

Laurels for 1981

Here are those nominated by the editors of AVIATION WEEK & SPACE TECHNOLOGY for recognition for their special achievements in aerospace during 1981:

■ **Astronauts John Young and Bob Crippen** for flying the space shuttle orbiter Columbia into orbit to make the historic first airplane-type landing of a spacecraft, and to **Joe Engle** and **Dick Truly** for the historic first ever second flight of a spacecraft into orbit and return to Earth.

■ **John Yardley**, former NASA associate administrator for the shuttle, for his management of the program through its trying budgetary shortages and technical obstacles culminating in the successful first flight last spring. A few of the thousands of others who deserve laurels for the challenging shuttle program include **Aaron Cohen**, orbiter manager at the Johnson Space Center, for hardware development, and **Arnie Aldrich**, manager of orbiter avionics system at Johnson, for software development; **J. R. Thompson**, main engine project manager at the Marshall Space Flight Center, and **Dom Sanchini**, Rockwell's manager for the main engine, for meeting one of the biggest technical challenges of the shuttle program; **Walt Murphy**, chief of the guidance, digital and software systems division at the Kennedy Space Center, and **John Caulfield** and **Don Satterfield** of IBM, for their work in the highly automated orbiter avionics and Kennedy launch processing system, and to **George Page**, who ran the new and demanding shuttle launch countdown system at Kennedy.

■ **Everette L. Webb**, director of engineering, and **Sterling J. Sessions**, director of material, for their key roles with the Boeing team that designed and built the advanced-technology 767 transport and rolled it out the plant door ahead of schedule.

■ **Ian Whitehouse**, project manager, and his Marconi Avionics team of **Robin Sleight**, technical manager; **Staff Ellis** of GEC-Marconi, the parent company, design consultant, and **Robert Eves**, production manager, for development of the holographic headup display system for the General Dynamics F-16 and Fairchild A-10.

■ **Rep. Beverly Byron** (D.-Md.) for her down-to-earth idea that an Armed Services Committee member who votes on aircraft programs costing billions of dollars should go out and fly in the hardware at least once, as she has done in the USAF/Rockwell B-1 and in others.

■ **Col. B. J. Palmer** and **Lt. Col. Harold W. Blot** of the Marine Corps for successfully demonstrating at sea the value of V/STOL aircraft with a detachment of British Aerospace AV-8A Harriers operating from the helicopter assault ship Nassau. Use of the aircraft in STOL takeoffs with combat loads simulating Soviet V/STOL Forger aircraft kept large-deck Navy carriers constantly harassed, demonstrating the value of V/STOL aircraft and their rapid deck cycle capability.

■ **Don Stingel**, a former director of the Export-Import Bank, for his outspoken leadership during the Reagan Administration to cool off the Office of Management and Budget's initial thrust to scale down or eliminate the bank's export lending authority that is a prime weapon in the battle for aerospace sales overseas.

■ **David Palmer**, General Dynamics/Ft. Worth test pilot, who brought the F-16/101 testbed back in one piece in an engine-out landing at Edwards AFB, Calif., following a fuel

system malfunction, saving a valuable research aircraft and engine.

■ **Frans Swarttouw**, president and chairman of Fokker, for turning around the financial performance of the Dutch aerospace company and his reorganization that lessened its stratification and increased productivity.

■ **Robert J. Mongeon** and his associates at the Electro-Optical Group of United Technologies' Research Center for their work leading toward development of a true multifunction optical radar.

■ **Sen. Warren Rudman** (R.-N. H.), floor manager of the Rockwell B-1 bomber in the Senate, who won respect for his knowledge of advanced technology, and **Sen. John Tower** (R.-Tex.), for his freshman year chairmanship of the Senate Armed Services Committee in shepherding through a controversial Defense authorization bill.

■ **Ben Rich**, manager of Lockheed's Skunk Works, its advanced development projects operation, for spearheading restart of U-2 production with the USAF TR-1 tactical reconnaissance version.

■ **Thomas P. O'Mahony**, head of the Air Force Electronic Systems Div.'s Technical Surveillance Systems Directorate, for expediting the USAF/Raytheon Cobra Judy shipborne phased-array radar with only one engineering change proposal during a three-year development program.

■ **Einar Enevoldson**, NASA test pilot at the Dryden Flight Research Center, whose assessment of post-stall flight control characteristics of the Grumman F-14 defined fixes for the flight control system to make the airplane safer to operate.

■ **Dr. James Van Allen** of the University of Iowa, for his role in marshaling scientific support to help save the Galileo mission to Jupiter, and **Prof. Giuseppe Colombo** of the University of Padua in Italy, whose concepts for a European Halley's Comet mission developed into the European Space Agency's Giotto Halley encounter mission to take the leadership in this area of planetary exploration after the U. S. dropped out for money reasons.

■ **Bert Rutan**, for his imaginative ideas for light, energy-efficient aircraft design that produced such aircraft as the VariEze and most recently an aircraft designed to fly around the world nonstop.

■ **Steven Ptacek** for his flight across the English Channel last July in the Solar Challenger, designed by another pioneer in the design of unconventional aircraft, **Dr. Paul MacCready**.

■ **Gen. David C. Jones**, chairman of the Joint Chiefs of Staff, for laying on the line to Congress his opposition to the Reagan Administration plan to put the MX basing mode decision on hold.

■ **John C. Richardson**, data systems officer with the Air Traffic Control Command Center at Jacksonville, Fla., whose expertise in shoehorning extra flights into the strike-depleted FAA system helped avoid chaos in the U. S. air transport network. His work typified the perseverance of the controllers who chose to stick with their oaths as government employees to maintain a viable level of operations and to improve pilot-controller relations in the process when the Reagan Administration made its courageous decision to stand firm in the crisis.

—William H. Gregory