EDITORIAL

Laurels for 1965

Here are the people we think made significant contributions to the progress of aerospace in the U. S. during 1965:

• **Dr. Hugh Latimer Dryden,** whose lifetime of contributions to aerospace research ended on Dec. 2.

• **Dr. George Mueller,** NASA director of manned space flight, for his courageous and perceptive technical direction that wrested the international leadership in this field from the Soviet Union during 1965.

• **Dr. Randolph Lovelace II** for a lifetime contribution to aerospace medicine that came to an untimely end Dec. 12 on a snow-covered Colorado mountain.

• **Irven H. Culver** of Lockheed-California Co. for his contribution to development of the rigid-rotor helicopter and its gyroscope control system, culminating in Lockheed's winning design for the Army's advanced aerial fire support system (AAFSS).

• **Floyd Hall,** president, and **Arthur Lewis,** executive vice president, Eastern Airlines, for their dynamic and imaginative management techniques that have rejuvenated not only Eastern Airlines but have started many successful jet age airline management trends.

• **John Brizendine,** Douglas DC-9 program manager, **"Heimie" Heimerdinger,** chief test pilot, and **Charles Glasgow,** chief engineer, for their effective design, development and flight testing of the DC-9 short-haul jet transport that put it into scheduled airline service less than 11 months after rollout.

• **Jim Edwards,** vice-president sales, Douglas Aircraft Div., for spearheading the sales drive that sold 237 DC-9s and obtained options for 137 more to sweep the major share of the short-haul jet market.

• **Alvin S. White,** chief test pilot for the North American XB-70, **Van Shepard,** NAA engineering test pilot, **Col. Joseph Cotton** and **Lt. Col. Fitzhugh Fulton,** USAF XB-70 project pilots, for their intensive, successful flight test program on this first large Mach-3 aircraft.

• **"Chuck" Mathews** of NASA for his successful direction of the Gemini program through its first five manned flights that have set new standards in every area of this field and demonstrated the technical feasibility of the Apollo lunar landing mission.

• **John Yardley** and **Walter Burke** of McDonnell for spearheading development and operation of the Gemini spacecraft.

• **Walter D. Smith** and **Bastian "Buzz" Hello,** Gemini launch vehicle program directors for the USAF Martin Titan 2 booster and **Joe Verlander,** Martin director of launch operations, for six flawless launchings in the Gemini program this year.

• **Wally Schirra** and **Tom Stafford,** NASA astronauts, for their skillful piloting of Gemini 6 to achieve the first sustained rendezvous in manned space flight.

• **Dan Vester,** engineering manager for the Westinghouse rendezvous radar so vital to the Gemini 6/7 success.

• **J. C. Hundley** and **Watson Yurgatis** of IBM Federal Systems Div. for development of the Gemini on-board digital computer that opened new horizons for real-time spacecraft operations.

• **S. J. Domokos** and **R. W. Helsel** of North American Rocketdyne spacecraft engine division for their development of the orbital attitude and maneuvering system (OAMS) and the re-entry control system (RCS) used on Gemini spacecraft.

• **Frank Borman** and **Jim Lovell,** NASA astronauts, for their 14-day Gemini 7 mission that proved man not only can survive but function usefully during space voyages to the moon and back.

• **Dr. Charles Berry,** NASA Manned Spacecraft Center medical chief, for his realistic management of medical experiments in the Gemini program, and for translating medical theory into hard data on man's abilities to operate in the space environment.

• **Charles J. White,** Eastern Airlines pilot, who flew his Constellation to a controlled crash landing by the use of throttles alone after losing all of his flight controls in a mid-air collision with a TWA 707 jet over Connecticut. Capt. White's performance saved 50 of the 54 persons aboard. He died while trying to help passengers escape through emergency exits after the crash.

• **Richard D. Alberts** of USAF Electronic Technology Div. for his wise use of limited funds to spark development of a broad technology that led to the microcircuit revolution and made possible its rapid progress.

• **Brig. Gen. Gil Pritchard,** commander of USAF Special Air Warfare Center, for the imaginative efforts of his group to adapt and modify existing aircraft for specialized tasks of the Vietnam war.

• **Sen. John Stennis** of Mississippi, chairman of the Senate preparedness investigating subcommittee, and his staff for probing behind the bland assurances of Defense Secretary Robert McNamara to reveal serious shortages in combat equipment caused by Pentagon budget cuts and forcing the Defense Dept. into a more realistic budget to finance the Vietnam war.

• **Barney Adelman** and **Billy Smith** of United Technology Center for proving the operational feasibility of large solid motors for space operations with their 120-in. solid strap-on booster for Titan 3C.

• **Jack James** and **Dan Schneiderman** of the Jet Propulsion Laboratory for their leadership of the Mariner Mars photographic mission.

• **Ed White** and **Jim McDivitt,** NASA astronauts, for the first U. S. extra-vehicular space operations during the Gemini 4 flight and their spectacularly successful diplomatic mission to the Paris air show that set a new pattern for using astronauts as effective goodwill ambassadors.

—Robert Hotz