Laurels for 1976

Here are the people we think made significant contributions to the aerospace world during 1976:

■ **Bill Lear** for his ebullience and courage at the tender age of 74 in designing a new business jet aircraft and organizing a production program to build it, and his technical perception in once again stealing a march on his competitors with a new trend.

■ **Lt. Gen. Jimmy Stewart**, commander of the Aeronautical Systems Div. of USAF Systems Command at Dayton, Ohio, for his inspirational and effective leadership during a period when an entire new generation of military aircraft and airborne weapons was being hatched, including the F-16, F-17, F-15, A-10, YC-14 and YC-15.

■ **Jim Martin**, NASA project manager, for his direction of the Viking double Mars landing program that ranks as one of the most imaginative and successful programs in the history of the space age.

■ **Frank Borman,** president and chairman of Eastern Airlines, for developing new concepts of airline management and passenger service that produced one of the biggest loss-to-profit turnarounds in the airline industry for 1976.

■ **Alexander Yakovlev,** Soviet design bureau chief, for his development and successful flight testing of the Yak-42, 120-passenger, turbofan-powered feederliner that is the first Russian aircraft designed to meet U. S. Federal Aviation Administration airworthiness standards.

■ **Frank Shrontz,** assistant secretary of defense; **Brig. Gen. James A. Abrahamson,** F-16 SPO; **Fred Wood,** USAF F-16 international business advisor, and **Col. George Monahan,** F-16 European SPO, for their organization of the five nation production program for the General Dynamics F-16 air-superiority fighter.

■ **Michael Collins,** director of the National Air and Space Museum, and his staff for producing the smash hit of the Washington season that has been enthusiastically received by nearly 5 million visitors since the museum opened last July.

■ **Don Jacobs,** manager of the Boeing Compass Cope program, for his work in extending the capabilities of remotely piloted vehicles to fantastic dimensions for the future.

■ **Sheikh Najib Alamuddin,** chairman of Middle East Airlines, for keeping his airline flying during the civil war in Lebanon despite forced abandonment of his headquarters and main base at Beirut because of shellfire and despite little help from his IATA fellow member airlines except Saudia and Air France.

■ **R. E. Hillman,** of British Aircraft Corp. and **L. W. Wilson,** of Hawker-Siddeley Aviation for joint development of an advanced cockpit instrumentation system for the 1980s that offers substantial weight and cost savings for civil transports.

■ **Donald Rumsfeld,** secretary of defense; **William P. Clements, Jr.,** deputy secretary of defense, and **Dr. Malcolm R. Currie,** director of defense research and engineering, for providing the Pentagon with the strongest and most perceptive civilian leadership of this nation's defense program in recent years.

■ **Dr. E. Stuart Bowyer,** University of California, Berkeley, and his team for their investigation of the extreme ultraviolet spectrum on the Apollo-Soyuz mission that pioneered a new branch of astronomy. Their identification of at least four extra-solar sources of extreme ultraviolet radiation could lead to new perceptions of the interstellar medium.

■ **Donald Nyrop,** who has directed Northwest Airlines through 22 years of profitable operations without a single year in the red.

■ **Howard K. Larson** and **Howard E. Goldstein** of NASA's Ames Research Center for directing the intensive effort that turned a laboratory research program into a successful production program for the space shuttle thermal protection systems.

■ **Jack Shaw,** Boeing Commercial Airplane Co., for leadership in developing and demonstrating strapdown inertial sensors that could provide low-cost inertial data for short- and medium-range transports.

■ **Leslie Tuck,** executive vice president Hawker-Siddeley Aviation, for his driving, successful sales effort in the North American market that is forcing his British production planners to increase their output of the HS-125-700 turbofan-powered business jet to match his growing list of customers.

■ **Tommy Thomason,** Textron Bell Helicopter Div., and **David Few,** NASA/Army program director for the XV-15 tilt-rotor research program, who have driven it through budgetary knotholes to the prospects for technical success that open a promising line for rotary-wing vehicle future applications.

■ **M. Lamar Muse,** president and chief executive officer of Southwest Airlines, for his highly profitable marketing innovations that have doubled total airline passenger traffic in the Texas cities the carrier serves.

■ **William T. Coleman, Jr.,** transportation secretary, for his outstanding conduct on the major issues that have passed before him. His decision and the methods in arriving at them should serve as a model of deportment for public officials in high office.

■ **Michael Styles,** director of the State Dept. Office of Aviation, for his courage and perception in guiding the U. S. bilateral negotiations with Britain and Japan that will set a precedent for U. S. international aviation policy in the next decade.

■ **Capt. Walter Locke,** USN, project manager for the Tomahawk cruise missile, for his foresight and persistence in developing this weapon for launch platforms other than Navy submarines and his management that brought the program to flight test under cost and ahead of schedule.

■ **William A. Davis, Jr.,** assistant director of the Army ballistic missile defense program, for leading his team to new concepts of data processing for future ballistic missile defense tchnology and development of the homing interceptor technology (HIT) non-nuclear warhead for an ABM defense system.

—Robert Hotz