The original documents are located in Box 133, folder "June 4, 1974 - Speech, Collier Trophy Award, Washington, DC" of the Gerald R. Ford Vice Presidential Papers at the Gerald R. Ford Presidential Library.

COLLIER TROPHY AWARD
WASHINGTON HILTON
TUESDAY, JUNE 4, 7:00 PM

MR. CHAIRMAN, DISTINGUISHED GUESTS, LADIES AND GENTLEMEN,

I AM GRATEFUL TO YOU FOR THE OPPORTUNITY TO BE HERE THIS EVENING TO PARTICIPATE IN MAKING THIS DISTINGUISHED AWARD.

OF ALL THE CREATURES OF THE EARTH, THERE HAS BEEN NONE THAT MAN ENVIES AS MUCH AS THE BIRD. FROM THE BEGINNING OF TIME, MEN HAVE LONGED TO FLY.

THE FALCON, THE HAWK, AND THE EAGLE HAVE FOUND THEIR WAY INTO ART AND LITERATURE AS EXPRESSIONS OF UNIVERSAL YEARNING TO ESCAPE FROM AN EARTHBOUND EXISTENCE. THEIR QUALITIES OF GRACE, BEAUTY, STAMINA AND SPEED HAVE BEEN TRANSLATED INTO NATIONAL SYMBOLS TO PERSONIFY MAN'S OUTREACH, HIS GOALS, AND THE SEARCH FOR NEW HORIZONS.

DESPITE ALL OF THE OTHER 20TH CENTURY ACHIEVEMENTS OF TECHNOLOGY, RADIO, THE AUTOMOBILE AND TELEVISION, OUR ERA WILL PROBABLY BE KNOWN BEST AS THE AGE OF FLIGHT. FOR OUR GENERATION THIS AGE-OLD DESIRE WAS FULFILLED -- MAN WAS NO LONGER PRISONER OF THE EARTH. LIKE THE SEA, THE SKY HAS ALSO BECOME MAN'S ENVIRONMENT. HE HAS UNLOCKED THE SECRET OF FLIGHT.

IN JUST TWO AND A HALF DECADES AFTER THE WRIGHT BROTHERS' PLANE, LIFTED OFF THE SANDS OF KITTY HAWK, THE "SPIRIT OF ST. LOUIS" CROSSED THE ATLANTIC, AND THE WORLD HAD A NEW HERO IN A YOUNG MAN NAMED CHARLES LINDBERGH. IN JUST OVER FORTY YEARS AFTER LINDBERGH "THE LONE EAGLE" TOUCHED DOWN AT LE BOURGET (BOOR-JAY) FIELD NEAR PARIS THE WORLD WOULD HEAR TRANSMITTED FROM THE SURFACE OF THE MOON THE WORDS---IN PUREST AMERICAN ACCENTS---"THE EAGLE HAS LANDED." — MAN HAS TRULY BEGUN HIS TREK INTO SPACE.

FROM THE SAND DUNES OF KITTY HAWK TO THE CRATERS OF THE LUNAR SURFACE IS A STORY OF ONE OF MAN'S GREATEST ADVENTURES THAT DRAWS ITS INSPIRATION FROM PIONEER SPIRIT OF THE AMERICAN PEOPLE.

SINCE THE EARLY DAYS OF KITTY HAWK, THE UNITED STATES HAS LED IN AVIATION. AIRCRAFT DESIGN AND ENGINE DEVELOPMENT ARE JUST PART OF THE great SAGA OF AMERICAN AVIATION HISTORY.

THESE ADVANCES HAVE ENABLED US TO HAVE AS FIRSTS MANY OF THE EPOCH PIONEER FLIGHTS THAT ARE INDELIBLY WRITTEN IN THE PAGES OF HISTORY. THE DARING, THE SKILL, AND THE COURAGE OF THOSE MEN WHO MADE THESE FLIGHTS ARE AS MUCH A PART OF THE AMERICAN FOLKLORE AS THE EXPLORERS AND SCOUTS WHO CHARTED THE TRAILS ACROSS THE AMERICAN WEST.

TODAY, THE FRAIL BIPLANE OF THE WRIGHTS SEEMS A PRIMITIVE RELIC FROM A BYGONE ERA.

HOWEVER, I SUSPECT TO FUTURE GENERATIONS IN THE YEAR 2000---THE PRESENT SKYLAB SPACE VEHICLE WILL NOT ONLY APPEAR ANTIQUATED, BUT WILL EVOKE AMAZEMENT THAT MEN REALLY EVER LIVED IN SPACE IN SUCH A PRIMITIVE CRAFT.

ON ITS FIRST FLIGHT IN DECEMBER OF 1903, THE WRIGHTS' SIMPLE BIPLANE WITH A 12 HORSEPOWER MOTOR THEY BUILT THEMSELVES, MANAGED TO FLY 120 FEET IN TWELVE SECONDS. BASICALLY IT HAD MUCH IN COMMON WITH THE COMPLEX SPACECRAFT WE KNOW TODAY WHICH FLY 500,000 MILES AT SPEEDS UP TO 17,000 MILES PER HOUR. I WOULD MENTION THREE. EACH IS AN ACHIEVEMENT OF SCIENCE, TECHNOLOGY, AND HUMAN SKILL. IT IS THIS ACHIEVEMENT THAT WE HONOR HERE TONIGHT.

WE HONOR THE ENGINEERING AND MODERN DESIGN THAT BRINGS TOGETHER THE TECHNOLOGY DEVELOPED THROUGH SCIENCE, AND MORE PARTICULARLY, THROUGH RESEARCH AND DEVELOPMENT.

WHEN WE LOOK AT THE DEVELOPMENT AND OF TECHNOLOGY AND APPLICATION OF SCIENCE, WE SEE THE TREMENDOUS INVESTMENT OF HUMAN RESOURCES. TENS OF THOUSANDS OF PEOPLE CONTRIBUTE TO THIS PHASE OF AVIATION. WITHOUT THIS TALENT BANK WE COULD NOT HAVE A SKYLAB, WITHOUT THIS MANAGEMENT WE COULD NOT UNDERTAKE OUR COMPLEX FLIGHTS INTO SPACE. WE HONOR THIS TEAM EFFORT THROUGH THE PRESENTATION OF THE COLLIER TROPHY, NOT ONLY TO THE THREE SKYLAB CREWS, BUT TO THE 26,000 MEN AND WOMEN WHOSE MUTUAL EFFORTS GAVE US THIS GREAT SUCCESS.

I MENTION TO YOU THE COMBINATION OF SCIENCE, TECHNOLOGY, AND SKILL, THESE FACTORS TOGETHER WITH OUR GREAT RESOURCES OF PEOPLE ACCOUNT FOR AMERICAN PREEMINENCE IN AVIATION AND FLIGHT INTO SPACE. THIS PREEMINENCE HAS BEEN ACHIEVED THROUGH ADVANCES IN THE STATE-OF-THE-ART THROUGH TECHNOLOGICAL ACHIEVEMENT WHICH COMBINES SCIENTIFIC RESEARCH, ENGINEERING, AND DESIGN. THIS SAME TECHNOLOGY TAKES A MINIATURIZED CIRCUIT FROM A SPACECRAFT AND ADAPTS IT TO A HOME APPLIANCE, A HEART PACEMAKER AND EVEN INTO MASS TRANSIT SYSTEMS.

We know some folks have recently given the Space Program a "hard time" in both authorizations & appropriations.

One way to blunt this attack is to

RESEARCH AND DEVELOPMENT IS THE PROCESS WHEREBY WE BRING ON STREAM NEW AND IMPROVED TECHNOLOGY. IT IS A FIELD IN WHICH AMERICA HAS EXCELLED, AND BECAUSE WE HAVE EXCELLED WE HAVE BECOME PREEMINENT. But a word of caution - we must not be complacent.

THE 21ST CENTURY WILL BE SHAPED AND INFLUENCED BY THOSE WHO CONTINUE TO ADVANCE THE STATE-OF-THE-ART. IT WILL BE SHAPED BY THOSE WHO EXCEL IN DEVELOPING HUMAN RESOURCES AND BY THOSE WHO EXCEL IN THE DEVELOPMENT OF TECHNOLOGY.

HOWEVER, THE HISTORY OF AVIATION HAS PLACED AN UNPRECEDENTED EMPHASIS ON HUMAN SKILLS. THE FAILURE OF DESIGN OR OF ENGINEERING CAN EXACT A TERRIBLE PRICE.

ONE OF THE MOST IMPRESSIVE PARTS OF OUR SPACE PROGRAM WHICH I FEEL INSPIRED AMERICANS OF ALL AGES WAS THE EXCELLENCE OF THOSE SELECTED TO BE OUR ASTRONAUTS. THEIR COMBINATION OF PHYSICAL SKILL, KNOWLEDGE OF FLIGHT, AND COURAGE MADE US ALL AWARE OF HUMAN POTENTIAL.

THE FUTURE HAS ALWAYS BEEN THE FRONTIER OF AVIATION. IT IS AN EVER-EXPANDING FRONTIER. We must continue to challenge that frontier as our forefathers did as they struggled & fought their way West. THIS FUTURE ENCOMPASES BOTH COMMERCIAL AVIATION AND FLIGHTS INTO SPACE.

SINCE THE DAYS OF KITTY HAWK AND LINDBERGH'S SOLO CROSSING OF THE ATLANTIC, COMMERCIAL AIRLINES CRISS-CROSS OUR NATION AND EXTEND TO THE FAR CORNERS OF THE GLOBE. THE CAPITALS OF OTHER CONTINENTS ARE CLOSER IN TIME THAN THE MAJOR CITIES OF OUR OWN COUNTRY A HUNDRED YEARS AGO.

WE HAVE BEGUN TO PROBE THE REACHES OF SPACE WHERE DISTANCES ARE MEASURED IN LIGHT YEARS RATHER THAN IN MILES. HOWEVER, I DO NOT BELIEVE THAT VAST UNKNOWN IS ANY MORE TERRIFYING THAN WERE THE VAST REACHES OF AN UNSAILED ATLANTIC FIVE HUNDRED YEARS AGO.

OUR FRONTIER TODAY IS IN OUTER SPACE. THE MYSTERY OF OUR UNDISCOVERED CONTINENT IN THE 16TH CENTURY GIVES WAY TO THE MYSTERY OF UNEXPLORED PLANETS IN THE 20TH.

TODAY WE HAVE THE OPPORTUNITY TO BE THE PATHFINDERS TO THE GALAXIES AND CONSTELLATIONS ON WHICH MAN HAS HITHERTO ONLY GAZED AND GUESSED.

WE HAVE BEGUN TO MOVE TOWARDS THIS NEW HORIZON THROUGH THE EFFORTS OF THOSE WE HONOR TONIGHT. WE ARE EMBARKED ON A CHALLENGE TO EXCEL, AND IN THIS CHALLENGE, THROUGH THEIR EFFORTS, I AM CONFIDENT WE SHALL SUCCEED.

WE SHALL SUCCEED BECAUSE IN THE WORDS OF JOHN STEINBECK IN THE GRAPES OF WRATH --- "UNLIKE ANY OTHER THING IN THE UNIVERSE, MAN GROWS BEYOND HIS DREAMS, WALKS UP THE STAIRS OF HIS CONCEPTS, AND EMERGES AHEAD OF HIS ACCOMPLISHMENTS."

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(PAUSE)

(GO ON TO NEXT PAGE)

STATEMENT BY VICE PRESIDENT FORD WHEN PRESENTING AWARD OF COLLIER TROPHY TO MR. WILLIAM C. SCHNEIDER, DIRECTOR OF SKYLAB PROGRAM, NASA

THE ROBERT J. COLLIER TROPHY FOR 1973 IS AWARDED TO THE SKYLAB PROGRAM, WITH SPECIAL RECOGNITION TO WILLIAM C. SCHNEIDER, PROGRAM DIRECTOR, AND THE THREE SKYLAB ASTRONAUT CREWS FOR PROVING BEYOND QUESTION THE VALUE OF MAN IN FUTURE EXPLORATIONS OF SPACE AND THE PRODUCTION OF DATA OF BENEFIT TO ALL THE PEOPLE ON EARTH.

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(PAUSE)

(GO ON TO NEXT PAGE)

STATEMENT BY VICE PRESIDENT FORD WHEN READING NAMES OF THREE SKYLAB CREW COMMANDERS WHO ACCEPT PLAQUES ON BEHALF OF EACH CREW

HERE TONIGHT ARE THE COMMANDERS OF THE THREE SKYLAB CREWS TO ACCEPT PLAQUES ON BEHALF OF THEIR RESPECTIVE CREWS:

CAPTAIN CHARLES CONRAD, JR., U.S. NAVY, RETIRED

LT. COLONEL GERALD P. CARR, U.S. MARINE CORPS

CAPTAIN ALAN L. BEAN, U.S. NAVY

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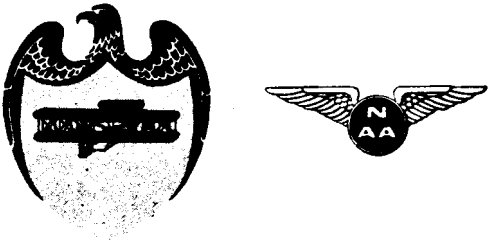
THE NATIONAL AVIATION CLUB

&

THE NATIONAL AERONAUTIC ASSOCIATION



Welcome you to the

ROBERT J. COLLIER TROPHY

For 1973

Presentation, Reception and Banquet

June 4, 1974

Washington Hilton Hotel, Washington, D.C.

History of the Robert J. Collier Trophy

In 1911 Robert J. Collier became President of the Aero Club of America. He was a prominent publisher, patriot, sportsman, and aviator and the first person to purchase an airplane from the Wright Brothers for personal use. He believed that the Club should take a stand against what he called, "the useless and reckless exhibition of flying that had cost America so many priceless lives." He deplored what he called, "the spirit of commercialism that hung like a cloud over aviation in America. In the hope of doing something to encourage the sounder aspects of the sport, I shall ask the Club to accept the Aero Club of America Trophy, which is to be awarded annually by the Club for the greatest achievement in aviation in America, the value of which has been thoroughly demonstrated during the preceding year."

Robert J. Collier died soon after completing his military service in World War I. By resolution of the National Aeronautic Association, successor to the Aero Club of America, the Trophy was named for him. It has been justly called, "The greatest and most prized of all aeronautical honors in America, if not in the world." The sculptor was Ernest Wise Keyser, pupil of Augustus St. Gaudens. The symbolism is—The Genius of Man, having overcome Gravity and Contrary Winds (the two lower figures) and having touched the bird and learned its secrets, soars from the earth, a conqueror.

The recently revised citation: Awarded annually for the greatest achievement in aeronautics or astronautics in America, with respect to improving the performance, efficiency, and safety of air or space vehicles, the value of which has been thoroughly demonstrated by actual use during the preceding year.

THE ROBERT J. COLLIER TROPHY FOR 1973

Is Awarded to

THE SKYLAB PROGRAM, WITH SPECIAL RECOGNITION TO WILLIAM C. SCHNEIDER, PROGRAM DIRECTOR, AND THE THREE SKYLAB ASTRONAUT CREWS FOR PROVING BEYOND QUESTION THE VALUE OF MAN IN FUTURE EXPLORATIONS OF SPACE AND THE PRODUCTION OF DATA OF BENEFIT TO ALL THE PEOPLE ON EARTH.

Head Table Guests
Robert J. Collier Trophy Banquet

CAPTAIN ALAN L. BEAN, USN
Commander, Skylab 3

HONORABLE ALEXANDER P. BUTTERFIELD
Administrator, Federal Aviation Administration

LIEUTENANT COLONEL GERALD P. CARR, USMC
Commander, Skylab 4

MR. FRED A. COLLIN
Chairman, Collier Trophy Banquet Committee

CAPTAIN CHARLES CONRAD, JR., USN
Commander, Skylab 2

MAJOR GENERAL HOWARD H. COOKSEY
Deputy Chief of Staff, Research and Development
Department of the Army

HONORABLE CARL T. CURTIS
Member, Senate Committee on Aeronautical and Space Sciences

GENERAL ROBERT E. CUSHMAN, JR.
Commandant, United States Marine Corps

GENERAL RICHARD H. ELLIS
Vice Chief of Staff
Department of the Air Force

REVEREND EDWARD L. R. ELSON
Chaplain of the United States Senate

HONORABLE JAMES C. FLETCHER
Administrator, National Aeronautics and Space Administration

HONORABLE GERALD R. FORD
The Vice President of the United States

HONORABLE DON FUQUA
Member, House Committee on Science and Astronautics

(Continued)

HONORABLE BARRY GOLDWATER
Member, Senate Committee on Aeronautical and Space Sciences

MR. FLOYD D. HALL
Chairman of the Board and President
Eastern Air Lines, Inc.

MR. FRANK W. HULSE
President
Southern Airways, Inc.

MR. JAMES S. McDONNELL
Chairman of the Board
McDonnell Douglas Corporation

HONORABLE J. WILLIAM MIDDENDORF
Secretary of the Navy Designate

MR. J. B. MONTGOMERY
President, National Aeronautic Association

ADMIRAL THOMAS H. MOORER, USN
Chairman, Joint Chiefs of Staff

HONORABLE FRANK E. MOSS
Chairman, Senate Committee on Aeronautical and Space Sciences

MR. JACK S. PARKER
Vice Chairman and Executive Officer
General Electric Company

MR. WAYNE W. PARRISH
Special Representative of the Chairman
Pan American World Airways

HONORABLE JAMES W. PLUMMER
Under Secretary of the Air Force

HONORABLE JOHN H. REED
Chairman, National Transportation Safety Board

MR. WILLARD F. ROCKWELL, JR.
Chairman of the Board and Chief Executive Officer
Rockwell International Corporation

MR. WILLIAM C. SCHNEIDER
Director, Skylab Program
National Aeronautics and Space Administration

ADMIRAL OWEN W. SILER
Commandant, United States Coast Guard

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International Latex Corporation

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Member, Senate Committee on Aeronautical and Space Sciences

HONORABLE OLIN E. TEAGUE
Chairman, House Committee on Science and Astronautics

HONORABLE ROBERT D. TIMM
Chairman, Civil Aeronautics Board

MAJOR GENERAL CLIFTON F. VON KANN, USA (RET.)
President, National Aviation Club

Program

PRESIDING

Major General Clifton F. von Kann, USA (Ret.)
President, National Aviation Club

INVOCATION

Reverend Edward L. R. Elson
Chaplain of the United States Senate

PRESENTATION OF COLORS AND NATIONAL ANTHEM

Color Guards of the United States Army, Navy, Air Force, Marine Corps and Coast Guard
United States Marine Corps Band

MASTER OF CEREMONIES

Mr. Wayne W. Parrish

INTRODUCTION OF DISTINGUISHED GUESTS

SPONSOR, ROBERT J. COLLIER TROPHY

Mr. J. B. Montgomery
President, National Aeronautic Association

PRESENTATION OF 1973 ROBERT J. COLLIER TROPHY BY

The Vice President of the United States
to
Mr. William C. Schneider, Program Director
and
The Skylab Astronaut Crews

RESPONSE

Mr. William C. Schneider, Skylab Program Director

DANCING

Gene Donati and His Orchestra

PAST RECIPIENTS OF THE ROBERT J. COLLIER TROPHY

1911 Glenn H. Curtiss
1912 Glenn H. Curtiss
1913 Orville Wright
1914 Elmer A. Sperry
1915 W. Starling Burgess
1916 Elmer A. Sperry
1917-1920 No awards, due to World War I
1921 Grover C. Loening
1922 Post Office Department
1923 Post Office Department
1924 U.S. Army Air Service
1925 Dr. Sylvanus Albert Reed
1926 Major E. L. Hoffman
1927 Charles L. Lawrance
1928 Department of Commerce Aeronautics Branch
1929 National Advisory Committee for Aeronautics
1930 Harold F. Pitcairn and associates
1931 Packard Motor Car Co.
1932 Glenn L. Martin
1933 Hamilton Standard, Frank Walker Caldwell
1934 Capt. Albert F. Hegenberger
1935 Donald W. Douglas and Co.
1936 Pan American Airways
1937 U.S. Army Air Corps
1938 Howard Hughes and associates
1939 U.S. Airlines and Drs. Boothby, Lovelace and Armstrong
1940 Dr. Sanford A. Moss of the General Electric Co., and to the Army Air Corps
1941 U.S. Army Air Forces and the Airlines of the United States
1942 General H. H. Arnold
1943 Capt. Luis de Florez, USNR
1944 General Carl Spaats
1945 Dr. Luis W. Alvarez
1946 Lewis A. Rodert of N.A.C.A.
1947 John Stack, Lawrence D. Bell and Capt. Charles E. Yeager
1948 Radio Technical Commission for Aeronautics
1949 William P. Lear
1950 Helicopter Industry, Military Services, and Coast Guard

(Continued)

1951 John Stack and associates at Langley Laboratory, N.A.C.A.

1952 Leonard S. Hobbs of United Aircraft Corp.

1953 J. H. Kindelberger, of North American Aviation, and Ed Heinemann of Douglas Co.

1954 Richard Travis Whitcomb of N.A.C.A.

1955 William F. Allen of Boeing, and General Nathan F. Twining, U.S. Air Force Chief of Staff

1956 Charles J. McCarthy and associates of Chance Vought Aircraft, Inc., and Vice Adm. James S. Russell and associates, U.S. Navy

1957 Edward P. Curtis

1958 U.S. Air Force, Clarence L. Johnson of Lockheed, Neil Burgess and Gerhard Neumann of G.E. Co., Lt. Col. Howard C. Johnson, USAF, and Major Walter W. Irmin, USAF

1959 U.S. Air Force, Convair Division of General Dynamics Corp., and Space Technology Laboratories, Inc.

1960 Vice Adm. William F. Raborn, Jr., USN

1961 Major Robert M. White, USAF, Joseph A. Walker of NASA, A. Scott Crossfield of North American Aviation, and Cdr. Forrest Peterson, USN

1962 The seven original astronauts—Carpenter, Cooper, Glenn, Grissom, Schirra, Shepard, and Slayton

1963 Clarence L. Johnson of Lockheed Aircraft Corp.

1964 General Curtis E. LeMay, USAF

1965 James E. Webb and Dr. Hugh L. Dryden

1966 James S. McDonnell

1967 Lawrence A. Hyland

1968 Col. Frank Borman, USAF, Capt. James A. Lovell, Jr., USN, Lt. Col. William A. Anders, USAF—Crew of Apollo 8

1969 Mr. Neil A. Armstrong, Col. Edwin E. Aldrin, Jr., USAF, Col. Michael Collins, USAF—Crew of Apollo 11

1970 William M. Allen, The Boeing Company, with particular recognition to Pratt & Whitney Aircraft and Pan American World Airways, Inc.

1971 Colonel David R. Scott, USAF; Colonel James B. Irwin, USAF, and Lieutenant Colonel Alfred M. Worden, USAF; and to Dr. Robert R. Gilruth as representative of the engineering genius of the manned space flight team, culminating in Apollo 15

1972 Admiral Thomas H. Moorer, USN, representing the Officers and men of the 7th and 8th Air Forces of the United States Air Force and Task Force 77 of the United States Navy

Officers and Executive Committee of The National Aviation Club

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Mr. James E. Reinke, Vice President
Mr. Forbes Mann, Vice President
Mr. William P. Condon, Treasurer
Mr. Thomas S. Miles, Secretary
Mr. Russell S. Bernhard, General Counsel
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Mr. Charles F. Spence
Mr. John F. Hogan
Mr. Jerry J. Boyer

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The Honorable A. S. Mike Monroney, Honorary Chairman
Mr. J. B. Montgomery, President
Mr. John P. Henebry, Senior Vice President
Mr. David Cochran, Executive Vice President
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Mr. John R. Allen, Member, Executive Committee
Mr. Edward W. Stimpson, Member, Executive Committee
Dr. Mervin K. Strickler, Jr., Member, Executive Committee
Mr. John Worth, Member, Executive Committee

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Northrop Corporation
Major General Brooke E. Allen, USAF (Ret.)
National Aeronautic Association
Mr. James P. Bass
Aero Club of Washington
The Honorable Alexander P. Butterfield
Federal Aviation Administration
Mr. Ernest A. Carrere, Jr.
Navy League of the United States
Mr. David Cochran
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The Honorable Michael Collins
National Air and Space Museum
Mr. Daniel J. Fink
American Institute of Aeronautics & Astronautics
Mr. Willis H. Shapley
National Aeronautics & Space Administration
Major General Robert N. Ginsburgh
United States Air Force
Mr. Karl G. Harr, Jr.
Aerospace Industries Association
Mr. John P. Henebry
Chadwick Corporation
Mr. Robert B. Hotz
Aviation Week & Space Technology
Vice Admiral William D. Houser
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National Aeronautic Association
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Army Aviation Association of America
Mr. Joe L. Shosid
Air Force Association
Mr. Edward W. Stimpson
General Aviation Manufacturers Association
The Honorable Robert D. Timm
Civil Aeronautics Board
Major General Clifton F. von Kann, USA (Ret.)
National Aviation Club

THE ROBERT J. COLLIER TROPHY BANQUET COMMITTEE

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Mr. Evan S. Baker
GTE Sylvania, Inc.
Mr. Jerry J. Boyer
General Aviation Manufacturers Association
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Mr. Peter Macdonald
The Goodyear Tire & Rubber Company
Mr. W. Jack Reed
Westinghouse Electric Company
Colonel Myron A. Roth, USAF (Ret.)
National Aeronautic Association
Miss Dianne Sherwood
Courtesy Associates

Arrangements by Courtesy Associates

Reception before Dinner
courtesy of
The Airlines of America

REMARKS BY VICE PRESIDENT GERALD R. FORD
COLLIER TROPHY AWARD
WASHINGTON HILTON
WASHINGTON, D. C.
TUESDAY, JUNE 4, 1974, 7:00 P.M.

FOR RELEASE WEDNESDAY, JUNE 5, 1974, A.M.'S

Mr. Chairman, distinguished guests, ladies and gentlemen, I am grateful to you for the opportunity to be here this evening to participate in making this distinguished award.

Of all the creatures of the earth, there has been none that man envies as much as the bird. From the beginning of time, men have longed to fly.

The falcon, the hawk, and the eagle have found their way into art and literature as expressions of universal yearning to escape from an earthbound existence. Their qualities of grace, beauty, stamina and speed have been translated into national symbols to personify man's outreach, his goals, and the search for new horizons.

Despite all of the other 20th Century achievements of technology, radio, the automobile and television, our era will probably be known best as the Age of Flight. Four our generation this age-old desire was fulfilled -- man was no longer prisoner of the Earth. Like the sea, the sky has also become man's environment. He has unlocked the secret of flight.

In just two and a half decades after the Wright Brothers' plane lifted off the sands of Kitty Hawk, the "Spirit of St. Louis" crossed the Atlantic, and the world had a new hero in a young man named Charles A. Lindbergh. In just over forty years after Lindbergh, "The Lone Eagle," touched down at Le Bourget Field near Paris the world would hear transmitted from the surface of the moon the words in purest American accents -- "The Eagle Has Landed." Man has truly begun his trek into space.

From the sand dunes of Kitty Hawk to the craters of the lunar surface is a story of one of man's greatest adventures that draws its inspiration from pioneer spirit of the American people.

Since the early days of Kitty Hawk, the United States has led in aviation. Aircraft design, and engine development are just part of the saga of American aviation history.

(more)

These advances have enabled us to have as firsts many of the epoch pioneer flights that are indelibly written in the pages of history. The daring, the skill, and the courage of those men who made these flights are as much a part of the American folklore as the explorers and scouts who charted the trails across the American West.

Today, the frail biplane of the Wrights' seems a primitive relic from a bygone era. However, I suspect to future generations in the year 2000 -- the present Skylab space vehicle will not only appear antiquated, but will evoke amazement that men really ever lived in space in such a primitive craft.

On its first flight in December of 1903 the Wrights' simple biplane with a 12 horsepower motor they built themselves, managed to fly 120 feet in twelve seconds. Basically it had much in common with the complex spacecraft we know today which fly 500,000 miles at speeds up to 17,000 miles per hour. I would mention three. Each is an achievement of science, technology, and human skill. It is this achievement that we honor here tonight.

We honor the engineering and modern design that brings together the technology developed through science, and more particularly, through Research and Development.

When we look at the development and of technology and application of science, we see the tremendous investment of human resources. Tens of thousands of people contribute to this phase of aviation. Without this talent bank we could not have a Skylab. Without this management we could not undertake our complex flights into space. We honor this team effort through the presentation of the Collier Trophy, not only to the three Skylab crews, but to the 26,000 men and women whose mutual efforts gave us this great success.

I mention to you the combination of science, technology, and skill. These factors together with our great resources of people account for American preeminence in aviation and flight into space. This preeminence has been achieved through advances in the state-of-the-art through technological achievement which combines scientific research, engineering, and design. This same technology takes a miniaturized circuit from a spacecraft and adapts it to a home appliance, a heart pacemaker and even into mass transit systems.

Research and Development is the process whereby we bring on stream new and improved technology. It is a field in which America has excelled, and because we have excelled we have become preeminent.

The 21st century will be shaped and influenced by those who continue to advance the state-of-the-art. It will be shaped by those who excel in developing human resources and by those who excel in the development of technology.

(more)

However, the history of aviation has placed an unprecedented emphasis on human skills. The failure of design or of engineering can exact a terrible price.

One of the most impressive parts of our space program which I feel inspired Americans of all ages was the excellence of those selected to be our astronauts. Their combination of physical skill, knowledge of flight, and courage made us all aware of human potential.

The Future has always been the frontier of aviation. It is an ever-expanding frontier.

This future encompasses both commercial aviation and flights into space.

Since the days of Kitty Hawk and Lindbergh's solo crossing of the Atlantic, commercial airlines criss-cross our nation and extend to the far corners of the globe. The capitals of other continents are closer in time than the major cities of our own country a hundred years ago.

We have begun to probe the reaches of space where distances are measured in light years rather than in miles. However, I do not believe that vast unknown is any more terrifying than were the vast reaches of an unsailed Atlantic five hundred years ago.

Our frontier today is in outer space. The mystery of our undiscovered continent in the 16th Century gives way to the mystery of unexplored planets in the 20th.

Today we have the opportunity to be the pathfinders to the galaxies and constellations on which man has hitherto only gazed and guessed.

We have begun to move towards this new horizon through the efforts of those we honor tonight. We are embarked on a challenge to excel, and in this challenge, through their efforts, I am confident we shall succeed.

We shall succeed because in the words of John Steinbeck in the GRAPES OF WRATH, "Unlike any other thing in the Universe, man grows beyond his dreams, walks up the stairs of his concepts, and emerges ahead of his accomplishments."

I thank you.

# # #

Remarks by Vice President Gerald R. Ford
Collier Trophy Award
Washington Hilton
Washington, D.C.
Collier
Tuesday, June 4, 1974 7:00 P.M.

FOR RELEASE:
~~WEDNESDAY~~ Wednesday,
June 5, 1974
A.M.'s

(INTRODUCTION) Good Evening. General Von Kann, Mr. Schneider, Sky Lab Crew Members, Distinguished Guests and Ladies and Gentlemen

Of all the creatures of the earth, there has been none that man envied as much as the bird. From the beginning of time, men have ~~desired the ability of flight.~~ longed to fly.

The falcon, the hawk, and the eagle have found their way into art and literature as an expression of a ~~desire~~ universal yearning to escape from an earthbound existence. Their qualities of grace, beauty, stamina and speed ~~caused them to be the names of ships and~~ have been translated into national symbols to personify man's outreach, his goals, and the search for new horizons.

~~The 20th Century notwithstanding~~ Despite all of the other achievements of technology, ~~such as the motor vehicle~~ radio, the automobile and television, our era will probably be known as the ~~A~~age of ~~f~~Flight ~~because~~. For our generation this age-old desire was fulfilled--man was no longer a prisoner of the earth. ~~The sky--as the sea had~~ Like the sea, the sky has also become ~~his~~ man's environment. He has unlocked the secret of flight.

Mr. Chairman, distinguished guests, ladies and gentlemen,

I am grateful to you for the opportunity to be here this evening to participate in making this distinguished award.

In just two and a half decades after the Wright Brothers' plane, ~~which was called "The Flyer",~~ lifted off from the sands of Kitty Hawk, the "Spirit of St. Louis" crossed the Atlantic, and the world had a new hero in a young man named Lindbergh. In just over forty years after Charles A. Lindbergh's "The Lone Eagle" touchdown at Le Bourget (BOOR-JAY) Field near Paris the world would hear transmitted from the surface of the moon the words - in purest American accents - "The Eagle Has Landed" and man had truly begun his trek into ~~outer~~ space.

From the sand dunes of Kitty Hawk to the craters of the lunar surface is a story of one of man's greatest adventures that draws its inspiration from pioneer spirit ~~which is a legacy~~ of the American people.

Since the early days of Kitty Hawk, the United States has led ~~the world~~ in aviation. Aircraft design and engine development are just part of the saga of American aviation history.

These advances have enabled us to have as firsts many of the epoch pioneer flights that are indelibly written in the pages of

history. The daring, the skill, and the courage of those men who made these flights are as much a part of the American folklore as the explorers and scouts who charted the trails across the American West.

Today, the frail biplane of the Wrights seems a primitive relic from a bygone era. ~~Early plans like early cars are the best evidence of the progress that has occurred thru engineering and modern design.~~

However, I suspect to a future generation ~~succeeding just over a quarter~~ of a century ~~from now--which will be~~ in the year 2000--the present Skylab space vehicle will not only appear antiquated, but will evoke ~~awe and~~ amazement that men really lived in space ~~in that thing~~. ~~The simple biplane~~, powered by a twelve horsepower ~~motor built by the Wrights~~, and on its first flight in December of 1903 ~~flew~~ the Wrights' simple biplane with a 12 HP motor they built themselves,

managed to fly

120 feet in twelve seconds, Basically it had has much in common with the

which fly 500,000 miles at speeds up to 17,000 miles per hour complex spacecraft we know today. I would mention three. Each is an

achievement of science, technology, and human skill. It is this

achievement that we honor here tonight.

We honor the engineering and ~~mode of~~ modern design that brings

together the technology developed through science, and more particularly,

through Research and Development.

When we look at the development and of technology and application

of science, ~~it is here~~ we see the tremendous investment of human

resources. Tens of ~~Literally~~ thousands of people contribute to this phase of

aviation. Without this talent bank we could not have a Skylab. Without

the management we could not undertake our complex flights into ~~outer~~

space. We honor this team effort through the presentation of the Collier

Trophy, not only to the three Skylab crews, but to the 26,000 men and women

whose mutual efforts gave us this great success.

I mention to you the combination of science, technology, and skill. These factors together with our great resources of people account for American preeminence in aviation and flight into space. This preeminence has been achieved through advances in the state-of-the-art through technological achievement which combines scientific research, engineering, and design. This same technology takes a miniaturized circuit from a spacecraft and adapts it to a home appliance, a heart pacemaker and even into mass transit systems.

Research and Development is the process whereby we bring on stream new and improved technology. It is a field in which America has excelled, and because we have excelled we have become preeminent.

The 21st century will be shaped and influenced by those who continue to advance the state-of-the-art. It will be shaped by those who excel in developing human resources and by those who excel in the development of technology.

However, the history of aviation has placed an unprecedented emphasis on human skills. The failure of design or of engineering can exact a terrible price. ~~Human error in the operation of aircraft is frequently an unforgiving~~ and uncorrectible mistake. We ~~have~~ pushed ~~the frontiers of our knowledge often at the price of men's lives.~~

One of the most impressive parts of our space program which I feel inspired Americans of all ages was the excellence of those selected to be our astronauts. Their combination of physical skill, knowledge of flight, and courage made us all aware of human potential.

The ~~f~~uture has always been the frontier of aviation, ~~and therefore~~ It is an ever-expanding frontier.

This future encompasses both commercial aviation and flights into space.

Since
~~In~~ the days ~~since~~ of Kitty Hawk and Lindberg's ~~the~~ crossing ~~the~~ of the Atlantic, commercial air lines criss-cross our nation and extend to the far corners of the globe. The capitals of other continents ~~in a time sense~~ are closer in time than the major cities of our own country a hundred years ago.

~~Let me say to you that~~ at this point in our commercial aviation we must strive to achieve ~~a~~ rate structures whereby travel by air is a pocketbook possibility to every American who needs or wants to fly, ~~and~~ we must ~~endeavor that we~~ not let inconveniences of our airport services destroy the convenience of flying, and we must sustain our American carriers

We have begun to probe the reaches of space where distances ~~our~~ are measured in light years rather than in miles. However, I do not believe that ~~that~~ vast unknown is any more terrifying than the vast were reaches of an unsailed Atlantic ~~was~~ five hundred years ago.

Our frontier today is ~~the reaches of~~ in outer space. The mystery

of our undiscovered continent in the 16th century gives way to the mystery

of ~~space~~ unexplored planets in the 20th.

Today we have the opportunity to be the pathfinders to the

galaxies and constellations ~~in~~ on which man has hitherto only gazed ~~in earthbound~~ and guessed ~~wonder~~.

We have begun to move towards this new horizon through

the efforts of those we honor tonight. We are embarked on a challenge

to excel, and in this challenge, through ~~our~~ their efforts, I am confident

we shall succeed.

We shall succeed because in the words of John Steinbeck in the Grapes of Wrath

(needs a little more punching close x How about John Steinbeck?

"Unlike any other thing in the Universe, Man grows beyond his dreams, walks up the stairs of his concepts, and emerges ahead of his accomplishments." (Grapes of Wrath)

Collier Trophy

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