increasingly sophisticated anti-submarine warfare work, and his unflagging and effective efforts to promote the cause of U.S. aviation in international circles.
- **Clotaire Wood**, of NASA, for his tremendously effective multi-lingual effort in establishing the U.S. space program scope and achievements among the people and technicians of Europe at the Paris Air Show.
- **Convair's B-58 Mach 2 bomber** for its persistent and effective penetrations of the U.S. air defense system, pointing the way toward a vital strategic delivery capability that is being critically neglected in the Defense Department.
- **Leslie Barnes**, president of Allegheny Airlines, for his success in broadening the economic base of local service carrier operations and pioneering accounting methods that will enable the separation of subsidy routes from those that are economically sound.
- **Barney Schmickrath** and **Dick Baseler** of Pratt & Whitney Aircraft for spearheading the effort to bring the JT3D turbofan into operational use with the Boeing 707 and the Douglas DC-8 jet transports and the Boeing B-52H bomber, providing a new level of operational economy and power for the gas turbine engine.
- **Jackie Cochran** for her continued dogged assault on world aeronautical records wherever she can find them—this year with her performance in the Northrop T-38 Talon supersonic trainer.
- **Bob Gilruth**, **Walt Williams** and **Max Faget** and their hard-working staff of the NASA Manned Spacecraft Flight Center for their courage and skill in carrying on the long stern chase of the Soviet Union's manned space flight achievements with Project Mercury.
- **Dr. Morris Tepper** of NASA and **Dr. Francis Reichelderfer** of the U.S. Weather Bureau for their leadership of the joint effort to develop an operational system for utilizing satellite-furnished weather information.
- **North American Aviation's Rocketdyne Division** for its successful firing of the F-1 single-chamber, million-pound-thrust rocket engine.
- **Wernher von Braun** and his Marshall Space Flight Center team for their persistence in pushing development of the Saturn space booster, powered by a cluster of eight Rocketdyne H-1 engines, to its first successful launch test at Cape Canaveral.
- **United Technology Corp.** and **Aerojet** for their successful firings of large solid rockets up to 500,000-lb. thrust, demonstrating the feasibility of the large solid concept.

—Robert Hotz