EDITORIAL

Laurels for 1964

Continuing a 10-year-old tradition of this page, here are the people and organizations that we think made significant contributions to the progress of aerospace in this country during the turbulent year of 1964:

• **C. L. "Kelly" Johnson** of Lockheed for his basic A-11 design that led the world into Mach 3 as an operational aircraft regime and solved many of the fabricating problems of materials and structures in this new area.

• **Frank Davis,** president and **J. T. "Bing" Cosby,** vice-president and F-111 program director, both of General Dynamics/Ft. Worth, for bringing the F-111 (TFX) prototype through to successful first flight in just 25 months and well ahead of the official development schedule.

• **Maj. Gen. Robert Nelson Smith,** Strategic Air Command director of intelligence, for his perceptive drive to apply new technology to intelligence operations, giving this area the volume of data, and the swift sensitivity and analysis required to implement Strategic Air Command's quick reaction time in the missile era.

• **Joseph R. Piselli,** vice president-engineering of Bell Aerosystems, for his work in developing the rocket powering the Agena spacecraft which has a record of 170 successful starts and restarts in space during the past five years with only a single failure.

• **Harold Finger** and **Milton Klein,** manager and deputy respectively of the joint Atomic Energy Commission-National Aeronautics and Space Administration Nuclear Space Propulsion Office, for their dogged persistence in pushing the Rover program through four successful tests of a nuclear rocket reactor using liquid hydrogen and demonstrating the technical feasibility of nuclear propulsion for manned interplanetary flights of the future.

• **Harris "Bud" Schurmeier,** Ranger program director of the Jet Propulsion Laboratory, and his technical team for their tremendous technical success with the Ranger 7 that produced the first detailed photographs of the lunar surface.

• **Frank White** of the Air Transport Assn. for his early recognition of the potential of synchronous satellites for long-haul airline communications and his quick organization of tests to demonstrate this capability with the help of Pan American World Airways, Bendix Radio Div. and Hughes Aircraft, all of whom are providing equipment and technical knowledge at their own expense to prove the feasibility of this concept using Syncom 3.

• **Army and USAF helicopter** pilots in Vietnam who are fighting a bloody shooting war against the spearhead of Communism in an action whose bitterness is only dimly appreciated by the U.S. public.

• **Raymond W. Warren, Billy M. Horton** and **Dr. R. E. Bowles** of the Army's Harry Diamond Laboratories, for opening the way to all-fluid control systems, which offer advantages over electronics in many aerospace and military applications, by developing the basic technology with their own money and on their own time when their employer, the Army, lacked the vision to support the idea.

• **Col. Everett "Brick" Holstrom,** commander of the 43rd Bomb Wing, Strategic Air Command, Little Rock, Ark., for the wing's skill and energy in providing SAC and the national intelligence community with an acutely needed, fast-reaction global supersonic reconnaissance capability with their specially modified Convair B-58 Hustler Mach 2 bombers. This wing did the job with its own personnel and facilities, completing it faster and at far less cost than was possible by other methods.

• **James G. Rogers,** director of Federal Aviation Agency's Alaska region, for his forethought in thoroughly drilling his organization in procedures to cope with just such a disaster as the earthquake that devastated his area last March. Applying these procedures, Rogers and his staff were able to restore vital air communications facilities and maintain air transport operation during the most critical period of the post-quake emergency.

• **John E. Steiner,** chief project engineer and driving force behind the design and construction of the Boeing 727 medium-range transport that brought jet service to normal-sized airports and swept the international market in this class of transport.

• **Ernest N. Ljunggren** and his associates at North American Autonetics for the perception and courage in taking what was then the unproven technology of microcircuitry and applying it to produce a lighter, more capable and potentially more reliable guidance system for the new Minuteman 2 ICBM.

• **William W. Fox,** Convair director of engineering, and **James Fink,** COIN program manager, for their successful execution of the Charger COIN aircraft program that went from initial design concept to successful first flight in 35 weeks.

• **Paul F. Bikle,** director of NASA's Edwards Flight Research Center, and pilots **Milton Thompson** and **Jack Mackay** of NASA and **Maj. Robert Rushworth** and **Capt. Joe Engle** of USAF for their continued operation of the North American X-15 research aircraft into a wide variety of unexplored areas both in performance and equipment testing.

• **Gordon Bain,** deputy administrator of the Federal Aviation Agency, for his effective management of the supersonic transport program under difficult conditions, and particularly for pushing practical research on the cause and effects of the sonic boom.

• **John Mengel** of NASA's Goddard Space Flight Center for his direction of the global NASA tracking and data acquisition network which currently is producing an average of 50 mi. of taped data per day from payloads in space.

• **Col. Darwin C. Middlekauf,** USAF Ballistic Systems Div., for spearheading an intensive, state-of-the-art advance in developing advanced ballistic re-entry systems for ICBMs.

• **Charles S. Ames,** vice president of General Dynamics/Astronautics and program director for Atlas space launch vehicles, for managing a program that scored 26 consecutive successful launches of space payloads.

• **Col. Harold W. Robbins,** USAF Space Systems Div., for his technical direction and support of the large solid rocket program that culminated this year in the successful demonstrations of 156-in.-dia. motors and the initiation of a 260-in.-dia. program.

—**Robert Hotz**