

~~(Glad McConnell)~~

REMARKS

VICE PRESIDENT HUBERT HUMPHREY

1966 COLLIER TROPHY CEREMONY

SMITHSONIAN INSTITUTION

WASHINGTON, D. C.

MAY 24, 1967

Mr. Niels  
Pres. Nat Aeronautics  
Assoc

Mr. James  
McDonnell

Dillon Ripley } Smithsonian  
Paul Johnson }

~~G. Allen~~

On behalf of President Johnson, I am honored

to present the National Aeronautic Association's Robert J.

Collier Award for significant achievement in aeronautics

and astronautics in 1966 to James Smith McDonnell, Jr.,

chairman and chief executive officer of the McDonnell

Douglas Corporation.

Mr. McDonnell has unanimously been chosen to receive this Award because of his leadership -- demonstrated

*in aeronautics and astronautics*

by the performance of the Gemini spacecraft and the F-4

Phantom II aircraft.

None of us will ever forget the drama of the one-man  
Mercury flights which introduced our nation's manned space  
program, nor the follow-on two-man Gemini flights which  
compiled so many record accomplishments.

∟ From the time of its first flight in May 1958, as a  
Navy-funded project, the Phantom II produced by his *company*  
firm has developed into a great tactical weapon system  
and air superiority fighter. It has also become a multi-  
service aircraft, operating right now with the Navy, Air  
Force and Marines in Vietnam and other areas of the world.

∟ Here at the Smithsonian Institution, we have the  
Phantom I -- the predecessor of the F-4.

∟ Here, too, are displayed Mercury and Gemini spacecraft.

Here also is the Spirit of St. Louis which, ~~with its~~  
~~just~~ ~~not just~~ over 40 years ago this month made aviation history.

∟ It was on May 21, 1927 that this little airplane landed  
at Le Bourget Field in Paris, after having flown non-stop the  
three thousand six hundred and ten miles from Roosevelt  
Field, Long Island. For 33 hours and 30 minutes, the pilot  
flew alone across the Atlantic. ~~Without~~ <sup>with</sup> the financial backing  
he found in your city of St. Louis, Charles Lindbergh ~~could~~  
~~not have~~ proved the endurance and the potential his aircraft  
had for the future of aeronautics. (See next page)

∟ On February 20, 1962 -- only 35 years later -- another  
young man soared alone into the unknown in his Friendship 7,  
Mercury spacecraft, built in St. Louis, to orbit three times around  
the earth in 4 hours and 55 minutes. ∟ Without the skill of your  
firm, John Glenn could not have proved the endurance and  
potential his spacecraft had for the future of astronautics.

\*(additional information)

Last Monday an exact replica of the Spirit of St. Louis, piloted by Frank Tallman (who has an artificial leg), flew from Evereux Air Field, around the Eiffel Tower and landed at Le Bourget. <sup>airfield</sup> ~~Here~~ It will be mounted over the entrance to the United States Pavilion at the Paris Air Show.

A vital part of our display at the Air Show will be a McDonnell Gemini capsule and several models of the F-4 Phantom **II**

∟ Last September I had occasion to visit ~~your~~ <sup>the</sup> ~~anacraft~~ McDonnell plant in St. Louis. At that time I remarked, and ~~today,~~ I believe it bears repeating, that your company Mr. McDonnell, represents strength in America, It represents the industrial capacity, the scientific and technological know-how ... the willingness of American industry, management, and labor to do a job on behalf of all of us.

∟ Too often, I am afraid, some of us tend to take for granted that strength, and the freedom and well-being we have attained in our country.

∟ We should ~~never~~ forget that in the history of man such freedom has rarely been achieved -- and that it has not yet been achieved by more than a mere fraction of the peoples of this earth.

Through your work, Mr. McDonnell, you have helped sustain America in the role of leadership it does, and must, have if the future is to be filled not with pain, but with progress ... not with war but with peace for all the world's people. For that is our goal.

We owe you our thanks.

It gives me great pleasure to present to you this

Trophy.

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## ROBERT J. COLLIER TROPHY PRESENTATION

MR RIPLEY: Mr. Vice-President, Mr. McDonnell, distinguished guests, ladies and gentlemen.

For the second time, it's my pleasure to welcome you to a presentation of the Robert J. Collier Trophy here in the "little ole Smithsonian. We're delighted to have you here and also to be so greatly honored by the presence of our vice-chancellor, the Vice-President of the United States.

He will present the trophy which I believe is the most sought after mark of distinction in the aerospace world. It's most appropriate that this ceremony be held here because of the presence of the Vice-President, our vice-chancellor, who has an ardent interest in many of our activities, and particularly in this area. Also, the National Air and Space Museum yet to be built but here represented by so many of the historic examples of the flight in space and air is the custodian of the Robert Collier Trophy which is continuously on display in this building, together with all the momentos and models and souvenirs of winners of the trophy since 1911. These range from the Curtis A-1 sea plane, which hangs in an adjacent hall, to the Gemini spacecraft for which the honorable James Webb and the late Dr. Hugh Dryden of NASA were honored by the 1966 award. Incidentally, our Board of Advisers to the Air and Space Museum includes one of the other Collier Trophy winners who's here today. Mr. Grover Loening. Grover, where are you? There he is. Who, as I know you all recall, first served his apprenticeship under the Wright Brothers. I might say in passing that it's our hope that within the next year or two, construction may be started on what will be I think a hallowed

spot for all of you in the future--the great National Air and Space Museum, which has been authorized and approved by Congress and the President last year. It will eventually occupy space just to the east of this building directly opposite the National Gallery on the Mall. The Director of the Air and Space Museum, Mr. Paul Johnston, is here with us today in the audience. The trophy which we present today was established in 1911 by Robert Collier, then president of the Aero Club of America. The prominent publisher, as you all know, he was the first to purchase an airplane from the Wright Brothers for personal use. He was very much against what he called "the useless and reckless exhibition flying that had caused America so many priceless lives," and he wrote, 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." That statement will stand as the criterion against which all winners of the trophy have been evaluated. In the early 1920s, by resolution of the Aeronautic Association, which was the successor of the Aero Club, the trophy was named for Mr. Collier. It's been long since established as the greatest and most prized of these honors. The sculptor of the trophy was a pupil of St. Gordons, Ernest Wise Kieser. Some years ago, the definition of the trophy was expanded to include astronomical as well as aeronautical achievements. It is administered solely by the National Aeronautic Association, successor to the Aero Club, and the award is made by a committee of distinguished representatives, agencies of the Government, from industry, from the Armed Services. The President of the

Association, Mr. James Neils, is here on the platform today to my right. Against this brief resume of the history of the trophy and of our own personal interest in the Smithsonian, it's my honor now to present the Vice-President of the United States who will make this award.

Mr. Vice-President.

VICE-PRESIDENT: Thank you very much my friend Dillon Ripley, and Mr. Johnston of the Aeronautical Museum, Mr. Neils, the president of the National Aeronautics Association, and our very honored recipient of the Collier Trophy today, Mr. James McDonnell.

This is one of the occasions that means a great deal to me and I know that it means a very great deal to every American and particularly those that are involved in aeronautics and astronautics. We have with us today the leaders in our country in these respective endeavors. Today on behalf of President Johnson, I am honored to present the National Aeronautic Association's Robert J. Collier Award for significant achievement in aeronautics and astronautics in 1966 to James Smith McDonnell, Jr., chairman and chief executive officer of McDonnell/Douglas Corporation. And as I was sitting here on the platform and I glanced over to this trophy, I noticed, if my 20/40 vision will permit me, these words, "Awarded annually by the National Aeronautic Association for the greatest achievement in aviation in America," and I can say to you today that Mr. McDonnell has unanimously been chosen to receive this award and what this award means. Because of his outstanding dynamic leadership in aeronautics and astronautics demonstrated by the performance of the Gemini spacecraft and by the F-4 Phantom II aircraft. But those of us that have been privileged to know this remarkable man know that he would be entitled to this award even if it had not been for Gemini

or for Phantom II because he is a dynamic individual and I emphasize the word individual. Thoroughly individualistic and has a remarkable capacity for executive direction and leadership. None of us will ever forget the drama of the one-man Mercury flights which introduced our nation's manned space program. Nor the follow-on of two-manned Gemini flights which compiled so many record accomplishments. And I see my friend Jim Webb just smiling out here as I mention these achievements. Dr. Seamans is with him and others and, of course, we remember today the late and beloved Dr. Hugh Dryden. These are remarkable achievements. Twelve Gemini flights if my memory serves me correctly. From the time of its first flight in May 1958 as a Navy-funded project, the Phantom II produced by the McDonnell Aircraft Corporation has developed into a great tactical weapon system and air superiority fighter. It has also become a multi-service aircraft operating right now with the Navy, and I see representatives of our great United States Navy here, the Air Force and the Marines, and they're ably represented here today. All of these services using this great aircraft in Vietnam and in other areas of the world and a record of performances enough to make any American literally stand in pride and dignity. Here at the Smithsonian Institution we have the Phantom I and the predecessor, that is the predecessor of the F-4. Here too are displayed Mercury and Gemini spacecraft. I wonder how many of the parents here have taken their youngsters through this fine museum. I said to Dillon Ripley when I came in here, "My I've walked through this building a dozen or more times, taking my boys through here, and taking the neighbor children on a walk through here. That was before I got to be Vice-President.

It was almost more fun then. Here also in this facility is the Spirit of St. Louis, that amazing aircraft which just over 40 years ago this month made aviation history. It was on May 21, 1927, that this little airplane landed in France at the Le Bourget Airfield in Paris, after having flown non-stop the 3,610 miles from Roosevelt Field, Long Island. I wonder how many of you saw the film strip of that take-off here just the other day as it was replayed for us on television. I held my breath. I didn't think he was going to make it on that take-off and that plane was wobbling around there and the wings were looking like they were going to touch the ground before take-off. Well, we remember that for 43 hours and 30 minutes that lone eagle, a pilot, flew across the Atlantic. With the financial backing that he found in your city of St. Louis, Mr. McDonnell, Charles Lindbergh proved the endurance and the potential his aircraft had for the future of aeronautics. That was indeed a historic day. Last Monday an exact replica of the Spirit of St. Louis, piloted by Frank Tallman, who by the way is an amputee with an artificial leg, flew from Evreux Airfield around the Eiffel Tower and landed at Le Bourget Airfield just as Lindbergh did. It will be mounted as we know over the entrance of the United States Pavilion at the Paris Air Show. A vital part of our display at that air show will be the McDonnell Gemini capsule and several models of the F-4 Phantom II. On February 20, 1962, only 35 years later than Lindbergh's historic flight, another young man soared alone into the unknown in his Friendship VII Mercury spacecraft also built in St. Louis to orbit three times around the Earth in four hours and 55 minutes. Without the skill of your company, Mr. McDonnell, John Glenn could not have proved the endurance and potential his spacecraft

had for the future of astronautics. Last September, I had occasion to visit the McDonnell Aircraft plant in St. Louis and I was given the guided tour by our honored guest today and the recipient of this famed trophy. I shall never forget it. At that time I remarked, and I believe it bears repeating today, that your company, Mr. McDonnell, in fact represents and symbolizes the strength of America. It represents the industrial capacity, the scientific and technical know-how, the skill of our workers, the willingness of American industry--management and labor--to do a job and to do it in a first-class manner on behalf of all of us. Too often, I'm afraid, some of us tend to take for granted our strength and our good fortune and the freedom and the well-being that we have attained in our blessed country. But we should never forget that in the history of man such freedom as we know and enjoy and take for granted is rarely ever been achieved and that it has not been achieved by more than a mere fraction of the peoples on this Earth. We are indeed a fortunate people and a fortunate nation. All the more reason that we must jealously guard this freedom which is ours and remembering that we, as our forebearers, must pledge our lives, our fortunes and our sacred honor to the guardianship and the protection of that freedom. Through your work, Mr. McDonnell, our good friend here, you have helped immeasurably to sustain America in this role of leadership and you have helped us understand that it's a leadership which we must have in the future is to be filled not with pain, but with progress, not with war, but with peace for all of the world's people. For it is peace which is our objective, our ideal, and our purpose. It is this which is our goal, and your great industry and plant and your leadership is a part of that effort for peace.

We owe you, sir, our thanks, and we extend to you our gratitude and whatever commendation we can. And it gives me a very special personal pleasure today, while we have you here in our Nation's capital, Mr. McDonnell, to present to you this cherished trophy of all men and women who are interested in and involved in aeronautical and astronautical pursuits, the famed Collier Trophy, and I congratulate you sir. My best wishes.

MR McDONNELL: Thank you Mr. Vice-President and Mr. Neils, Dr. Ripley and distinguished guests and ladies and gentlemen. I have a speech here in my pocket, but I'm not going to use it because what the Vice-President said has inspired me to say something on the spot and besides this one in my pocket is too long. Now I deeply appreciate your wonderful and gracious remarks and I deeply appreciate this wonderful trophy, but I stand here purely as the symbol of my 127,000 teammates, and of those people in the Navy and the Marine Corp. and the Air Force and in NASA, thousands of them who have worked on these products just as hard as this humble pilgrim and anybody in industry who has worked on it. The Vice-President mentioned that teamwork that comes in our American way of doing things. I believe that this combination of industry associated with Government leadership and with people in the various branches of the Government who are deeply devoted and without collusion and without bribery, why these great things get done. And that part of it is something for all Americans to be proud of too. What tiny little bit of collusion or bribery takes place in spending these billions of dollars of taxpayers money in this creative way is just a drop in the bucket as compared to the total operation. And that is to a large extent uniquely American. I don't think there's any other place in the world where

there's such a volume of activity with such creative work rendered with such honesty and devotion to duty. Now I mentioned that I stood here as the symbol of the 127,000 teammates in our company, and that's the plain truth. Now we call them teammates. We don't call them employees, we don't use the word employee in the McDonnell Company and our friends at Douglas are going to learn about that too. We do feel we're pouring a little wine into new bottles here and we've not cut it lightly, we've done it deliberately and I can assure you that the teammates of the company I represent feel that way about it, and they will be enjoying this ceremony with me because they know they are in on it. Now that's just one tiny little example of what we've tried to do in St. Louis in the past 27 years as a grass roots American-type answer to the outworn, poorly reasoned, theoretical theory of the dictatorship of the proletariat as being a real solution for the problems of mankind. There are many other ways in which we practice it. That would be a one-hour lecture not this five-minute affair. Now this is old home day for ole Mac. I might mention that one reason that I stand here is because all of the pioneers in aeronautics that were born in the nineteenth century, all of them have passed on or retired from full-time active duty service as chief executive officer of a business corporation and I see a number of them here, but ole Mac just got here by outliving all of them. Now the Vice-President also mentioned something I felt is very basic and that this American system--industry and Government evolving together--those of us in industry in the past 30 years have done considerable squawking about it as the evolution took place--but it is basically a very creative and worthwhile process that is taking place here in America--our answer to the outworn

theories of a dictatorship of a proletariat. Now I see in the audience so many people who directly or indirectly have worked on the Phantom or on Gemini. It was most appropriate last year that this trophy was given to Jim Webb and to Hugh Dryden for the entire worldwide Gemini project, whereas the specific designation today is for Gemini spacecraft and the Phantom together. Now those twin projects--the Phantom and Gemini--it's very appropriate they're linked together in this award as viewed by old Mac because Gemini stands for the twin constellation and these are twins together in the following sense in my thinking. The Phantom is a work of technological and industrial art with which to wage the peace. Only from a foundation of strength can the peace be successfully waged and those Phantoms in their nine different versions of which six are still in production in my mind that's the way I view them. They are works to develop a foundation of strength from which to successfully wage the peace. Now then, when we have peace really that's successful and with good safeguards and everything, what's everybody going to do with all that time. So you have to have something massive coming along for that, and the space science of exploration is one of the most massive ones that comes along that I don't see how the human race can go wrong on it. It takes hard thinking, it takes good technology, it takes good science, all the sciences and engineerings enter into it and human beings when they have alleged perfect peace, it won't be long before they raise some more hell unless they have many creative outlets for their restless, creative spirits. Now William James in 1907 wrote a little essay on this necessity for psychological substitutes for war. And he mentioned at that time the Arctic exploration,

the North Pole was--a human being got to the North Pole for the first time only 60 years ago. It's amazing to think it. The South Pole in 1911. And now William James gave that as an illustration of a real creative effort that took courage and set up a good example for mankind as to how to expend creative energy. There are many other things in that category. William James mentioned as one, said draft all the boys and girls, he'd been teaching at Harvard and observing the sons of the wealthy going there and raising a little too much hell and not studying hard enough, so he said draft all of them at the appropriate age and the ladies too. Now he said put the boys in the holes of trans-Atlantic liners shoveling the coal and climbing the highest bridges driving rivets and take the girls and I don't remember just what he'd cooked up for the girls. But that deeply impressed my mind that things were needed, ways of human beings acting in peace time in a way that was constructive and was a great challenge. The human race is three billion of the most dynamic bundles of automation and they're busy and they're active and they need big things to do, and I leave with you the thought that something to give a foundation of strength with which to wage the peace and then something for a great challenge to people in peace time-- we need a thousand and one of them, but space science and exploration is one and I don't see how we can go wrong on it and so ole Mac gives you space science and exploration frontier for more than a million years. Carry on. And where's Jim Webb? I deeply appreciate this honor in behalf of my teammates and I assure you this is a new high for ole Mac and I'll go back and tell the boys about it and I deeply appreciate your kind remarks.

VICE-PRESIDENT: Thank you very much.



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