

## Aviation and Society

AVIATION's contribution to the benefit of mankind has seldom been affirmed so eloquently as in the address to the opening session of the Annual General Meeting of the International Air Transport Association in Amsterdam last October by HRH Prince Bernhard of the Netherlands. His remarks follow:

"It is with great pleasure that I welcome you in the Netherlands at the beginning of the 25th Annual General Meeting of IATA.

"I welcome you, not only because of the great personal interest I take in the world of the 'metal angels,' but also because it gives me a unique chance to express my admiration in the presence of the leaders of civil aviation for all that has been achieved in your field in the past 50 years.

"In my opinion it cannot be denied that this work has had a great and positive influence on mankind. It will also help to determine the shape of the future. It will help shaping a new type of man who, thanks to the social-economic improvements, however slow they may seem to come, is changing from a man who mainly works into a man who is homo ludens too. The people who will work on the aircraft of tomorrow will be people who while working with their hands will apply knowledge rather than skill. This implies that all those who are leaders in the field of aviation have a growing social-economic responsibility.

"Fortunately the aviation people have never had the inclination to follow the ways of the old Tibetans, who went to great trouble to build monasteries in highly inhospitable mountains just to meditate there in a kind of splendid isolation. Aviation may have its flying castles but there is not too much room for ivory towers and meditation: here, as in the land of Daedalus, self-control will always be the highest wisdom.

"The explosive character of the airline industry requires constant attention and the recognition of the fact that the importance of aviation is not restricted to the still small percentage of the world population which flies.

"The indirect effect is much greater than it is often thought to be. The world has been opened up, wherever you are you can go anywhere in a matter of hours. To the man who likes to move around, aviation does not make the world smaller, it makes it bigger every day. We discover that potentially our planet has everything that is needed for an ideal society.

"Unfortunately, the right national zeal to achieve this on an international level is still lacking.

"A more practical selection of the production, a sounder division of labor, a better distribution of everything the world produces in such great abundance, knowledge and goodwill included, could take us a long way in the right direction. Without wanting to land on the runway of your sentiment, I think that in this field civil aviation has a task the extent of which as yet can only be guessed at.

"The major investments in the future require, apart from an economic justification, also a global thinking free from restrictions by national boundaries. Technology goes beyond all border and boundaries.

"Until a balance is found between our philosophy of international human relations on the one hand and technology on the other, civil aviation, in my opinion, only fulfills part of its task.

"Your task is to further the development of the full potential of civil aviation for the benefit of the *entire* society in a responsible way. One might say that Cyrano de Bergerac and Jules Verne were in a way far ahead of us. Their fantastic aviators and astronauts were an inspiration to a technology which has lagged behind—a technology which achieved in *our* days the fantastic ride to the moon of the Apollo 11. I hope that the pictures of our planet, which were shown during that moon trip, will inspire us to see the relativity of our narrow earthly philosophies and to coordinate them better with the technological developments. 'A ball the size of a fist,' one of the brave American astronauts called the earth while he was traveling in space. But, Ladies and Gentlemen, a ball which as yet is more beautiful and better than the moon, a sphere with a great number of intelligent people and with all that is needed to make life good. Such as aircraft—your aircraft!

"I sincerely hope that your meeting will make civil aviation more subservient to raising the level of all earth dwellers, literally as well as figuratively speaking. My best wishes are with you."

Prince Bernhard, a strong and active supporter of worldwide air transport, has thus expressed his gratitude for the achievements of our industry, while extending a challenge to direct our attention more diligently to the relationships of technology and society. Those who create machines and miracles must accept responsibility for their use. The most effective use of aviation's genius cannot be realized while distrust, fear, hatred, and injustice form boundaries between men—be they national, ideological, or racial. With an aroused social consciousness, the engineer can become an important force in erasing these boundaries.

Again, we have the pleasant opportunity to give recognition to the many people who have contributed their efforts to make the *Journal of Aircraft* a useful and timely repository of engineering knowledge: to the workers on the frontiers of our technology who have taken time to record their results, thus becoming our authors; to Ruth Bryans, AIAA's Director of Scientific Publications, who provides imaginative guidance and inspiration in the development of our Journals; to Anne Huth, who applies her natural grace with firmness and efficiency to the difficult job of Managing Editor; to Anne's staff who deal with the day to day problems presented by editors and authors with tolerance and dedication. To all of these we extend sincere gratitude.

We would like on this occasion to express special tribute to the associate editors who, since the inception of the *Journal of Aircraft* in 1964, have borne the major responsibility of

assuring its quality through review and judgment of papers submitted for publication. Our deep thanks go to Harold Hoekstra, Herbert Goda, and William Greathouse for their tireless and devoted efforts.

This is also our opportunity again to acknowledge gratefully the work of those members of the engineering and scientific community who have given their time and talents in reviewing papers during the past year. This is a most important function in the process of appraisal, selection, and revision, which establishes technical and literary standards for the Journal. To this group, listed below, we offer the appreciation of the editors and the membership of AIAA.

Carl F. Schmidt  
Editor-in-Chief

### Reviewers for *Journal of Aircraft*, October 1, 1968–September 30, 1969\*

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\* Because it is difficult to include the reviewers for October, November, and December 1969 in this issue of the Journal, they will be listed with the reviewers for 1970, in the January 1971 issue.