

Laurels for 1979

Here are the people nominated by the editors of AVIATION WEEK & SPACE TECHNOLOGY we think deserve special recognition for their achievements last year:

■ **USAF Brig. Gen. Robert A. Rosenberg** of the National Security Council for his aggressive leadership in convincing President Carter and the Office of Management and Budget to inject \$1 billion into the underfunded space shuttle program to put the operational space transportation system back on the track.

■ **Sen. Sam Nunn** (D.-Ga.), whose grasp of the realities of the Soviet threat to NATO nations and the limitations of the SALT 2 arms treaty in protecting U. S. strategic interests worldwide led to his demand for a 4-5% increase in real defense spending. The Carter Administration review that resulted brought an average increase of just under 5% for the five-year budget cycle starting with Fiscal 1981, topping the Administration's earlier 3% guideline.

■ **Lt. Gen. Kelly Burke**, former director of operational requirements in the office of the Air Force deputy chief of staff for research, development and acquisition that he now heads, and **Brig. Gen. Guy L. Hecker**, special assistant for the MX missile, for their perseverance in threading through the basing mode political labyrinth to bring the new U. S. ICBM to approval for full-scale development.

■ **Lorin Schluter** and **Ernest Gigliotti**, two United Airlines mechanics who found an inspection plate loose on the pylon of the McDonnell Douglas DC-10 and decided to look further. Their discovery of severe, significant damage to the pylon web averted potential in-flight loss of the engine and helped unravel the cause of the pylon failure on an American Airlines DC-10 that crashed on takeoff from Chicago last May.

■ **Russ Hopps**, Lockheed-California Co. vice president and general manager of engineering, and **Warren Stauffer**, director of engineering staff, for their technical leadership in launching the first operational active control system, which is on Lockheed's L-1011-500 wide-body transport that first flew last year.

■ **Navy Capt. Harry Yockey** and **USAF Col. Allen C. Chase**, both of the joint cruise missile project office. Yockey successfully overcame earlier test failures with the General Dynamics Tomahawk pyrotechnic system through redesign, and Tomahawk is ready to move into operational testing in 1980. Chase shepherded the air-launched cruise missile competitive flight test program into the source selection stage, contributing, along with Yockey, to keeping the cruise missile program on schedule and within cost goals.

■ **Sir Kenneth Keith**, now a baron, retiring chairman of Rolls-Royce, Ltd., whose tough stand on productivity last fall spelled out to British labor what it takes to stay in global competition in the jet engine business.

■ **George C. Prill**, an aviation consultant who played an instrumental role in the negotiations overseas that resulted in the Trade Agreements Act of 1979. That act paved the way for the U. S. to

eliminate its tariffs on aircraft imports. In return, overseas governments have agreed to drop the practice of directed procurements and to control subsidies.

■ **Cosmonauts Valeriy Ryuman** and **Vladimir Lyakhov** and the Soviet Salyut space station team for bringing off a 175-day flight, the longest manned flight in space so far, demonstrating practical application of unmanned resupply and refueling to sustain manned space stations.

■ **Frank Robinson**, founder of the helicopter company that bears his name, for demonstrating that individual entrepreneurs can survive in aircraft manufacturing. The two-passenger R22 helicopter he designed is now in production and has more than 600 orders with deposits.

■ **Chuck Foster**, associate administrator for aviation standards in the Federal Aviation Administration, for reorganizing the Flight Standards Service and for formulating and pushing for the lead region concept to simplify the certification process by assigning whole groups, like engines, to a single center.

■ **Flying Tiger Capt. Richard Petrick**, whose fast reaction in deliberately swerving his Boeing 747 off the runway after touchdown avoided a Tenerife-type collision with another aircraft inadvertently crossing his path at Chicago's O'Hare Airport.

■ **Mike Neuberger**, Beech Aircraft Corp. senior vice president-international, for promoting special mission applications for business aircraft that broadened the market significantly.

■ **Keith Bauer**, aviation fuel coordinator in the Dept. of Energy, who was a bright spot in a confusing government fuel management picture, in helping both commuter airlines and trunk and regional airlines expanding under deregulation find fuel to support new operations.

■ **W. E. Drummond** and **M. L. Sloan** of Austin Research Associates, for developing the autoresonant accelerator that has grown and accelerated cyclotron waves in the laboratory successfully. This technology could have application to small, high-current collective accelerators for ballistic missile defense charged-particle beam weapons.

■ **Dr. Edward C. Stone**, California Institute of Technology project scientist for the NASA Voyager mission, for his technical and managerial coordination of a spectacularly successful two-spacecraft Jupiter flyby, and **Linda Morabito**, a mission navigator who first detected the active volcanoes on the Jovian moon Io.

■ **Marvin E. Eisenbach**, Boeing Aerospace Co. manager of the USAF E-4 airborne command post, for his role in turning around a problem program and delivering the first E-4B to USAF last month, ahead of schedule.

■ Finally, to **Robert Hotz** for 25 years of leadership to the aerospace industry. He instituted AVIATION WEEK & SPACE TECHNOLOGY's Laurels in 1957, a tradition that will be maintained although Bob retired as editor last summer.

—William H. Gregory