

# Laurels for 1971

After skipping 1970, a dismal year that everybody in aerospace would prefer to erase from his memory, we are resuming our annual laurels citations for outstanding achievement. This year, in keeping with this magazine's strong international character, we are including for the first time achievements from outside the United States. Here are the people we feel deserve special note for 1971:

■ **David Packard**, deputy secretary of defense, who did a monumental job in improving military research, development and procurement procedures and injecting an air of practical horse sense into the Pentagon that has been in short supply for a decade.

■ **Capt. Charles Dent**, of United Air Lines, for his dogged determination and skillful diplomacy in persuading the airlines' pilots to assume aggressive leadership in the international fight against sky-jacking with his "Treaty Plus" program.

■ **Dick Whitcomb**, of NASA's Langley Research Center and developer of the area rule concept, for his further development of the supercritical wing that promises major performance improvements for military and commercial aircraft in the transonic range.

■ **Andre Turcat** and **Jean Franchi** of Aerospatiale, and **Brian Trubshaw** and **John Cochrane** of British Aircraft Corp., and the rest of their crews for their flight testing of the two Anglo-French Concorde prototypes that demonstrated the viability of Mach 2 transport in commercial service.

■ **Barney Schmickrath**, retiring president of the Pratt & Whitney Div. of United Aircraft Corp., for two decades of major contributions to the development of the gas turbine engine to its current high degree of performance and utility.

■ **Eugene M. Zaitzeff**, program manager, and **Charles L. Wilson**, applications manager, for their role in developing the NASA/Bendix multispectral scanner research system to explore remote sensing and processing of earth resources data.

■ **Dr. Fernando de Mendonca**, director general of Brazil's National Commission on Space, for his quantum jump in projecting satellite, television and radio combinations into mass education by organizing a spring, 1972, course in graduate engineering to be taught from Stanford University to Brazil's space research institute at Sao Paulo via ATS3 satellite.

■ **Prof. Luigi Broglio**, director of the Italian Aerospace Research Center, for managing one of the most successful operational space programs in Europe with four consecutive LTV Scout launches with scientific payloads from the San Marco platform in the Indian Ocean off Kenya.

■ **Col. David Scott**, **Col. James Irwin** and **Lt. Col. Alfred Worden** for the scientific bonanza they gathered during the Apollo 15 mission and their demonstration of the possibilities of man living and working on the lunar surface for extended periods.

■ **Brian Rowe** of General Electric's Aircraft Engine Group for leading development of the CF6 large turbofan engine for the DC-10 transport. The CF6 is proving to be the quietest, cleanest and most reliable turbofan ever to enter airline service.

■ **Henri Ziegler**, president of Aerospatiale, for his daring imagination and elan in pushing demonstration of the Concorde supersonic transport to airlines, press and government officials as a valid commercial aircraft by actual performance in dramatic flights to Africa, South America and the Azores.

■ **Robert Schwanhauser**, vice president of Teledyne Ryan's aerospace division, who put together, directed and sustained the obscure "skonk works" near Lindbergh Field at San Diego that produced hundreds of special reconnaissance drones under routinely tight schedules to meet ever-changing requirements and provide superb operational performance.

■ **Fred S. Jacques**, Lockheed's program manager for the Navy S-3A anti-submarine warfare airplane, for bringing this aircraft to its rollout on time and under cost ceiling.

■ **Lt. Col. Ronald Terry**, head of the AC-130 program office at USAF's Aeronautical Systems Div., for the tremendous efforts of his team in developing this lateral-firing Lockheed gun ship into one of the most effective tactical weapons of the war in Southeast Asia.

■ **John Brizendine**, executive vice president for Douglas Aircraft Div. of McDonnell Douglas Corp., and his team of engineering and management specialists who brought the DC-10 transport from the drawing board to initial airline operations without a single major glitch.

■ **Francois Serralta**, director-military sales, Dassault International, for his whirlwind export campaign for French fighters, which sold 337 Mirage fighters in Europe, Africa and South America and negotiated license and production deals for Mirage and F1 fighters with South Africa in 1970-71.

■ **Bill Magruder** for his technically sound and energetic campaign to sell the U.S. supersonic transport program in the face of hysterical opposition and indifferent support from government and industry, and his perceptive effort to organize a new national technology program for President Nixon.

■ **Jim Worsham** of General Electric Aircraft Engine Group for a decade of work on the GE1 basic research engine that has produced an entire family of successful operational engines from light helicopter powerplants to giant turbofans and the engines for the B-1 supersonic bomber.

■ **Maj. Gen. Homer S. Hill**, the late **Gen. Keith McCutcheon**, **Brig. Gen. Thomas H. Miller, Jr.**, and **Lt. Col. C. M. Baker** of the U.S. Marine Corps whose efforts, in the face of intense opposition, have provided the U.S. with its first operational vertical takeoff and landing attack squadron.

■ **Dan Haughton**, chairman of Lockheed, for his indefatigable, courteous, frank and successful campaign to keep his corporation afloat on the stormiest financial and technical waters this industry has ever seen.

■ **Dan Schneiderman**, Jet Propulsion Laboratory manager for the Mariner 9 Mars probe, and his team for their performance in precision placement of their spacecraft after a 248 million-mi. voyage from the earth and the successful operation of its systems in martian orbit.

—Robert Hotz