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NEWS RELEASE

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION
Public Information Office, Cocoa Beach, Florida
Phones: SU 3-7781 & SU 3-7782

FOR RELEASE: 3:00 PM EST
January 7, 1964

KSC-1-64

GEMINI-TITAN II STATIC FIRING

The National Aeronautics and Space Administration announced today that both stages of the first Gemini-Titan II launch vehicle will be static fired on Gemini Launch Complex 19 at Cape Kennedy, Florida no earlier than Friday, January 10.

The test will mark an important milestone in the NASA Manned Spacecraft Center's schedule to launch the first unmanned Gemini spacecraft into orbit early this year.

The scheduled static firing test will evaluate overall Gemini launch vehicle systems performance

The U S Air Force Space Systems Division through which NASA is buying the Gemini launch vehicles is responsible for the development, test and launch of the Titan II in the NASA Gemini program.

For this test firing both Gemini launch vehicle stages will be mounted side-by-side on separate mounts. Each stage of the launch vehicle will be fired for 30 seconds.

The Gemini program is the second major step in the nation's manned space flight program. The Gemini spacecraft is being developed for two-man earth orbital missions of long duration and for rendezvous and docking missions.

(Released at the John F. Kennedy Space Center and Manned Spacecraft Center simultaneously.)

NEWS RELEASE

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION
Public Information Office, Cocoa Beach, Florida
Phones: SU 3-7781 & SU 3-7782

FOR RELEASE: January 7, 1964

KSC-2-64

CAPE KENNEDY, Florida - Three firms in a joint venture today offered to construct the world's largest building for $63.3 million, in what will be the largest contract ever awarded for aerospace construction in this country.

The proposal - for $63,366,378 - was made by Morrison-Knudsen Co. Inc., Perini Corp., and Paul Hardeman Construction Co. Inc., Southgate, Calif.

The joint venture proposal is for construction on the National Aeronautics and Space Administration's Vertical Assembly Building (VAB) on nearby Merritt Island. The VAB, with an interior of more than 125 million cubic feet of space, is the heart of the launch operation to carry three astronauts to the moon within this decade. It is here that the 365-foot-tall Saturn V/Apollo moon rocket will be assembled in an upright position preparatory to launch.

The $63.3 million was the lowest of four proposals submitted to the Corps of Engineers, NASA's agent in the construction work now under way in the Merritt Island Launch Area (MILA).

Government estimate of the cost of constructing the building was $61.2 million.

The work will consist of equipping, erection and fabrication of the building, exclusive of the foundation and structural steel.

(MORE)

The VAB foundation is being installed under a $7.9 million contract awarded to Blount Brothers Construction Co., Montgomery, Ala. The steel is being provided and erected by United States Steel Corp. under a $23.6 million contract, hitherto the largest for space age construction ever awarded in the Cape Kennedy area.

The VAB will cover some 7.5 acres and will stand 524 feet high, making it the tallest building south of the Washington Monument. The Pentagon could easily fit inside the VAB with room left for another building half the size.

More than one million square feet of metal siding will sheathe the VAB framework. Four doors, each more than 450 feet high, will be "hung" on the building, two each back-to-back, forming four bays where moon rockets can be assembled.

The building will house 24 elevators, three huge cranes and an air conditioning system for work bays of some 10,000 tons capacity.

A seven-story Launch Control Center, from which Saturn V launches will be directed, is to be constructed alongside the VAB.

Design and construction criteria for the unique building were begun in 1961, under the direction of the John F. Kennedy Space Center, NASA, working closely with the Corps of Engineers.

Actual design of the building was provided by the New York architects-engineers firm of Urbahn-Roberts-Seelye-Moran (URSAM) under a contract for $3.3 million.

The VAB will cost about $100 million when completed and will be a key part of the $450 million Launch Complex 39, where lunar-bound astronauts will be launched.

(MORE)

Basically, the VAB will be used to assemble the Saturn V rocket and Apollo spacecraft within a controlled environment. Customarily, such preparation has been on the launch pad itself, a time consuming procedure. The actual launch site for the Saturn V/Apollo is some three miles away. Consequently, the Saturn V and its three man spacecraft will be moved in an upright position to the launch pad after most preflight checks have been made inside the VAB. This, in itself, is an innovation in the field of rocketry.

The upright Saturn V/Apollo will be moved to the launch pedestal by means of a gigantic machine called a crawler-transporter, one of the world's largest land vehicles.

The Vertical Assembly Building is scheduled for completion in 1966 and first flights from Launch Complex 39 are scheduled to begin in early 1967.

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2A1H7 KN-GT3

NEWS RELEASE

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION
Public Information Office, Cocoa Beach, Florida
Phones: SU 3-7781 & SU 3-7782

FOR RELEASE: IMMEDIATE
January 16, 1964

KSC-4-64

FOOD SERVICES

COCOA BEACH, Fla. - A contract was awarded today to Macke Progressive Food Systems for food services within the Merritt Island Launch Area (MILA) of the John F. Kennedy Space Center, NASA.

The contract, approved by Dr. Kurt H. Debus, Director of the Kennedy Space Center, calls for food services to be provided for an estimated 10,000 persons who will be working within the 88,000-acre MILA. One-hundred-seventy-four food service organizations were solicited to propose. The contract was awarded as a result of competitive evaluation of twelve submittals from leading food service organizations.

Operations will include complete service for a central kitchen, and four cafeterias, three dining rooms, two semi-mobile food units and two completely mobile units.

The MILA food service program will be performed under a "central kitchen, satellite cafeteria" concept. This means the majority of food will be prepared in the central kitchen and transported to the cafeterias and dining rooms except for certain foods which must be prepared in the satellite cafeterias to retain maximum quality.

Snack bars and semi-mobile units will supplement the cafeteria operations, thus providing short order service and service to remote areas. Remote area

(MORE)

service also will be provided by mobile units.

Also included under the contract are food vending machines incorporated in the semi-mobile units. Vending machines within major buildings of MILA are provided under a previously awarded separate contract.

The central kitchen will be about 9,100 square feet in size, a central cafeteria will be 4,400 square feet in size and will have a seating capacity of 320 persons, the KSC Headquarters cafeteria will be 9,800 feet in size with a seating capacity of 400 persons; snack bars will be about 500 square feet in size.

A satellite cafeteria capable of seating 400 persons will be located in the Manned Spacecraft Center's Operations and Checkout Building and another with a seating capacity of 500 persons will be located in the Launch Control Center on Launch Complex 39.

The contract is for three (3) years with a renewal option for an additional three (3) years.

The NASA Exchange Council consisting of appointed representatives from local NASA employees administers the food service contract. The Exchange Council employs Mr. Robert W. Endsley to manage the food service operation.

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2A1 #7

NEWS RELEASE

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION
Public Information Office, Cocoa Beach, Florida
Phones: SU 3-7781 & SU 3-7782

FOR RELEASE: IMMEDIATE
January 22, 1964

KSC-5-64

NEW NASA-KSC CHIEF OF PUBLIC AFFAIRS

Gordon L. Harris has been appointed Chief of Public Affairs for the John F. Kennedy Space Center, NASA, an office which will head the combined operations of Public Information, Protocol and Community Development.

The appointment of Harris by Dr. Kurt H. Debus, Director of KSC, fills a vacancy created by the rapid expansion and constantly increasing activity of these three services.

In his new position, Harris will be responsible to the Director for policy planning of Public Affairs activities at the Center.

Prior to joining NASA, Harris served as Public Affairs Officer of the Defense Supply Agency. He recently was awarded the U. S. Army's highest civilian decoration for his service to the Defense Supply Area from October 1961 to December 1963. The decoration - the Exceptional Civilian Service Award - was presented to Harris by Gen. A. T. McNamara, head of DSA.

Harris has been concerned with public affairs throughout his Army and government career. Born in Avoca, Pa., and a graduate of Columbia University, he was editor and publisher of the Land Lake News, Dover, N. J., for 25 years before starting government service.

He served in U. S. Army Counter Intelligence during World War II, was commissioned in the Army Reserve and recalled to active duty with the Eighth Army During the Korean War.

(MORE)

In 1956, Harris (then 47) joined the newly-formed Army Ballistic Missile Agency as Public Information Officer for Maj. Gen. John B. Medaris and Dr. Wernher von Braun. His association with Dr. Debus and the Cape launch team dates from that time and Harris soon after assumed responsibility for public affairs at the Cape as well as Huntsville on all ABMA Redstone and Jupiter launches. He was in the blockhouse the night Explorer I was launched into orbit and attended all the Jupiter C and Juno II launches, including the Army's Pioneer IV, first solar satellite.

Early in 1958, when the Army Ordnance Missile Command was activated under Gen. Medaris, Harris became its first Public Information Officer. He served in that capacity until June 1960 and set up the initial information program at Huntsville when Dr. von Braun and his staff were transferred to the National Aeronautics and Space Administration in 1959.

In June 1960, Harris became PIO for the Army Ordnance Corps and a year later was promoted to Assistant Chief of Information, Department of the Army. Late in 1961, he transferred to the Defense Supply Agency and became Public Affairs Officer for that organization in January 1962.

Harris is married to the former Bernice E. Ammerman of Dover, N. J., and their two sons, Thomas F. and Davis G. Harris, appear to have inherited the paternal aptitude for public affairs. The former is public relations man for Bell Telephone Laboratories at Morristown, N.J.; the latter, information officer for the Army Missile Command at Huntsville, Ala.

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KN-GT3 2A1#7

NEWS RELEASE

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION
Public Information Office, Cocoa Beach, Florida
Phones: SU 3-7781 & SU 3-7782

PMs
FOR RELEASE: January 24, 1964

KSC-6-64

STYLES NAMED LABOR RELATIONS DIRECTOR

Paul L. Styles, Chief of the NASA Marshall Space Flight Center's Industrial Relations Office has been named to the newly-created position of Labor Relations Director of the National Aeronautics and Space Administration.

Styles heads the new Labor Relations Office in NASA Headquarters under the Deputy Associate Administrator for Industry Affairs, Earl D. Hilburn. He retains his position and responsibility at the Marshall Center, and takes on the NASA-wide function additionally. Most of his time will be spent at Huntsville, although a Washington office has been established and placed in the charge of an Assistant Director, C. Stuart Board. John Miraglia, Chief of Industrial Operations at the NASA John F. Kennedy Space Center, is Deputy to Styles in this new position.

Styles (56) has been negotiating labor agreements for 30 years. He served as a member of the National Labor Relations Board from 1950-1953 appointed by President Truman.

In this new capacity he will advise NASA management officials at headquarters and all field installations on all aspects of labor-management relations especially in labor-contractor problems which threaten to delay or halt work on NASA contracts. He will also serve as the official NASA representative with the U. S. Department of Labor, the NRLB, the President's

(MORE)

Missile Sites Labor Commission and the Federal Mediation and Conciliation Service.

Styles was born in Knoxville, Tenn. and came to Huntsville in 1922 where he worked for 15 years in the textile industry and for the Huntsville Times. He joined the NLRB staff as a field examiner in 1937 in Atlanta and progressed steadily in that organization until he became a board member in 1950.

From the time he departed NLRB in 1953 until joining Marshall in 1961, he held industrial and management consultant positions in Ohio and West Virginia.

He holds a Honorary Doctor of Laws Degree from the John Marshall Law School, Atlanta, belongs to several Industrial Relations organizations and has written numerous articles in the Labor Relations field.

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NEWS RELEASE

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION
Public Information Office, Cocoa Beach, Florida
Phones: SU 3-7781 & SU 3-7782

FOR RELEASE: IMMEDIATE
February 6, 1964

KSC-10-64

KSC REORGANIZATION

COCOA BEACH, Fla. -- The John F. Kennedy Space Center, NASA, has announced a major organizational realignment to conform with an overall NASA objective to improve management functions, particularly those concerned with Manned Space Flight programs.

KSC Director, Dr. Kurt H. Debus said prime objectives of the changes are to:

*Realign the Apollo Program Management functions in line with the concept of Dr. George E. Mueller, Associate Administrator for Manned Space Flight, that these functions be standardized at NASA Headquarters and the three Manned Field Centers;

*Strengthen administrative and technical support functions;

*Separate administrative and technical support functions;

*Decrease the span-of-control by reducing the number of offices reporting directly to Dr. Debus, and delegating more authority and responsibility to Assistant Center Directors.

Under the realignment there will be five Assistant Center Directors -- for Program Management, Administrative Management, Launch Vehicle Operations, Technical Support Operations, and Instrumentation. These Assistant Directors will have the authority to act for the Center Director across KSC in their functional areas of responsibility.

(MORE)

Program Management has been divided into two major areas, the Apollo Program Management Office and the Plans and Programs Support Office. Lt. Col. Rocco Petrone has dual responsibilities as Assistant Director for Program Management and head of the Apollo Program Management Office.

This office will be aligned as a counterpart organization with Apollo Program Offices in Washington and the other two Manned Space Flight Centers, the Marshall Space Flight Center and Manned Spacecraft Center. The functional breakout within the program offices in all four organizations is Program Control (budgeting, scheduling, etc.), Systems Engineering, Test, Operations, and Reliability and Quality Assurance.

Three divisions and three offices are included within Administrative Management. The Center Deputy Director, Albert F. Siepert, will also serve as Acting Assistant Director for Administrative Management. C. C. Parker is in charge of the Administrative Division and S. E. Carlson continues as Base Operations Manager. KSC's Procurement Office has been given divisional status in view of its increased importance. Earle Sample, on loan from NASA's Western Operations Office, is Acting Chief. Charles Longacre remains Chief of the Legal Office, John Miraglia is Chief of the Industrial Relations Office, and S. S. Schneider heads the Daytona Beach Office.

Responsibilities of the Assistant Director for Launch Vehicle Operations, Dr. Hans Gruene, remain unchanged, although three offices in his organization have been given divisional status. They are: Mechanical and Propulsion Systems Division, headed by A. J. Pickett; Electrical Engineering and Guidance and Control Systems Division, headed by Ike Rigell; and Electronic Engineering and Instrumentation Systems Division, headed by Grady F. Williams.

Lt. Col. Raymond L. Clark has been named Assistant Director for Technical Support Operations, a new office. Under him will be the Launch Support Operations Division, headed by Robert Gorman; the Quality Assurance Division, which has been upgraded from an Office and is headed by Russell Gramer; and a newly created Technical Services Division which will consist largely of communications and photographic operations.

Responsibilities of the Assistant Director for Instrumentation, Karl Sendler, also remain unchanged, but the three offices under him also become divisions. They are: Data Acquisition and Systems Analysis, headed by Dr. Rudolf Bruns; Engineering Support, headed by Reuben Wilkinson; and RF and Telemetry.

T. A. Poppel's Launch Support Equipment Engineering Division and the Facilities Engineering and Construction under Col. A. H. Bagnulo are unaffected by the change, as are the staff offices of NASA Test Support, Safety, Public Affairs, NASA Regional Audit, and the Technical Staff. In addition, a new NASA Headquarters office, NASA Regional Inspections, has been attached to KSC.

Lt. Col. Ralph Hicks was recently appointed Chief of the Test Support Office, Paul King heads the Safety Office, Gordon Harris is the new Public Affairs Chief, and Dr. Adolph Knothe is senior scientist on the Technical Staff.

The name of MSC's Preflight Operations Division, directed by G. Merritt Preston, has been changed to MSC Florida Operations, as recently approved by NASA Headquarters, although its relationship to KSC for operations and support remain unchanged.

(MORE)

The Goddard Space Flight Center's Field Projects Branch, headed by Robert Gray, JPL's Atlantic Missile Range Field Station under Hank Levy, and other NASA Center elements remain attached to KSC for administrative and technical support.

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KN-GT3

NEWS RELEASE

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION
Public Information Office, Cocoa Beach, Florida
Phones: SU 3-7781 & SU 3-7782

FOR RELEASE: IMMEDIATE
February 5, 1964

KSC-8-64

RESULTS OF SA-5 FLIGHT

Preliminary evaluation of data from the SA-5 flight last Wednesday indicates the vehicle's performance was in almost perfect agreement with what had been expected.

The Marshall Space Flight Center's Saturn Flight Evaluation Group reported "no significant deviation or malfunction" in the operation of all elements of the vehicle.

Because the vehicle had no active guidance system, it was not possible to predict the orbit with accuracy. The orbit is somewhat higher and its lifetime will be longer than expected because the insertion velocity was slightly greated than predicted. The payload is expected to orbit about 500 days. Apogee is about 167 statute miles, seven more than expected and perigee is about 470 miles, 70 more than expected.

The orbiting body, weighing 37,700 pounds, was placed in orbit within half a second of the predicted time following a flight of 10.5 minutes from liftoff. The timing of all significant actions in the launch with variances no greater than half a second.

First stage cutoff occurred after slightly more than 146 seconds of flight. The S-IV stage ignited at 148 seconds. Insertion into orbit occurred at 639 seconds.

(MORE)

There were no apparent problems resulting from the first flight of the H-1 engines operating at 188,000 pounds thrust level.

The S-IV stage made by Douglas Aircraft operated at or near to predicted values in its first flight. Engine operation, including pre-ignition chilldown was normal, as was propellant tank pressurization.

All control and experimental navigation systems functioned properly.

Electrical networks and instrumentation performed satisfactorily, with no significant loss of telemetry. Quality of telemetry was very acceptable.

Optical instrumentation - one television camera and eight motion picture cameras - also performed as desired. Seven of the eight ejected cameras were recovered.

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Released simultaneously at NASA Headquarters, Huntsville, Ala., and Cape Kennedy, Fla.

NEWS RELEASE

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION
Public Information Office, Cocoa Beach, Florida
Phones: SU 3-7781 & SU 3-7782

FOR RELEASE: IMMEDIATE
February 5, 1964

KSC-9-64

RECRUITING PROGRAM

COCOA BEACH, Fla. - The John F. Kennedy Space Center, NASA, has instituted an intensive recruiting program to fill more than 200 engineering and scientific positions by June 30.

A newspaper advertising program, in support of the recruiting drive, will extend through May 17 in 10 major cities: Los Angeles, San Francisco, New York, Philadelphia, Dallas, Oklahoma City, San Diego, Chicago, St. Louis and Atlanta.

Ben W. Hursey, Chief, KSC Personnel Office, said his Center will have interviewers present at the cities named to explain the requirements and opportunities for jobs open here. KSC is constructing the operational base for manned lunar exploration.

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NEWS RELEASE

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION
Public Information Office, Cocoa Beach, Florida
Phones: SU 3-7781 & SU 3-7782

FOR RELEASE: IMMEDIATE
February 6, 1964

KSC-11-64

TELEPHONE AND DATA DISTRIBUTION CENTER

The NASA Telephone and Data Distribution Center is the first technical support element of the John F. Kennedy Space Center, NASA, to go into operation on Merritt Island.

The $10 million facility is operated under NASA supervision by Southern Bell Telephone Co. and RCA Service Company. Southern Bell provides administrative telephone service and RCA Service Co. provides mission communications, such as closed circuit television, wideband data transmission and timing and countdown distribution as well as telephone service to operationally critical areas.

When fully operational, the plant will require the services of some 350 persons. RCA will employ about 250, Bell will employ 80 and NASA will have 28 supervisory personnel.

The facility is supervised by James J. Keith, KSC Base Communications Manager, and Billie J. Smith, head of KSC's Communications Support Section. Edwin R. Flora, is Southern Bell plant manager, and S. J. Graziado is communications support supervisor for RCA.

The Center is fully equipped to handle all types of communications although it will not reach fully operational status until activity on Merritt Island nears its peak.

(MORE)

Ten switchboard positions are ready for operation with a switching center capable of handling more than 5,000 lines.

Within a few weeks all tie-line operations (leased lines) to other NASA Centers across the country will be fed through the Merritt Island facility.

Some buildings already are being serviced through the Center and others will be phased in as required. The numbers through the Merritt Island Center carry the prefix 867.

The Base Communications group participated in its first technical support operation during the launch last week of the Saturn SA-5, when it provided closed circuit television service to Washington and other areas.

When fully operational, the Center will have enough telephone equipment to service a city the size of Cocoa.

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NEWS RELEASE

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION
Public Information Office, Cocoa Beach, Florida
Phones: SU 3-7781 & SU 3-7782

FOR RELEASE: February 10, 1964
3:00 PM EST

KSC-13-64

BASE SUPPORT SERVICES

Trans World Airlines, Inc. of Kansas City, Mo., was selected today for contract negotiations to provide Base Support Services to the National Aeronautics and Space Administration's John F. Kennedy Space Center.

The TWA proposal was one among 20 proposals received by the Center.

Services to be provided the space center under the contract are general maintenance and utilities operations, supply operations, janitorial, fire protection and prevention, security and medical. The Base Support Services is one of four basic service contracts contract/which will provide the administration, operation and maintenance support required for operation of the John F. Kennedy Space Center, NASA. The space center will encompass 50 buildings on 88,000 acres and is the operations base from which Project Apollo astronauts will be launched on earth orbital and lunar missions.

A single contract will be awarded for an initial period of one year with certain renewal provisions expected for each of two ensuing years. Value of the contract for the first year is expected to exceed $7 million dollars.

Two methods of contracting will be followed in awarding a single contract: cost-plus-award-fee for supply operations and general maintenance and utilities; and a fixed price for the remaining services.

The other three service contracts are Launch Support Services, Administrative and Management Services and Communications.

(MORE)

Contracts have been awarded for Communications and Administrative and Management Services.

Proposals have been received for Launch Support Services and a contract is expected to be awarded in early Spring.

Released simultaneously in NASA Headquarters and at the John F. Kennedy Space Center, NASA.

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2A1#7 KN-GT3

NEWS RELEASE

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION
Public Information Office, Cocoa Beach, Florida
Phones: SU 3-7781 & SU 3-7782

FOR RELEASE: IMMEDIATE
February 18, 1964

KSC-14-64

COCOA BEACH, Fla. - Dr. George E. Mueller, NASA Associate Administrator for Manned Space Flight, has extended congratulations to Dr. Kurt H. Debus, Director, and the personnel of the John F. Kennedy Space Center, NASA, for the success of the Saturn SA-5 mission.

Dr. Mueller forwarded the following letter to Dr. Debus:

"I want to commend you and your entire organization on the outstanding success of the Saturn SA-5 flight. The achievement of this significant milestone in our lunar landing program is certainly a great tribute to the entire Government and industry teams responsible for this unprecedented flight.

"I personally congratulate you, and ask that you convey my congratulations to all of our people at the Kennedy Space Center, who should be justly proud of the perfect success record of the Saturn program to date."

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NEWS RELEASE

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION
Public Information Office, Cocoa Beach, Florida
Phones: SU 3-7781 & SU 3-7782

FOR RELEASE: IMMEDIATE
February 20, 1964

KSC-15-64

SMALL BUSINESS FIRMS 1963 CONTRACTS

CAPE KENNEDY, Fla. - Small business firms received $17,707,813 worth of contracts during 1963 from the John F. Kennedy Space Center, NASA, it was announced today by Dr. Kurt H. Debus, Director.

The Center is seeking to increase the level of small business participation in its expanding programs. Thomas M. Davis, who administers the small business activity for KSC, reported that NASA took part in 11 Florida expositions or meetings last year in the search for more bidders. More than 2,000 companies attended these sessions.

Thus far, during 1964, the Center participated in the Pinellas County Industrial Exhibit at St. Petersburg. Davis said this type of activity is particularly helpful because it provides opportunity for the Government procurement officers to talk directly with prospective suppliers.

More than $3,000,000 of the 1963 awards were of the set-aside type, wherein only small businesses are permitted to compete.

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NEWS RELEASE

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION
Public Information Office, Cocoa Beach, Florida
Phones: SU 3-7781 & SU 3-7782

FOR RELEASE: IMMEDIATE
February 26, 1964

KSC-16-64

The steadily increasing interest in the national space program was reflected today in a report by the John F. Kennedy Space Center, NASA, which disclosed 14,760 visitors to the activity during 1963.

Dr. Kurt H. Debus, Director, established a protocol office several years ago to receive and escort official visitors, including U. S. and foreign dignitaries, Members of the Congress, prominent figures in business and industry, educators and students.

The 1963 visitor total was nearly double the 1962 figure when 8,358 people were escorted through the Space Center on Cape Kennedy.

Highlight of the 1963 program was the visit in November of the late President John F. Kennedy. More than 1,200 representatives of 62 foreign nations also toured the NASA facilities during the year.

Among the educational institutions represented by touring groups were the Massachusetts Institute of Technology, the University of Indiana, University of Florida, Brevard Engineering College, Texas Lutheran College, and faculty and students from Central Florida high schools.

Thirty-eight members of the Florida Legislature also visited the NASA Space Center.

- More -

The number of visitors is expected to increase sharply when the Kennedy Space Center occupies its new industrial area and launch complex on Merritt Island late in 1965.

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KN-GT3

NEWS RELEASE

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION
Public Information Office, Cocoa Beach, Florida
Phones: SU 3-7781 & SU 3-7782

FOR RELEASE: Thursday AM's
February 27, 1964

KSC-17-64

COCOA BEACH, Fla. - The General Services Administration, Washington, D. C., has determined on the basis of a recent study that it will be advantageous to the Government to establish an inter-agency motor pool system for the Cape Kennedy, Florida area.

GSA is an independent executive agency created by the Congress to provide such services to many Federal agencies and departments.

The GSA determination was based upon a survey cost and utilization factors for a number of Federal agencies operating within the area of 4,338 square miles and containing 4,022 Government civilian personnel. The area comprises the territory from the northern city limits of Daytona Beach, along U. S. Highway 92, to the junction of U. S. Highway 192, then along Highway 192 south to include Melbourne and Melbourne Beach.

GSA notified the National Aeronautics and Space Administration of its decision to establish the motor pool system because NASA requires a considerable number of vehicles to support the John F. Kennedy Space Center and elements of other NASA centers located either at Cape Kennedy or elsewhere within the area studied by GSA.

GSA service to NASA and other executive agencies will begin on or after March 9, 1964.

Management Services Inc. employees who have provided motor pool services to NASA on contract may be offered employment by GSA.

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2A1#7 KN-GT3

NEWS RELEASE

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION
Public Information Office, Cocoa Beach, Florida
Phones: SU 3-7781 & SU 3-7782

FOR RELEASE: IMMEDIATE
March 3, 1964

KSC-18-64

1963 VISITORS TO KSC

COCOA BEACH, Fla. - National Aeronautics and Space Administration activities at Cape Kennedy received 22,564 official visitors during 1963, according to Charles L. Buckley, Jr., Chief of Security in the John F. Kennedy Space Center, NASA.

The visitors included Government, civilian and military personnel and representatives of NASA contractors, or businessmen seeking information concerning the NASA programs in Florida.

In addition, the Kennedy Space Center conducted tours of the Cape for more than 15,000 persons during 1963.

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NEWS RELEASE

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION
Public Information Office, Cocoa Beach, Florida
Phones: SU 3-7781 & SU 3-7782

FOR RELEASE: IMMEDIATE
March 3, 1964

KSC-19-64

COCOA BEACH, Fla. - Some 40 public service directors from radio and television stations throughout the state will tour NASA facilities tomorrow as part of a program showing the relationship between the space and defense efforts and United States Savings Bonds.

Sponsored by the Savings Bonds Division of the U. S. Treasury Department, the program will begin at 10:30 a.m. tomorrow at the Patrick Air Force Base Theater.

The public service directors will hear talks by Raphael H. O'Malley, Regional Director of the Savings Bonds Division; Ralph L. Markham, State Director of the Division; and Michael J. Mainguth, Area Manager.

Gordon L. Harris, Chief of Public Affairs for the John F. Kennedy Space Center, NASA, will welcome the group in behalf of Dr. Kurt H. Debus, Center Director.

The talks by the Treasury Department officials will show not only the relationship between Savings Bonds and the defense and space effort but also the value of a Savings Bonds program in maintaining the economic stability of the nation.

The public service directors' tour will include visits at Cape Kennedy to NASA's Launch Complex 37, where a Saturn I vehicle is in its service structure being readied for a launch later in the Spring.

(MORE)

Thursday another tour will be given O'Malley, Markham, Mainguth and 14 other Treasury Department officials. These include:

William H. Neal, Assistant Secretary of the Treasury and National Director of the Savings Bonds Division; E. C. Baltz; chairman, District of Columbia Savings Bonds Committee; J. Quent Williams, Deputy Assistant, Planning Division, Savings Bonds Division, Washington; Martin E. Dietz, Advertising and Promotion representative, Region VI, Washington.

State Savings Bond Directors William J. Jamieson Jr., Delaware; William B. Disbro, Georgia; Mrs. Disbro; John U. Courtney, Kentucky; Ormond R. Galvin, Maryland; Walter P. Johnson, North Carolina; Harold E. Dunlap, South Carolina; Thomas H. Vanderford, West Virginia; Thomas L. Chrisman, Virginia. Donald W. Larson, Director of the Savings Bonds Division for the District of Columbia, also will be on the tour.

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NEWS RELEASE

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION
Public Information Office, Cocoa Beach, Florida
Phones: SU 3-7781 & SU 3-7782

FOR RELEASE: March 5, 1964

KSC-20-64

CAPE KENNEDY, Fla. - The NASA-Manned Spacecraft Center announced today the mechanical mating of the first Gemini Spacecraft (Gemini 1) with the Gemini Launch Vehicle (GLV-1) on Launch Complex 19 at Cape Kennedy. The spacecraft and launch vehicle are being prepared for the initial unmanned earth orbital mission scheduled this Spring.

Primary purpose of the first Gemini-Titan (GT-1) flight will be to test spacecraft-launch vehicle compatibility, that is the ability of the launch vehicle to place the spacecraft into orbit. The Gemini spacecraft for this mission will not separate from the second stage of the launch vehicle. Recovery of the vehicle is not planned.

Gemini 1, covered with a protective plastic shroud, was moved from Hangar AF to the base of the concrete and steel launch stand on March 3. There a crane lifted it to the first deck of the service structure.

Under supervision of Manned Spacecraft Center-Florida Operations engineers, the spacecraft was disconnected from a smaller crane and connected by cables to a bridge crane atop the 140-ton, 140-foot erector. The bridge crane hoisted the spacecraft to the eighth level of the launch vehicle erector 109-feet above the launch pad. The spacecraft then was eased through the north door of the erector white room and into position above GLV-1. Here electrical mating was accomplished.

(MORE)

Today Gemini 1 was lowered until the connection ring on the bottom of the spacecraft settled gently on top of the GLV-1 second stage, where it will ride into earth orbit.

At the mating line, twenty 5/16th-inch bolt holes were aligned. The nuts and bolts were alternately tightened; these will hold the spacecraft and second stage together during the GT-1 flight.

At the conclusion of this mating, the work platforms were secured around the spacecraft, and the white room door was closed.

The white room, a 50-foot high 25-ton enclosure, provides controlled temperature and a clean atmosphere for final service and checkout of the spacecraft.

The prime contractor for the Gemini launch vehicle is the Martin Company. The GLV, a modified USAF Titan II, is supplied to NASA by the Air Force. The Gemini spacecraft is produced by the McDonnell Aircraft Corporation.

The Gemini program, the second major step in this nation's manned spaceflight effort, is under technical direction of the Gemini Program Office at Manned Spacecraft Center, Houston.

Prime objectives of the Gemini program are early rendezvous capability and long duration (up to two weeks) manned flight experience, both necessary for the Apollo program and for advanced manned spaceflight programs.

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2A1-8 KN-GT3

NEWS RELEASE

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION
Public Information Office, Cocoa Beach, Florida
Phones: SU 3-7781 & SU 3-7782

FOR RELEASE: IMMEDIATE
March 6, 1964 PM

KSC-21-64

COCOA BEACH, Fla.--The National Aeronautics and Space Administration to date has obligated more than $251 million for its Merritt Island launch area, where American astronauts will begin their historic journey to the moon by 1970.

The Merritt Island facility, supervised by the John F. Kennedy Space Center, NASA, ultimately will represent an investment of $750 million. It is scheduled for completion in 1966.

More than $208 million have been spent under the supervision of the U. S. Army Corps of Engineers, assisting KSC on construction of facilities on Merritt Island.

The Center has spent about $39.5 million in procurement; $2.1 million was earmarked for the City of Cocoa which is providing water service to the area; and $1,139,000 was provided to the Bureau of Public Roads for improvements to roads leading into the Merritt Island area. These funds are covered in 62 contracts.

It is anticipated that KSC will spend an additional $80.2 million by June 30, the end of the 1963-64 fiscal year.

The Corps of Engineers are supervising 83 construction and design contracts which total $208,275, 677.

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Among the contracts let by the Corps is the largest single pact ever awarded in this country for space age construction. The $63.3 million award went to a joint venture firm of Morrison-Knudsen, and Perini-Hardeman for the final phase of construction of the Vertical Assembly Building on Launch Complex 39. This 52-story structure will be used for assembling and checking out Saturn V moon rockets and the Apollo spacecraft in an upright position and within a controlled environment before the integrated launch vehicle is moved to a launch pad for actual flight.

Other large construction contracts:

$23,536,400--United States Steel Corporation, for the structural steel to frame the Vertical Assembly Building. Some 16 per cent of the contract has been fulfilled.

$8,078,800--Blount Brothers Construction Co., for the foundation of the Vertical Assembly Building. The foundation work for the low and high bay areas of the building is about 90 per cent complete.

$7,730,400--Paul Hardeman and Morrison-Knudsen, for construction of the NASA Manned Spacecraft Center's Operations and Checkout Building where the Apollo spacecraft will undergo checks before it is mated with the Saturn V rocket. The building is about 75 per cent complete.

$18,536,400--Blount Brothers and M. M. Sundt Construction Co., for constructing Pad A of Launch Complex 39 and the special crawlerway over which the Apollo-Saturn V will travel en route from the Vertical Assembly Building to the launch pad. Work is about one per cent complete.

-MORE-

$6,261,600--Blount Brothers for construction of a Central Instrumentation Facility, where data pertinent to the moon mission will be collected and retained. Work has not yet begun on this project.

$7,122,912--Franchi Construction Co., for a Kennedy Space Center Headquarters Building where KSC Director Dr. Kurt H. Debus and staff will direct the operation of the Space Center. Foundation work has begun.

Among design contracts is one for $4,753,000 to a New York architect-engineer combine known as URSAM (Urbahn-Roberts-Sealye-Moran) for designing the Vertical Assembly Building.

Other design contracts include a pact for $807,220 to Giffels and Rossetti for designing Pad A and the crawlerway, and a contract for $877,000 to Rust Engineering Co. for designing a huge, mobile arming tower used for installing ordnance and making special checks of the Apollo-Saturn V after it reaches the launch pad.

Several multi-million dollar contracts have been awarded by the KSC Procurement and Contracts Office in connection with the Merritt Island facility. Among them:

$11,225,459--Ingalls Iron Works Co., for fabrication of three launcher-umbilical-towers (LUT) used during the Apollo-Saturn V checkout in the Vertical Assembly Building and which accompany the integrated launch vehicle to the pad.

$8,998,763--Marion Power Shovel Co., for two crawler-transporters--huge tracked vehicles which will move the Apollo-Saturn V and its LUT from the Vertical Assembly Building in an upright position to the launch pad, a burden of 12 million pounds.

-MORE-

$9,847,000--Paul Smith Construction Co. and E. C. Ernst, for the fabrication and installation of electrical and mechanical equipment on the three launcher-umbilical-towers now under contract.

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241 #8

NEWS RELEASE

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION
Public Information Office, Cocoa Beach, Florida
Phones: SU 3-7781 & SU 3-7782

FOR RELEASE: IMMEDIATE
March 5, 1964

KSC-22-64

COCOA BEACH, Fla.--"Although it is important," Bill Wilken was saying the other day, "that we handle millions of dollars worth of procurement items a year, people often overlook the actual workload volume we are able to move."

Wilken is Chief of KSC's Procurement Branch and he was speaking of his 29-employee team, which includes 18 buyers.

"We are able to make about 25,000 purchases a year," he said, "because we are streamlining and tailoring procedures to the special needs of the Center. When you talk about 20,000 small purchasing transactions a year most of which involve under $100, and you consider each order has to be requisitioned, accounted for, purchased, received and paid for, this represents a tremendous volume of paperwork. Even the smallest step we can eliminate will multiply 20,000 times a year and thus speed up the operations," Wilken explained.

"Or," he added, "if we can make one piece of paper do double or triple duty in the system, we've saved that many more thousands of steps. By applying this streamlining philosophy, Procurement has been able to keep up with its extra-heavy workload, despite the wide variety of requested items--from pencils to holddown arms."

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"And, depending on the period, 25 to 40 per cent of our work is on an emergency basis," Wilken said, "so you can see why we need to work fast. A fellow came in the other morning needing a memory core for a data processing system. We placed an order via phone to California and had the item on a plane for the Cape that afternoon."

Wilken is proud that although his people will have over 1,000 different requisitions on hand at any one time, less than 20 requisitions will be in a delayed status.

Keeping up with such a variety and volume of work is nothing new, however, to Bill Wilken. A native of Sioux City, Iowa, he began his Civil Service career 13 years ago with the Department of the Navy as a statistician, subsequently becoming a procurement analyst and contract negotiator. A graduate of the University of Iowa (B. A.-Economics), he later studied five nights a week for three years at George Washington University, received a law degree in 1959, and is a member of the District of Columbia Bar.

That same year he was seconded to the United Nations as Chief Procurement Officer for its emergency force in the Middle East, headquartered on the famed Gaza Strip. It was his job to see that 5,000 UN troops were properly supplied. In Cairo, he met his wife Vicky, a Greek national who speaks five languages.

Prior to joining the KSC team last May, he completed an assignment in Washington as senior civilian at the Navy Purchasing Office.

"In many ways," Wilken reflected, "my job at KSC is similar to the one I held with the UN, with respect to the tremendous variety of requirements and the number of rush order items we handle."

Looking on his work as a continuing challenge, Wilken predicts that the procurement support needed to outfit Merritt Island will double his workload within six months.

"But we'll continue to do our best to fill every order."

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2A1#8 KN-GT3

NEWS RELEASE

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION
Public Information Office, Cocoa Beach, Florida
Phones: SU 3-7781 & SU 3-7782

FOR RELEASE: March 6, 1964 PMs

KSC-23-64

COCOA BEACH, Fla. - Dr. Kurt H. Debus, Director of the John F. Kennedy Space Center, NASA, will be principal speaker at the annual installation banquet of the Cocoa Beach Chamber of Commerce Saturday night.

"Years to Come" will be the title of the address before Chamber members meeting at the Ramada Inn. Dr. Debus will trace the parallel growth of the space-missile programs and Cocoa Beach. He also will discuss the future of the Merritt Island Launch Area now under construction.

Dr. Debus has been associated with the growth of the Cape Kennedy area since 1952 when he directed the launch of the first Redstone ballistic missile from the Cape.

For eight years he was in charge of all Army missile and space launch operations conducted at the then Cape Canaveral. These included the Redstone, Jupiter C, Jupiter, Juno and Pershing missile systems and the launch of the first U. S. earth satellite and the first U. S. solar satellite.

In 1960, Dr. Debus and his team were given the responsibility for many of the major space vehicle launches through the establishment of the National Aeronautics and Space Administration as an independent Federal agency and the transfer of the Army's space missions to NASA.

(MORE)

Among the major flights supervised by Dr. Debus were the Mercury-Redstone suborbital flights of Astronauts Alan B. Shepard and Virgil I. Grissom.

He also has directed the five successful flights of the Saturn I rocket from Cape Kennedy. The last Saturn I, launched by Dr. Debus and his team on January 29, placed into orbit this country's heaviest payload to date, more than 37,000 pounds.

The Chamber of Commerce dinner will begin at 7:30 p.m. New officers of the Chamber will be installed during the meeting.

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NEWS RELEASE

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION
Public Information Office, Cocoa Beach, Florida
Phones: SU 3-7781 & SU 3-7782

FOR RELEASE: March 11, 1964 PMs

KSC-24-64

CAPE KENNEDY, Fla. - An incident like the "blind flange" which delayed the launch of the fifth Saturn I rocket last month probably will never occur again--thanks to a "red flag" procedure instituted by the John F. Kennedy Space Center, NASA.

The operation calls for a system of red flags to be attached to non-operational equipment used for test purposes prior to an actual rocket flight. The blind flange last month was such equipment--a metal plate used to shut off the flow of liquid oxygen within a replenishing line while other oxygen lines were submitted to higher pressurization tests. Inadvertently, it was not removed after the pressurization test and the oversight caused a delay in the launching of the Saturn SA-5.

Under the new system, blind flanges and similar equipment will be flagged by a crimson banner so personnel working on the launch pad can tell at a glance that the equipment should be removed prior to flight.

The procedure already has gone into effect as the Center prepares to launch the sixth Saturn I (SA-6) now on the pad at Cape Kennedy.

(MORE)

Test or non-flight hardware, wherever feasible, also will be painted red as a further safeguard. And, finally, a revised system of work orders consisting of a document to institute work and another to follow it up is now being used in launch preparations.

The follow-up document will be printed on pink paper as still another reminder that additional work must be done before the vehicle is ready for flight.

The new system was put into effect by Andrew Pickett, chief of the Mechanical and Propulsion Systems Division of KSC. He instituted the procedure at the direction of Dr. Hans Gruene, Assistant KSC Director for Launch Vehicle Operations and Dr. Kurt H. Debus, Director of the Kennedy Space Center.

"Actually," Pickett said, "we already had a system of work orders. But we felt that they didn't go far enough. The pink follow-up document and the red flags, however, are innovations."

The new procedure will not be fully refined for the launch of SA-6, although a big part of it already has been introduced. Pickett explained: "We can't just go out there and start painting equipment red without first coming up with a paint which won't react, say, with liquid oxygen. We may end up with a dye for certain pieces of critical equipment instead of paint. The ideal way would be to anodize the equipment. But that goes back to the manufacturer and it may take some time."

Likewise, the flags used to mark test equipment are not the final product. "We want to get special kinds of flags and we want to print the words 'Non-Operational Hardware' on them," Pickett said. "This, too, will take some time since we have to prepare specifications."

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But in the meantime, the new system of work orders and several hundred red banners have been put to good use at KSC, assurance that the chance of another "blind flange" incident is remote in future space vehicle launches.

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241 #8

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NEWS RELEASE

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION
Public Information Office, Cocoa Beach, Florida
Phones: SU 3-7781 & SU 3-7782

FOR RELEASE: IMMEDIATE
March 6, 1964

KSC-25-64

COCOA BEACH, Fla.--A three-month contract for base support services at the Merritt Island launch area of the John F. Kennedy Space Center, NASA, was signed today with Trans World Airlines.

The contract, which authorizes expenditures of $800,000 during the period, is the forerunner of a definitive contract for some $7 million covering services through March 8, 1965.

Under the contract, TWA will provide such typical services as operation and maintenance of shops, buildings, utilities and grounds; receiving, storing and issuing of supplies; fire prevention and protection; security police functions and an industrial medical program.

The base operations contract is the third to be awarded of four major contracts under which the Merritt Island launch area will be operated. Contracts previously were awarded for communications and administrative services and the remaining pact, for launch support services, will be awarded later in the Spring.

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NEWS RELEASE

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION
Public Information Office, Cocoa Beach, Florida
Phones: SU 3-7781 & SU 3-7782

FOR RELEASE: March 12, 1964 AMs

KSC-26-64

CAPE KENNEDY, Fla. - The million and a half pounds of thrust generated by the world's most powerful known booster, SA-5, was exactly 20 times greater than the 75,000 pounds of thrust created by the old Redstone rockets.

There is a similar comparison, too, in instrumentation. On early Redstone flights about 75 measurements were taken. On SA-5, 1,183 measurements were telemetered to the ground during flight.

Thus instrumentation's state-of-the-art has progressed in stride with rocket vehicle development through the years.

No one is more aware of this, more familiar with the many problems overcome along the way, or more sure of the still greater advances the art of tracking space vehicles will make in the future than a well-tanned, balding native of Vienna who has been in this specialized business for 21 years.

Assistant KSC Director for Instrumentation, Karl Sendler, has seen rocketry advance from the early days of the V-2 to SA-5, and tracking equipment develop from crude early systems to the complex computerized operations of today.

"Actually," he said, "many of the tracking principles we developed 20 years ago haven't changed much. The equipment has improved and we've made many refinements, but basically, many of the principles are the same."

(MORE)

A graduate of the University of Vienna with a Master's Degree in Electronics Engineering, Sendler was assigned to Peenemunde in 1943, and was instrumental in building the first missile tracking system and automated cutoff systems.

His work involved setting up ground equipment to track V-2s fired over the experimental test range at Peenemunde.

After the war, he accepted a position with the U. S. Army to continue his work, along with 100 of his colleagues, at Fort Bliss, Texas.

"I spent some time at White Sands, and really used to enjoy those days," Sendler recalls. "There were so few of us then everybody had to do a lot of different jobs and it was interesting work."

In 1950 he transferred to Huntsville and was one of the original members of the old Missile Firing Lab team which has led this country from the early days of Redstone development to pre-eminance in space.

Sendler remembers the Cape 10 years ago as being "a wilderness, with mosquitoes you had to be here and see to believe."

Of the hundreds of launches he has participated in, no one particular flight stands out in his mind. "But," he is quick to point out, "some people say you get used to it, but I don't. It's still exciting everytime we launch one."

Sendler and his wife, Ingeborg, who has a degree in Physics herself, moved to Cocoa Beach in November 1962 after he had commuted from Huntsville to the Cape for 10 years.

He enjoys music, both listening to it and creating it via the piano, accordion or violin, all of which he plays with skill.

(MORE)

"I think one of the important things responsible for our space program successes," Sendler said, "is that we started with a small team working together, and as we've grown, adding people along the way, we haven't lost that initial team concept."

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KN-GT3

NEWS RELEASE

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION
Public Information Office, Cocoa Beach, Florida
Phones: SU 3-7781 & SU 3-7782

FOR RELEASE: IMMEDIATE
March 10, 1964

KSC-27-64

CAPE KENNEDY, Fla.--Manned spacecraft are becoming so complex in design that their preflight "physicals" will be conducted by computers - and it will take still other machines to keep up with the computers!

Manned earth-orbiting and lunar-landing spacecraft to be launched from John F. Kennedy Space Center, NASA, will soon be undertaking the boldest explorations in history. These spacecraft will be called upon to sustain their crews for extended periods of time in the hostile environment of space. As mission durations increase, so will the sophistication of the spacecraft systems.

For an idea of the complexities involved, look at the three man Apollo spacecraft slated to place Americans on the moon within this decade:

Apollo is really three spacecraft, not one, joined together in modules. There's a command module, a service module, and a lunar excursion module. At different stages in the mission, each module will perform its specific functions.

While on the way to the moon, two of the three astronauts will leave the command module and enter the lunar excursion module (LEM). Once in

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lunar orbit, the LEM will cast off from the other Apollo spacecraft modules and descend to the moon's surface. Upon completing lunar exploration, the two astronauts will re-board and launch the LEM back into lunar orbit where it will renedezvous and dock with the command and service modules still circling the moon.

The LEM then will be left behind, and the service module will propel the command module toward earth. As the correct trajectory is attained to reenter earth's atmosphere, the service module will be jettisoned and the command module, with its three space voyagers, will complete the flight alone.

Thus, spacecraft checkout will involve testing three sets of spacecraft systems - different fuel supplies and propulsion systems, communications, guidance and navigation, and stabilization control - down to the subsystems and components. These systems will be checked and double-checked, along with the crew at every phase of the mission. In all, Apollo spacecraft systems performance will be tested against some 1600 parameters of operations.

To tackle this gigantic job in time to meet critical launch schedules, electronics and computer engineers of Manned Spacecraft Center - Florida Operations have designed a system so lightning-fast that the stream of incoming test data (up to 1 million "bits" of test data per second) must be presented to the test engineers in slowed-up form for monitoring and control.

Known as ACE-S/C, for Acceptance Checkout Equipment for Spacecraft, this system consists of computers, control consoles, recorders, visual displays, analog meters, high-speed printers, automatic typewriters, punch card equipment, and other supporting devices. It will occupy some 23,000 square feet of space in the MSC Operations and Checkout Building now under construction on Merritt Island.

"Listening" to the spacecraft's "heartbeat", ACE-S/C will record and process a flood of test information, display it to the test engineers instantaneously, warn of troubles and diagnose them, make decisions and transmit commands back to the spacecraft. This will be controlled either automatically or manually by the engineers at their consoles.

ACE-S/C will be so flexible that a test engineer can detect a trend in conditions, instantly spot a malfunction and halt a test sequence, initiate trouble shooting action, or reach back into a data storage unit to review a sequence of past events. The system will be able to handle the type of rapid-fire, repetitive decisions that would quickly exhaust the human mind.

The savings in time and manpower and the virtual elimination of human error would probably take another computer to calculate.

ACE-S/C is no untried scheme. An experimental ACE-S/C station on the Cape proved its space-age speed and accuracy during the 22-orbit flight of Astronaut L. Gordon Cooper last May. In addition to double-checking test operations on the Mercury spacecraft up to launch time,

ACE-S/C received, recorded, processed, translated and displayed the enormous quantities of data telemetered from the orbiting spacecraft on each pass over this part of the earth.

The new Operations and Checkout Building at the NASA Merritt Island launch area will house four ACE-S/C stations, each capable of checking out an Apollo spacecraft. Additionally, each of NASA's Apollo spacecraft contractors will have two ACE-S/C stations for factory checkout operations before delivery- North American Aviation, building the command and service modules; and Grumman Aircraft, building the LEM. This will then subject every spacecraft to the scrutiny of ACE-S/C at all stages of development, from manufacture to launch.

What's an ACE-S/C station like? It consists basically of a computer room, a control room, and related support facilities. Assume the Apollo spacecraft is in a test stand, perhaps on the launch pad or other remote area up to 15 miles away. Like doctors' stethoscopes, tests units are fastened to the spacecraft and connected by cable to the station. One unit transmits test commands from the station and instantly verifies the commands through the computer room. Then another portable unit, also aboard the spacecraft, transmits results of the test commands in pulse-modulated form to the ground station. This stream of test data pours into the station at fantastic speeds on a single pair of coaxial cables, instead of the maze of wires formerly required in testing operations. This is made possible by a "data interleaver" which sequentially transmits as many as 3,000 test measurements per second on the cable.

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On arrival at the ACE-S/C station, these messages are separated by a decommutator for distribution to the various units: to the recording unit, to readout devices like event lights, meters and strip charts at the proper control console; through a downlink computer which translates the messages into "words" consisting of letters and numbers for display on cathode ray tubes (CRT) in front of each systems engineer.

These CRT are much like TV tubes except that they show only printed data, not pictures. Here's where the stream of information is slowed for human consumption, held on the screen in one-second "frames". By pushing buttons, the engineer can change channels to monitor 40 different multi-line displays of data. Each ACE-S/C station has 20 CRT's to monitor the 1,600 test parameters (such as fuel cell pressure, electrical power in the circuits, astronaut blood pressure, etc.) required by Apollo test procedures.

Test sequences can be conducted in a variety of ways from fully automatic to manually controlled. At the heart of the system are two computers which share a common "memory" unit. The uplink computer is the one which generates commands or test stimuli to the spacecraft, and at the same time checks the validity of each step through the memory unit. It can ask the downlink computer, in computer language, "Should I go ahead with Step 5?" and get an immediate yes-or-no answer. When the computer has been properly instructed in advance, errors can automatically be prevented. Suppose, by some freak of chance, a command should be generated to blow the squibs, those explosive bolts that hold modules and stages of space vehicles together until time to separate. Receiving such a command, the uplink computer would inquire as usual, and be told not to actuate the squibs.

As amazing as ACE-S/C is (and we haven't begun to realize its potential yet) it can never be more effective than the people operating it. The systems engineers at their consoles must know their systems in detail. The test conductor at the master console must have a thorough familiarity with all spacecraft systems, and with the test sequences in progress. "This equipment will do just about anything you tell it to do, within computer capabilities,"says Walter E. Parsons, Deputy Manager, ACE-S/C Project Office. "The trick is to know what to tell it. There's still no substitute for know-how and good judgement."

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241 #8 KN-GT3

NEWS RELEASE

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION
Public Information Office, Cocoa Beach, Florida
Phones: SU 3-7781 & SU 3-7782

FOR RELEASE: March 12, 1964 AM's
With Art

KSC-28-64

CAPE KENNEDY, Fla.--Richard Upson, Chief of the John F. Kennedy Space Center, NASA, Systems Engineering and Development section, probably holds the Cape record for long-distance commuting.

He travels 65 miles daily, each way, from his home in Holly Hill, north of Daytona, to the Cape.

"I guess it takes about an hour and a half on the road," Upson says. "I can make it in an hour and 15 minutes if I hit all the traffic lights right through."

Upson was formerly in a carpool of six that formed in New Smyrna Beach, but he has been working overtime lately and splits driving chores now with just one New Smyrnan. When he isn't driving he whiles away the time en route by reading, napping or discussing current events.

Fortunately, no major mechanical trouble, or even a flat tire has been experienced, although he's been making the trek for well over a year.

"We do have to watch out for racoons, possums and armadillos in the early morning and late evening, though," he said.

His route follows US-1 down through Daytona and New Smyrna, then turns off to A1A just south of Oak Hill.

(MORE)

"I put about 40,000 miles on the car last year," Upson calculated, "and the drive does get a little tiresome". Up at 5:15 every morning, he's on the road at 6, and home again by 7:30 that night. "I talked alot about moving closer to the cape," he admits, "but I've got a pretty nice house up there, and I just keep putting it off."

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KN-GT3

NEWS RELEASE

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION
Public Information Office, Cocoa Beach, Florida
Phones: SU 3-7781 & SU 3-7782

KSC-29-63

FOR RELEASE: March 12, 1964 AMs with Art

CAPE KENNEDY, Fla. - Sixteen veteran missile and rocket personnel gathered around a table at Cape Kennedy this week to reminisce about their participation in the successful launching of the Vanguard I satellite six years ago next Tuesday.

Although they worked for several different employers back in 1958, today they are all part of the Goddard Space Flight Center's Launch Operations branch at Cape Kennedy--a team that since Vanguard has launched 26 satellites into space.

"I remember it was a cold morning and the night before had been cold," one engineer said.

"I was awfully tired," said another. "After all, we'd made several attempts within 10 days."

"I wouldn't say we'd lost confidence after all those scrubs," the man next to him said, "but we were discouraged and tired. When we last saw it, though, it sure looked pretty good," he added.

"We were finally able to get Vanguard I off on our fourth attempt," GLO Chief Bob Gray said. "We had a propellant leakage on March 6th, and had to reschedule for two days later. We then waited for a low cloud ceiling to clear, and got down to T-35 seconds when we encountered a minor technical problem. By the time we got this squared away, a fog rolled in off the ocean and we had to postpone again."

(MORE)

"Pressurization troubles stopped us on the 12th, and that pushed us back to a March 17th date. As I recall, the count went pretty good and we had liftoff at 7:15 a.m."

"The thing I remember," engineer Don Sheppard said, "was how it screeched and groaned during its slow rise from the pad."

"And we painted a sign on it," John Zeman chipped in. "It said, 'Have Ball, Will Travel'."

"And travel it has," Gray commented. "It's still transmitting a lot of useful data. But I remember it went into a higher orbit than planned and took a little longer to get picked up by tracking stations. When it was about 10 minutes overdue we really got nervous, but finally it appeared."

"The local press had given us a pretty rough time of it," John Neilon, Deputy Branch Chief, said. "I heard a newscaster say at liftoff, 'ladies and gentlemen, there she goes, that temperamental lady, the ill-fated Vanguard'."

"And we sure had some party that night," Zeman added. "There weren't many big motels on the beach then, so we held it in Melbourne, and a few people went swimming - clothes and all."

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KN-GT3

NEWS RELEASE

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION
Public Information Office, Cocoa Beach, Florida
Phones: SU 3-7781 & SU 3-7782

FOR RELEASE: March 12, 1964 AMs with Art

KSC-30-64

CAPE KENNEDY, Fla. - Three young Italians who have tracked American and Russian spacecraft for years from a homemade network of equipment, toured the Cape last week as guests of the John F. Kennedy Space Center, NASA.

Achille and Gian Judica-Cordiglia and Alberto Rossotto, of Turin, Italy were briefed on NASA launch operations by Frank Childers, KSC Instrumentation Reliability Coordinator, and Antonio Tartaglia of Quality Assurance, who speaks Italian.

"They were flabbergasted," Childers said. "It was the climax of their trip to the U. S."

The Italians, who began assembling their tracking apparatus the night the Russians launched Sputnik I, October 4, 1957, now have a center equipped with nine receivers, 10 antennas, five tracking boots, 12 tape recorders, a radiotelescope, two radiotelephones, a TV camera for a closed circuit system, 10 TV monitors, a complete public address system and even a press room.

They said they have followed, with their tracking equipment, practically everything the Russians and the U. S. have sent up since 1957. Childers said they told him they had also monitored voice transmissions of Russian cosmonauts.

(MORE)

From their tracking station, called Torre Bert, the Italians said they have also tracked several Russian launchings long before official announcements were made.

Although much of their equipment dates back to World War II, the three said they are able to track Soviet Lunik and American Ranger flights all the way to the moon.

They have even formed an international network of radio centers which covers 11 sites on five continents.

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KN-GT3

NEWS RELEASE

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION
Public Information Office, Cocoa Beach, Florida
Phones: SU 3-7781 & SU 3-7782

FOR RELEASE: IMMEDIATE
March 17, 1964

KSC-31-64

INCENTIVE CONTRACTING SEMINAR

CAPE KENNEDY, Fla. - A five day Incentive Contracting Seminar will be held at the John F. Kennedy Space Center, NASA, beginning March 30 in temporary office complex Building 60731 at Cape Kennedy.

The seminar is designed to explore the nature and operation of the two basic types of incentive contracts; fixed price incentives and cost plus incentive fee.

Attention will be given to problems peculiar to NASA procurement. During the seminar there also will be an examination of the various forms that incentive contracts may take, considering in detail, cost, time, and performance provisions; discussion of the establishment of targets and ceilings and the development of appropriate incentive formulas and multiple incentive provisions; and an analyzation of the wide range of problems that may be expected in the administration of incentive contracts.

The seminar, which will run through April 3, is being coordinated through KSC's Personnel Training Branch.

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KN-GT3

NEWS RELEASE

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION
Public Information Office, Cocoa Beach, Florida
Phones: SU 3-7781 & SU 3-7782

FOR RELEASE: March 18, 1964 PMs
with Art

KSC-32-64

CAPE KENNEDY, Fla. - Hidden somewhat behind the glamour of powerful rocket launches is the work of many desk-bound executives who although not directly involved with pad operations, perform equally vital functions to the overall mission.

Such a man is C. C. Parker, Division Administration Manager of the John F. Kennedy Space Center, NASA, who has worked quietly behind the scenes for years with the launch team that has put up so many historic boosters and satellites.

"We consider ourselves a service organization," Parker says. "We pool administrative management and administrative services, and make these available to any NASA element in the area, Goddard Space Flight Center, Manned Spacecraft Center and Jet Propulsion Laboratories in addition to KSC."

A number of offices, performing a wide variety of functions are under Parker. Among them: supply policy, management analysis, security, financial management, personnel, transportation, administrative services, including the technical library; and the KSC Historian's Office.

Parker said, "We have a very varied workday here." Daily problems that crop up may range from how to set up a new automatic data processing step, to payroll procedures, and it's rarely the same thing twice. Thus Parker fills a position with widespread responsibilities.

(MORE)

A native Alabamian, Parker was graduated from Auburn with a degree in mechanical engineering, and still holds a professional engineering license in his native state.

He was in private industry - the pipe fitting business - until World War II came along. He began his 23-year Civil Service career at the U. S. Army Birmingham Ordnance District in 1941, where he procured ammunition and small arms for the southeastern area, beginning as an inspector and ending up in charge of a gauge laboratory.

After the war, he transferred to the Anniston, Alabama, Army Ordnance Depot where, in eight years, he gained valuable experience in industrial and systems engineering as well as administration.

He was chief of the management office there, when, in 1956, he joined the Army Ballistic Missile Agency's Missile Firing Laboratory under Dr. Kurt Debus at Redstone Arsenal in Huntsville, Alabama.

"I was an assistant to Dr. Debus for technical program coordination and administration, and represented him when he was travelling on one of his frequent trips," Parker recalled.

Things began moving fast then. Russian and U. S. satellites were orbited, NASA was formed and then the Launch Operations Directorate, forerunner to KSC, was set up at the Cape with its own separate administrative functions, which Parker headed.

"Then we just kept on growing," he says, "as things got bigger and more involved."

In August 1962, Parker decided to "uproot" his family, wife, Sibyl, and daughters, Donna Jane and Bobbye Lou, and moved to Titusville.

Reflecting on his eight years with the Dr. Debus team, he says, "I have seen this operation grow from 90 some people to the operation we have today, and I have found the work a very worthwhile adventure."

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KN-GT3

NEWS RELEASE

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION
Public Information Office, Cocoa Beach, Florida
Phones: SU 3-7781 & SU 3-7782

FOR RELEASE: IMMEDIATE
March 18, 1964

KSC-34-64

CAPE KENNEDY, Fla. - To assure maximum utilization of Merritt Island lowlands, acquired for buffer zone purposes or future operational requirements, the National Aeronautics and Space Administration will permit the U. S. Bureau of Sport Fisheries and Wildlife to administer nearly 40,000 acres or approximately 42 percent of total NASA holdings.

Dr. Kurt H. Debus, Director of the John F. Kennedy Space Center, NASA, announced the action today in connection with the observance of National Wildlife Week.

The Kennedy Space Center is constructing a $750 million industrial area and launch complex on Merritt Island for the manned lunar excursion and other major space exploration missions. The island is separated from the Florida mainland by the Indian River.

The Bureau of Sport Fisheries and Wildlife administers the Merritt Island National Wildlife Refuge, principally utilized by waterfowl, on a sizeable portion of the NASA lands. Dr. Debus has decided to augment this by permitting the Bureau to manage, subject to NASA requirements, all of the lowland and swamp west of State Highway A-1-A extending from the southern boundary of the Kennedy Space Center northward to the Haulover Canal.

(MORE)

NASA retains title to all of the lands acquired by Congressional authorization. A considerable area was established as a buffer zone due to the size of the heavy space vehicles which will be launched from the area. They will include systems as large as the Saturn V, developing 7.5 million pounds thrust at liftoff. The Kennedy Space Center facilities will be designed to accommodate even larger vehicles.

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KN-GT3

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NEWS RELEASE

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION
Public Information Office, Cocoa Beach, Florida
Phones: SU 3-7781 & SU 3-7782

FOR RELEASE: March 19, 1964 AMs

KSC-33-64

CAPE KENNEDY, Fla. - An increase of approximately 500 employees and $89,520,000 more construction funds are provided for the John F. Kennedy Space Center, NASA, in the Fiscal Year 1965 program now being studied by committees of the House of Representatives and the U. S. Senate.

Personnel strength of the Center would increase to 2,242 by June, 1965 if the budget is approved. This compares with projected FY 1964 strength of 1,713 and of 1,181 as of June, 1963.

The construction proposals would continue the large-scale project now under way on Merritt Island to provide the Center with a broad capability for the Manned Lunar Landing Program and future space missions. The more significant items include:

$16,316,000 to extend the Operations and Checkout Building to provide engineering office space, an area housing simulators and trainers for astronaut training, and an expanded laboratory for spacecraft assembly, checkout, modification and service.

$63,284,000 for the Vertical Assembly Building, launch umbilical towers, a second launch pad, and other installations to insure completion of Launch Complex 39 in time for the scheduled lunar operations.

$2,780,000 for a second lunar excursion module static test stand to be used for final simulated flights checkout prior to manned flight.

(MORE)

$588,000 extension of propellant systems components laboratory used for cleaning, analyzing, servicing, and repairing components required to maintain Launch Complexes 34, 37 and 39.

Base support requirements total $6,552,000 and include:

$952,000 for combination general warehouse and manned spacecraft spare parts building and open storage area, needed for a predicted increase of 250 tons of supplies per month.

$5,600,000 for expansion of existing road, water, electrical, communications systems and railroad to service the Merritt Island launch area.

In FY 1963 the facilities construction program of the Kennedy Space Center required $296,479,100 while the amount in the current year is $279,236,000.

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2A1H9 KN-GT3

NEWS RELEASE

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION
Public Information Office, Cocoa Beach, Florida
Phones: SU 3-7781 & SU 3-7782

FOR RELEASE: March 22, 1964 AMs

KSC-36-64

COCOA BEACH, Fla. - Security operations within the Merritt Island launch area will be strengthened beginning April 1.

Charles L. Buckley, Jr., chief of security for the John F. Kennedy Space Center, NASA, said 57 security personnel will begin 24-hour patrols on that date. The security patrol will be personnel of the Wackenhut Corporation, of Coral Gables, subcontractor to Trans World Airlines for security and fire protection within the Merritt Island launch area. TWA is KSC's prime contractor for base support operations.

Buckley said 22 guards, "on loan" to KSC from Pan American for the Merritt Island security operation will now be transferred back to Cape Kennedy where they will be assigned new jobs by Pan Am. Some 100 Pan Am guards are now engaged in protecting NASA property on Cape Kennedy under a support agreement between NASA and the Department of Defense.

Wackenhut personnel also will begin operating from several fixed posts, and will establish a central radio communications system on Merritt Island, Buckley said.

He said the security force will increase to about 90 persons within three months, and to about 155 persons by October 1. On that date, Highway A1A will be closed to public travel through the Merritt Island launch area and pass and identification procedures will be established.

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KN-GT3

2A1H9

NEWS RELEASE

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION
Public Information Office, Cocoa Beach, Florida
Phones: SU 3-7781 & SU 3-7782

FOR RELEASE: March 26, 1964 AMs
with Art

KSC-37-64

CAPE KENNEDY, FLA. - What would happen if a fully fueled Saturn V moon rocket exploded at liftoff? What dangers to life and property would be created by the blast, by fragmentation, high intensity sound, and toxic vapors?

Such possible considerations, which cannot be ignored despite the Saturn flight record to date, are all part of the day's work for Safety Chief Paul King, of the John F. Kennedy Space Center, NASA.

He must not only cope with day-to-day problems, but push safety to keep pace with space vehicle developments.

"Our overriding consideration," King said, "is the prevention of a catastrophe. I don't know anywhere except possibly in the field of atomic weapons where a single mistake can mean so much."

"Safety measures therefore, like reliability and other phases of the operation, demand the ultimate in human performance."

"We want to provide the highest degree of technical safety capability possible," King said. "But at the same time any standards we set must be defensible to the technical people who have to live with them. We try to staff ourselves with experts in the various fields, so when they are working on site they can understand what is involved."

(MORE)

While KSC's safety record compares favorably with industry, King concedes: "There's always room for improvement."

King has been striving to improve safety conditions - with the government and in industry - for nearly a quarter of a century.

A native of Philadelphia, he got into the field after studying electrical engineering at Drexel Tech, in 1939. "At that time," he recalls, "I think the government had only one man in the field of safety with a safety engineers' title."

After the war King spent 16 years at the Army's Aberdeen Proving Grounds in Maryland where he was safety director for the Ballistic Research Laboratories. He was Installation Safety Director when he left to join NASA at the Cape in February 1962.

"Here, our office is basically divided into three sections, flight, explosives, and industrial safety," he said. "The important thing is that we have to be flexible enough, because of the technical nature of the work here, to cover anything that might come up." The establishment of a fourth section, an operational or Systems Safety group is being considered to provide maximum service to the launch activities at Merritt Island.

"It's fascinating work," King said. "The day's work is never planned in advance. I guess about 30 percent of our business comes in fresh daily, and we check out every suggestion we get and investigate every accident - from spider bites to acid burns."

Because safety standards must be continually streamlined at the Cape to keep up with other new developments, a sizeable portion of KSC's safety budget is spent in advanced study programs.

(MORE)

Thus when the Saturn V's and other future rockets arrive here proper steps in the way of adequate buffer zones and other protective measures can be taken in stride.

"In safety," Paul King said, "you can't stand on past records, you have to keep at it full time. We are slowly but surely working with coordinated effort on improving our overall safety operation, from day to day, as well as planning for the future."

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KN-GT3

NEWS RELEASE

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION
Public Information Office, Cocoa Beach, Florida
Phones: SU 3-7781 & SU 3-7782

FOR RELEASE: March 25, 1964 PMs

KSC-38-64

CAPE KENNEDY, Fla.--Employees of the John F. Kennedy Space Center, NASA, have assembled to work in the Cape area from all parts of the globe, but it's doubtful if any have taken as roundabout a route as Mike Mogilevsky a technical writer with the Engineering Support Division under the Assistant Director for Instrumentation.

Son of Russian parents, Mike was born in Bandung, Java, while his parents were traveling through southeast Asia on a concert tour. His father was a concert violinist and his mother a pianist.

Mike moved to Tokyo at an early age and went to an American school there to learn English. He already spoke Russian and Japanese.

Schools closed during the war and by the time he got back to his books, he was the oldest freshman in high school. But Mike stuck with it, got his diploma, and also picked up odd jobs with American occupation forces as an interpreter.

With the help of Lt. Col. Herbert Ingraham, Mike was able to immigrate to the U. S. on a Dutch visa. Mike followed Col. Ingraham to the University of Maine, where he studied bacteriology and bio-chemistry.

The Korean War intervened and Mike joined the Air Force. He was naturalized while in service. He picked up his scholastic work at the University of Washington, switching his major field to Political Science, in which he received his bachelor of arts degree.

-MORE-

After teaching Russian for a year at Cornell and holding technical writing jobs with GE and IBM, he transferred to the Cape last year and joined civil service last month.

He now lives in titusville with his wife, Joan, and their three children, Michelle, 8; Anton, 4; and Andre Jon, 18 months.

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NEWS RELEASE

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION
Public Information Office, Cocoa Beach, Florida
Phones: SU 3-7781 & SU 3-7782

FOR RELEASE: March 26, 1964 AMs

KSC-39-64

CAPE KENNEDY, Fla.--Beginning next Wednesday, security patrolmen wearing colorful French-blue uniforms, will take their post in the Merritt Island launch area of the John F. Kennedy Space Center, NASA.

KSC Security Chief Charles L. Buckley, Jr., said 57 security personnel will begin operating duty stations on April 1. The patrolmen are employed by the Wackenhut Corporation of Coral Gables, subcontractor to Trans World Airlines for security and fire protection on Merritt Island. TWA is KSC's prime contractor for base support operations.

Wackenhut personnel also will begin 24-hour patrols, set up pass and identification procedures and establish a central communications system, Buckley said.

The security force will increase to about 90 persons within three months, and to about 155 persons by October 1. Then, Highway A1A and other state roads will be closed to public travel through the Merritt Island launch area.

Wackenhut will be responsible for all security functions on the Island, including safeguarding classified information, plant protection, operations of a pass and ID section, and area control.

-MORE-

A fleet of patrol cars and boats will keep the entire launch area under constant security surveillance.

In addition to the security patrolmen, several "guardettes" have been hired. They will be used for administrative control, and as receptionists in lobbies of buildings during daylight hours.

Guardettes will also serve as guides on bus tours to NASA areas. Buses will be equiped with load speaker systems, and the girls will present a general orientation on NASA activities and facilities during the tours.

The guardettes will wear French-blue skirts and jackets with white blouses. They will have red hats, belts, red piping trim and matching shoes, ties and holsters with their French-blue uniforms. They will also wear gold badges, gold whistles and chains and have gold braid on their caps. A modified uniform with pith helmets will be worn in the summer.

Chief of the force, C. L. "Bud" Beaver said the guards are now going through an extensive training program. This includes firearm training, legal aspects of plant protection, patrol techniques, first aid training, public relations, espionage and sabotage, safeguarding of classified data, use of communications equipment, traffic control, hand to hand defensive tactics and study of safety and safety hazards.

Beaver said all personnel are required to have at least two years experience in security or police work. Supervisory personnel under Beaver will include three captains, five lieutenants and 12 sergeants.

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Buckley said 22 guards, "on loan" to KSC from Pan American for the Merritt Island security operations will not be transferred back to Cape Kennedy where they will be given new security assignments by Pan Am. Some 100 Pan Am guards are now engaged in protecting NASA property on the Cape under a support agreement between NASA and the Department of Defense.

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KN-GT3

NEWS RELEASE

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION
Public Information Office, Cocoa Beach, Florida
Phones: SU 3-7781 & SU 3-7782

FOR RELEASE: March 31, 1964
4:15 PM EST

CENTAUR POSTPONEMENT

The third test flight of the Atlas-Centaur scheduled by the National Aeronautics and Space Administration at Cape Kennedy, Florida, for April 8 has been postponed.

The postponement is due to additional time required to complete a series of tests being conducted by General Dynamics/Astronautics at Point Loma, California. These tests are to prove out equipment and techniques used to jettison insulation panels which prevent excessive boil-off of liquid hydrogen in the Centaur second stage during powered flight through the atmosphere.

A new launch date will be set shortly, as soon as the tests are complete.

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NEWS RELEASE

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION
Public Information Office, Cocoa Beach, Florida
Phones: SU 3-7781 & SU 3-7782

FOR RELEASE: IMMEDIATE

KSC-40-64

HUNTSVILLE, Ala.--Contractors to the Marshall Space Flight Center met today at the center to learn details of the revamped regulations governing support services contracts with this center.

As a matter of policy the center has contracts for certain services to be furnished by industry at the center. These contracts include not only procurement of hardware but also the assignment of contractor personnel to Marshall work. "The streamlining of our support contracts is the third move in the reorganization of Marshall operations", Harry Gorman Deputy Director for administration said.

"Last September a broad realignment and responsibilities within center management was announced. In February a plan to turn over to industry a greater share of developmental and manufacturing responsibility was implemented. Now with the tightening up of our support contract arrangements we will have completed matching our management structure to the change and growth of our operations".

In effect the plan called for phasing out of existing support contracts for services and manpower. New requests for quotations will be issued and firms now holding contracts as well as those not currently involved will have an opportunity to bid. Scope of the new contracts will be much broader than those in existance and many small tasks now performed by a number of firms

-MORE-

will be lumped into a single agreement. The single firm contracted for the support of a laboratory or office at the center may however subcontract some of the work. Joint contracting by serveral companies under a single agreement is also anticipated.

In effect each laboratory or office requiring support services will have a single contract for all support instead of a number of smaller contracts each for a specific service.

Supervision of contractor personnel will continue to be by contractor management and not by civil service managers. This is in consonance with civil service regulations which preclude an employer-employee relationship between civil service supervisors and contractor personnel doing work for them. Contractor personnel on the other hand are prohibited from dictating policy managing projects or participation in any decision which would give their employer an unfair advantage in procurement or future contracts.

At the meeting this morning in addition to Gorman, Dave Newby, Assistant to Gorman explained the purpose of the changes and Garland Buckner, Chief of Marshall Purchasing Office gave details of contractual procedures.

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NEWS RELEASE

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION
Public Information Office, Cocoa Beach, Florida
Phones: SU 3-7781 & SU 3-7782

FOR RELEASE: IMMEDIATE

KSC-41-64

COCOA BEACH, Fla.--The NASA Women's Social Club will hold its annual Spring dance April 11 at the Patrick Air Force Base Officers Club.

The dance will be from 9 p.m. to 1 p.m. with music by the Mello-Tones.

Tickets are $1.75 per person and may be obtained from Marilyn Krause, Libba Johnson or Sharon Stomoff at the John F. Kennedy Space Center, NASA.

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KN-GT3

NEWS RELEASE

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION
Public Information Office, Cocoa Beach, Florida
Phones: SU 3-7781 & SU 3-7782

FOR RELEASE: IMMEDIATE
April 2, 1964

KSC-42-64

CAPE KENNEDY, Fla. - A boilerplate Apollo spacecraft was mated to a Saturn I launch vehicle today in preparation for the first flight of the craft which one day will carry three Americans to the moon.

The spacecraft (BP-13), called a boilerplate because it will be for the first time carrying only limited instrumentation, is scheduled to be flown later this Spring aboard the sixth of the series of Saturn I rocket launchings.

The spacecraft includes a command module, service module, adaptor section and launch escape system. A lunar excursion module by which two astronauts will make the actual descent to the moon is not included as part of the BP-13.

Actual mating of the Apollo with its launch vehicle consisted of moving the spacecraft to NASA Launch Complex 37, raising it to a height of 177 feet by a crane and lowering and securing it to the Saturn I.

Instrumentation aboard the spacecraft includes three telemetry systems, two C-band radar beacons for tracking, a water-glycol cooling system, a power distribution system and a small sequencing system for jettisoning the launch escape tower.

Prime objectives of the first flight of the Apollo are to demonstrate the compatibility of the spacecraft with the Saturn I launch vehicle under flight and preflight conditions and to demonstrate the launch escape tower jettisoning system.

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NEWS RELEASE

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION
Public Information Office, Cocoa Beach, Florida
Phones: SU 3-7781 & SU 3-7782

FOR RELEASE: IMMEDIATE

KSC-42-64

The man who will give the final go or no go sayso on the flight readiness of Gemini 1 is a 41-year-old sandy-haired Navy veteran who has been chief test conductor for every spacecraft launch in the National Aeronautics and Space Administration's manned space flight program.

Paul C. Donnelly, of the Manned Spacecraft Center's Florida Operation, is responsible for planning, scheduling and directing all manned spacecraft launch and pre-launch acceptance tests. This includes coordinating activities with the launch vehicle, Mission Control Center and the Atlantic Missile Range.

"My responsibility ends in the terminal part of the count,"Donnelly said the other day inside the blockhouse at Launch Complex 19, near where he will sit for the initial Gemini-Titan II (GT-1) flight, scheduled shortly.

"The spacecraft is committed when we drop off the umbilical cable four seconds before liftoff", he said.

As chief test conductor, Donnelly probably works more closely with the astronauts on manned flights than anyone else at the Cape, and he has made friends with each of them.

"You have to realize they're all different personalities and have to be accepted individually as such, "Donnelly said. "We treat them as part of the spacecraft, and they get to know our crew weal well. This builds confidence."

-MORE-

Throughout the manned counts, Donnelly keeps the astronauts fully informed of the launch status.

One of his biggest thrills was Astronaut Alan Shepard's sub-orbital flight on May 5, 1961 - because it was the first.

"I didn't think it would bother me to have a man in the spacecraft," Donnelly recalls, "but when we played back the tape of the countdown, my voice changed to a higher pitch during the final minutes."

"The systems on Gemini are a lot more complicated than they were on Mercury," Donnelly says in comparison. "But our testing program is patterned after Mercury, to benefit from our experience.

"One of the big differences in Gemini is the easy accessibility to working parts on the spacecraft. We have a lot less maintenance problems because of this."

"On Mercury, we did individual systems tests at the Cape after the capsules arrived here," Donnelly explained. "Now, one of our test conductors and a group of systems engineers goes to the factory once the Gemini has been turned over to test operations, and follows it through from there. This will cut down total test days at the Cape".

He also said the Gemini guidance system is much more complicated and sophisticated. Peroxide was used in Mercury to develop thrust and maneuver the spacecraft, whereas hypergolics will be used in the two-man capsules.

Other differences Donnelly cited were the use of fuel cells instead of batteries; a closed cooling system in lieu of a vented one; and ejection seats in place of the launch escape system.

-MORE-

A native of Altoona, Pa., Donnelly attended Grove City College in the Keystone state, and graduated from several Navy electronics and guided missile technical schools.

He spent six years on active duty in electronics and ordnance testing, and was crew chief for a guided missile squadron of 18 aircraft engaged in the first combat use of a missile with an active homing guidance systems.

Donnelly joined NASA in February 1960. He, his wife Marge, and their three daughters, Penny, 18, Pam, 12, and Polly, 6, live in Satellite Beach.

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KN-GT3

NEWS RELEASE

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION
Public Information Office, Cocoa Beach, Florida
Phones: SU 3-7781 & SU 3-7782

FOR RELEASE: IMMEDIATE

KSC-42-64

CAPE KENNEDY, Fla.--One of the most sophisticated, complex "flying machines" ever devised by man is now being checked out for "flight readiness" at NASA's Mission Control Center on Cape Kennedy.

Although its paneling is bedecked with every sort of flashing light, switch, knob and button, and there is a million feet of wiring in the floor underneath it, this advanced spacecraft, ironically enough, will never get off the ground.

It is a Gemini simulator that is outfitted, with instrumentation identical to the spacecraft that will carry astronauts into Earth orbits for periods up to two weeks.

The simulator's purpose: to drill astronauts on every possible flight condition they might encounter in space, until controlling the craft becomes second nature to them.

"The only things we can't duplicate on the simulator, "Engineer John Mitchell, Chief of the Gemini Mission simulator, said, "are the 'G' forces the astronauts will encounter, and weightlessness."

Mitchell, works with Simulator Operations Chief, Art Hand, and Flight Simulators Project Engineer, Riley McCafferty. All are with the Manned Spacecraft Center at Cape Kennedy.

-MORE-

"We're in the process of checking out the simulator now," Mitchell said, "and we'll begin actual training of the astronauts in it on July 15."

He explained the astronauts assigned to the first manned Gemini flight, scheduled for late this year, will log about 100 hours each in the simulator, with the longest duration at one time being about 24 hours.

During the last two or three weeks prior to launch, the simulator's flights will be hooked into the Gemini worldwide tracking network, and data will be put out to stations for training purposes.

When flying missions not tied into the network, pilots and instructors may work for an hour or so, stop and discuss problems and techniques, then re-run the flight.

On these test flights, spacecraft malfunctions can be inserted either manually or by computer.

"We may short a thruster,which in space, could cause the Gemini to pitch up and go into a vertical roll," Mitchell said. "It'll be up to the astronauts to correct any situations we throw at them."

Any one of 600 different malfunctions my be programmed into the flight, or, if the astronauts handle everything too smoothly, a number of failures could be unleashed simultaneously, putting them to severe tests to correct them.

Mitchell said the astronauts will actually start training in a simulator in St. Louis on April 6. "But only here at the Cape will they have all the specific details of their mission simulated."

Simulator tests will be periodically updated to meet the actual mission requirements of each succeeding manned flight in the Gemini Program.

-MORE-

Later on in the program an elaborate visual display showing scenes of the stars, sun and Earth will be revolved outside the Gemini simulator's windows, giving the astronauts even more realism for their training flights.

"We want to do everything we can here," Mitchell said, "to qualify the astronauts so they will be able be handle any situation that may develop in space. Actually, their roughest flights will probably be in the simulator."

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NEWS RELEASE

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION
Public Information Office, Cocoa Beach, Florida
Phones: SU 3-7781 & SU 3-7782

FOR RELEASE: April 2, 1964
2:45 PM EST

KSC-43-64

GEMINI POSTPONEMENT

CAPE KENNEDY, Fla. - The flight of the first Gemini-Titan has been postponed until no earlier than April 8, NASA operations Director Walter C. Williams announced today.

A short circuit in ground support emergency electrical power equipment at Launch Complex 19 caused the postponement of the flight which had been scheduled for launch as early as April 7.

Over the coming weekend, the spacecraft will be demated for final checks of instrumentation in the adaptor section.

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KN-GT3

NEWS RELEASE

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION
Public Information Office, Cocoa Beach, Florida
Phones: SU 3-7781 & SU 3-7782

FOR RELEASE: IMMEDIATE

KSC-43-64

CAPE KENNEDY, Fla.--Dr. Robert R. Gilruth, Director of the NASA Manned Spacecraft Center today announced reorganization of MSC operations at Cape Kennedy.

The change is part of a broad NASA organizational realignment aimed at strengthening Gemini and Apollo Management structures at Washington, Houston, and Florida.

The new organization, renamed MSC-Florida Operations is headed by G. Merritt Preston. Preston has been in charge of MSC operations at the Cape since 1961. He is responsible for all MSC operations at the John F. Kennedy Space Center, and for the 327 MSC employees there. Preston has been with NASA, and its predecessor, NACA, since 1939.

Dugald O. Black has been named Deputy Manager. He is former Technical Assistant and Acting Manager of the PACE-S/C Project Office.

Three Assistant Managers were named, one each for Gemini and Apollo, and another in charge of engineering. John J. Williams is Assistant Manager for Gemini; Jacob C. Moser for Apollo. William R. Durrett is Chief Engineer for the new office. Durrett's Deputy is Arthur M. Busch.

Four new divisions, organized with personnel from the former Pre-flight Operations Division, have been established.

-MORE-

Arthur M. Busch was named Chief of the Mechanical and Propulsion Systems Division, with W. R. Meyer as deputy. Dunnett is Acting Chief of the Electrical and Electronics Systems Division, with M. A. Wedding as deputy for telecommunications and W. T. Risler, deputy for electrical, guidance and navigation. The position of Chief, Electronics Ground Support Equipment Division is vacant at present. Division Deputy is H. E. Johnson.

J. T. Garofalo has been named to head the Support Systems Division. H. E. McCoy was named his deputy. All four Divisions will support the Gemini and Apollo Program Offices.

Other key positions include: Paul C. Donnelly, head of the Test Conductor's Office; John Janokaitis, Operations Engineering; T. M. Crichton, Inspection and Quality Control; W. E. Williams, Systems Test Integration Office; B. Porter Brown, Operations Support, Plans and Programs Office; and Floyd D. Brandon, Business Manager.

Responsibilities of the reorganized MSC-FO units are similar to those performed by the predecessor organization during Project Mercury, but include also acceptance testing at contractors factories and at all launch sites.

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NEWS RELEASE

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION
Public Information Office, Cocoa Beach, Florida
Phones: SU 3-7781 & SU 3-7782

FOR RELEASE: April 8, 1964
with Art

KSC-47-63

CAPE KENNEDY, Fla. - More than 100 major launches and 11 years ago, I. A. "Ike" Rigell (rhymes with vigil) joined a hard core of rocketry experts at Huntsville, Alabama, then known as the Missile Firing Laboratory.

"We've gone by a lot of different names since then," Rigell recalled last week from his office in the headquarters building of the John F. Kennedy Space Center, NASA. "First it was Missile Firing Lab, then Army Ballistic Missile Agency, then Launch Operations Directorate, then Launch Operations Center, and now KSC, but the important thing, the thing I want to stress is no matter what title we've had, we've always worked as a team.

"A valuable member of that team, Rigell is Chief of KSC's Electrical Engineering Guidance and Control Systems Division - a job with responsibilities.

On the organizational charts, there are three branches under him: Electrical Systems Gyro and Stabilizer Systems, and Guidance and Control Systems.

Electrical Systems is responsible for the reliable performance of the Saturn's electrical systems and components, including the miles of wires and cables from the Launch Control Center to the launch pad.

The Gyro and Stabilizer Systems Branch personnel insure reliable performance of the gyro and stabilizer components and systems.

Guidance and Control Systems Branch personnel insure the reliable performance of the guidance and control components and systems. This branch also

(MORE)

conceives, develops and designs computer programs for control of sophisticated processes of prelaunch testing and launching activities.

"Due to the many projects we're engaged in, our workload doesn't level off between flights," Rigell said. "Many of our people, for instance are busy working closely with design engineers at the Marshall Space Flight Center for future space vehicles and launch support equipment, while others refurbish equipment here, make modifications and plan for future facilities on Merritt Island."

Rigell continued: "Our work doesn't begin only when the launch equipment or vehicles arrive at the Cape. This equipment actually reflects the design concept of our test engineers who have worked with the designing engineers in its development at various locations throughout the country."

Rigell has seen all sorts of situations develop during the more than 100 countdowns he has sat in on. "We'll get an abnormal indication on some meter, for example" he said, "then we have to decide if this will be a problem. It means making a fast decision as to whether we should scrub the flight, hold the count to replace the faulty equipment or go ahead figuring we can live with the failure without compromising the flight's objectives.

"It's impossible, with so much complex equipment involved, for any one person to predict what problems might occur during a count particularly since rocketry has become such a specialized field.

"On SA-4, we had an indication that a valve was not operating properly, yet after examination we determined it wasn't the valve, but the indicator switch on the valve that was malfunctioning. However, since this was in the automatic sequence of the count we had to 'jury-rig,' or improvise a special switch for this piece of equipment so the launch wouldn't be scrubbed."

(MORE)

A native of Slocomb, Alabama, Rigell is an electrical engineering graduate with a degree from Georgia Tech. After a short tenure at the Tennessee Valley Authority, he went to work at the Redstone Arsenal in Huntsville, and participated in the Nike and Corporal missile programs before transferring to the Missile Firing Laboratory.

He's missed only one or two launches since then while participating in a long string of rocketry milestones that includes the first Redstone, Jupiter and Juno launches, the first American satellite launching, the Mercury-Redstone manned flights and all five Saturn shots to date.

He moved from Huntsville to the Cape area in 1955, and lives in Titusville with his wife, Kathryn, and their four children, David, 8; Mona, 7; Amy Jayne, 5 and Scott, 3.

"They're all as wrapped up in the space program as I am," Rigell says. "In fact, I consider my wife as a member of the launch team. She has to have patience and be able to shift her schedules at home on a moment's notice just as I have to at the Cape."

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NEWS RELEASE

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION
Public Information Office, Cocoa Beach, Florida
Phones: SU 3-7781 & SU 3-7782

FOR RELEASE: IMMEDIATE
April 9, 1964

KSC-

CAPE KENNEDY, Fla.--One of the most extensive, authoritative libraries in the world on aerospace technology subjects will celebrate National Library Week beginning Monday, with a "Reading Is the Key," display theme.

The John F. Kennedy Space Center, NASA, Technical Library display, which will be exhibited at the Cape will visually portray four reasons why reading habits should be stimulated for self improvement.

The display will show how reading can aid (1) professional advancement, (2) educational attainments, (3) as a profitable leisure time activity, and (4) in broadening a reader's overall outlook.

Mrs. Librada Russell, NASA librarian, said there are now about 5,000 hard cover books on the Library's shelves, as well as 30,000 technical reports and 2,500 pamphlets, manuals and reprints. There are also a wide variety of technical periodicals to which the library subscribes.

To keep pace with the rapidly changing aerospace field the library has automated some of its services.

For instance, an engineer may now submit a request for information on a specific, specialized subject, such as cryogenics and liquid hydrogen handling.

-MORE-

This request may then be programmed through a computer which has magnetic tapes that have a storage of information on tens of thousands of documents on file in the library on microfiche.

Microfiche is a system similar to microfilming, whereby as many as 84 document pages are reduced in size and placed on a small plastic card for easy assessibility.

The computer run singles out the document titles pertaining to the requested subject. This "Literature Search Program" greatly cuts down the length of time formerly required for manual research. As many as 200,000 documents will be on microfiche files by this summer.

"We are also now trying, on an experimental basis, the NASA Selective Dissemination of Information Program," Chief Librarian Tom McGinty of Ling-Temco-Vought said.

He explained the program this way: several KSC and MSC scientists and engineers were queried as to what technical subjects they would be interested in being kept posted on.

On a form, they listed "key words". For instance, a manager may have put down cost analysis among other titles or an instrumentation engineer would have listed data acquisition, tracking, etc.

These words formed a "profile" on the requestor, and this was sent to IBM in New York. Then every two weeks, when the Scientific and Technical Aerospace Reports (STARS) bulletin is issued a computer run is made on it.

This thick bulletin lists thousands of reports on a wide variety of technical subjects. It would be both time consuming and costly for personnel to thumb through each additional and painstakingly check items that may interest them.

The computer, triggered by each requestor's key words does this automatically for them, printing a card listing the microfiche number and the title of each publication of possibly interest to them along with an abstract of the subject matter.

Although this program is still in the experimental stage at KSC, its time-saving potentials are limitless and it is expected to get into full swing here later this year.

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NEWS RELEASE

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION
Public Information Office, Cocoa Beach, Florida
Phones: SU 3-7781 & SU 3-7782

FOR RELEASE: IMMEDIATE
April 15, 1964

KSC-49-64

CAPE KENNEDY, Fla.-- What is a good secretary? Employers over the country may be asking themselves that question and saying a silent word of thanks for their "Girl Friday" as National Secretaries Week begins Monday.

And executives of the John F. Kennedy Space Center, NASA, will be no exception. They, too, will be paying particular attention to those quietly efficient women who are the pivot point for many offices.

What is a good secretary? This is the way Mrs. Doyal Clark of Rockledge, a KSC secretary, assesses her job:

"A good secretary, I think, should go far beyond her assigned duties; she should anticipate her boss' needs. Above all, a career secretary should have her job at heart and not just think of payday."

Mrs. Clark, who is secretary to Bob Gorman, director of KSC's Launch Support Operations Division, goes beyond even that, however. For instance: "I try to follow what my boss is talking about and if I can pick up some paperwork or something and hand it to him without his asking, his train of thought isn't interrupted."

The soft-spoken Mrs. Clark has been with the original launch team of the Kennedy Space Center since the days of the Army Ballistic Missile Agency (ABMA) in 1956 and has been Gorman's secretary all the time.

-MORE-

Mrs. Clark went to work at the Army's Redstone Arsenal in 1953 and transferred to ABMA three years later. Since then, she has missed only two launches in seven years.

The launches she remembers best? "The first satellite launch, Explorer I and the Mercury-Redstone flight of Alan Shepard."

Her devotion to the world of space has resulted in long work hours over the years but Mrs. Clark would be the last to complain. She does, however, say, somewhat wistfully: "Sewing would be a nice hobby--if I could ever find the time." Meanwhile, here leisure time is taken up with flowers.

Despite the sometimes long hours, how does she like her job? "I've never felt like I didn't want to report to work," she says. "I'm working with something new everyday and its rarely routine. It's like exploring..."

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KN-C

NEWS RELEASE

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION
Public Information Office, Cocoa Beach, Florida
Phones: SU 3-7781 & SU 3-7782

FOR RELEASE: IMMEDIATE
April 17, 1964

KSC-51-64

PROJECT STABILIZATION AGREEMENT SIGNED

CAPE KENNEDY, Fla.--A new agreement, aimed at stabilizing the labor picture on missile and rocket construction projects in the Kennedy Space Center area, was signed yesterday in Washington by representatives of the AFL-CIO and the Patrick Air Force Base Contractors Association.

The document--called the Project Stabilization Agreement for Cape Kennedy and Patrick Air Force Base--was signed by Frank Banadio, Secretary-treasurer, and Building and Construction Trades Department, AFL-CIO; and J. T. McCormick, B. B. McCormick and Sons Construction Co., head of the PAFB contractors' organization.

Retroactive to April 1, the agreement amends the original agreement signed in March, 1962, in two major areas. It streamlines the method of settling labor disputes and provides a system of administering the agreement.

Under the new agreement, all disputes not settled by a local joint labor-contractors committee will be submitted to the chairman of the labor negotiating committee and the chairman of the contractors negotiating committee for settlement "including final and binding determination, with a neutral selected by the two chairmen."

The method of financing the administration of the agreement is still under study.

-MORE-

The agreement runs for a period of three years. It contains a no strike clause and reiterates prevailing wage scales including overtime.

The agreement will be supervised by a project stabilization board, headed by Lewis E. Melton, Chief of the Financial Managment Office for John F. Kennedy Space Center, NASA.

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KN-GT3

NEWS RELEASE

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION
Public Information Office, Cocoa Beach, Florida
Phones: SU 3-7781 & SU 3-7782

FOR RELEASE: IMMEDIATE
April 20, 1964

KSC-52-64

NASA SELECTS IBM AS LEAD CONTRACTOR FOR SATURN IB, V INSTRUMENT UNIT

The National Aeronautics and Space Administration has selected International Business Machines, Federal Systems Division, Rockville, Md. as lead contractor for development and fabrication of instrument units for the Saturn IB and Saturn V launch vehicles.

IBM was selected by NASA in October 1963 to design and manufacture the IU data adapters and digital guidance computers and be responsible for integration and checkout of the Units.

As lead contractor IBM will assume the additional responsibility for the structural and environmental control systems and integration of all systems. NASA will supply the telemetry system and ST-124H stabilized platform.

Total cost of the IBM instrument unit work over the next five years is expected to exceed $175 million, $79 million of which has previously been announced. The work will be managed by the NASA Marshall Space Flight Center, Huntsville, Ala.

The intrument unit, or "brain" of the Saturn vehicles, mounted between the Apollo spacecraft and the S-IVB upper stage of the Saturn IB and Saturn V, contains six major systems: structural, environmental control, guidance and control, measuring and telemetry, radio frequency, and electrical power.

-MORE-

The IV is 22 feet in diameter; height is three feet.

IBM has been engaged in the development, manufacture and evaluation of Saturn I guidance hardware for about four years. The Saturn IB and Saturn V instrument unit work is an expansion and continuation of that program.

Designation of IBM as instrument unit lead contractor is in line with recent announcement that contractors to Marshall Center, NASA's installation responsible for technical management of the Saturn launch vehicle program, would assume additional responsibilities. The Marshall Center is shifting more of the developmental work on its programs to industry, which already performs more than 90% of NASA work under contract.

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NEWS RELEASE

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION
Public Information Office, Cocoa Beach, Florida
Phones: SU 3-7781 & SU 3-7782

FOR RELEASE: April 23, 1964 AMs
with Art

KSC-53-64

CAPE KENNEDY, Fla.--If all local NASA employees knew what Grogan Sewell's job was, he'd probably be the most popular man at the John F. Kennedy Space Center, NASA.

Sewell is the paymaster, and since he organized the present KSC payroll program in December 1961, employees have unfailingly received their checks within the hour every other Wednesday.

It has not always been a routine job to meet payroll deadlines. Holidays that have fallen within the pay week, for instance, have on two occasions caused Sewell to drive to Birmingham, Alabama, where the checks are run off.

Only once, since he came to NASA, was there any danger of getting all the checks out on time. A small spring malfunctioned in a check printing computer, and produced zeroes on the third digit of all Manned Spacecraft Center, Florida Operations checks.

After spotting the error, Sewell arranged to have new checks run off and air delivered, while he returned the old ones.

It is a credit to Sewell and the 24 employees of KSC's Payroll and Voucher section the checks were distributed on time, and that no one knew there had been any trouble at all.

There are now about 1,750 KSC and MSC-Florida Operations Employees on the payroll and they receive checks for almost $700,000 every two weeks. "And we're adding about 35 new people to that list every pay period," Sewell said.

-MORE-

At the end of each two weeks, Sewell receives a time and attendance card outlining the payroll process. "Then we set up a manual control," Sewell said, figuring the number of hours of annual leave, actual hours worked, overtime, excused absenses, holidays, etc., this goes to Automatic Data processing, where the material is key punched into an IBM card.

This information is then fed into computer and prepared for payroll. Between all these steps verifying edits are run. When the ADP runs are completed, they are sent with certified magnetic tapes with all the information stored on them to Birmingham, where the checks are made up.

A native of Coldwater Alabama, (near Anniston) Sewell lives on Merritt Island with his wife, Etta Mae. They have one son, Jimmy, who is a student at Auburn University.

Sewell has been in the payroll business for more than 20 years, and was with the Anniston Ordnance Depot in Alabama from 1943 until he transferred to KSC in 1961. He is presently serving on the local NASA Federal Credit Union's Supervisory Committee.

What happens if a check is lost or mutilated?

With more than 20 years in the business, Sewell has seen just about everything happen - checks have been burned, run through the washing machine, and in one case, lost in the garbage.

In such cases, once Payroll is notified, a stop payment is issued on the check, the employee signs a form, and in most cases will have his money back within 90 days.

"Most of the time we wait a day or two before sending in the notice of a lost check," Sewell chuckled. "Nine times out of ten, the person will call us back and say they've found it."

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NEWS RELEASE

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION
Public Information Office, Cocoa Beach, Florida
Phones: SU 3-7781 & SU 3-7782

FOR RELEASE: IMMEDIATE
April 23, 1964

KSC-54-64

CAPE KENNEDY, Fla.--Dr. Kurt H. Debus, Director of the John F. Kennedy Space Center, NASA, today was named Chairman of the Annual Brevard County Savings Bond Drive by the U. S. Treasury Department for the second year in succession.

Dr. Debus designated the period May 1 through July 4 (approximately nine weeks) as the dates during which a Countywide campaign will be launched, to stimulate employee participation in the Payroll Savings Bond plan.

Dr. Debus pointed out that employees who invest in Savings Bonds make a valuable twofold contribution: "They contribute to their own individual well-being by saving for important family goals such as education, a home, retirement, etc., and they also contribute to our country's economic strength by helping finance the cost of the Defense and Space Programs which protect the freedom of the United States."

"All companies in Brevard County will be contacted during the coming weeks," Dr. Debus said, "as well as the 1700 or more employees who work at the Kennedy Space Center. It is my earnest hope that this year's Bond Drive will far exceed the goals we set ourselves last year, and we intend to spare no effort to achieve this objective."

-MORE-

Dr. Debus named Paul O. Siebeneichen, head of Community Development, as Campaign Chairman, and John W. Donovan as Campaign Solicitor for the John F. Kennedy Space Center. Mr. Michael J. Mainguth, Florida Area Manager for the U. S. Treasury, also will be actively concerned in the progress of the Bond Drive.

"Employees will be urged either to purchase Bonds outright," the Director said, "or to participate in a regular payroll deduction plan which will enable them to make their purchase by installments."

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KN-GT3

NEWS RELEASE

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION
Public Information Office, Cocoa Beach, Florida
Phones: SU 3-7781 & SU 3-7782

FOR RELEASE: 10:30 AM EST
April 24, 1964

KSC-55-64

A NASA Fact Finding Committee in a preliminary report on the accidental ignition of a solid propellant rocket motor in the spin test facility at Cape Kennedy on April 14 has recommended a series of tests to determine whether static electricity caused the accident.

The Orbiting Solar Observatory-B spacecraft was mounted on top of a Delta third stage X248 motor which ignited. The rocket tore away from the alignment stand on which it was mounted, hit the ceiling of the building knocking off OSO-B and landed in a far corner. Eleven men working in the building were burned -- two fatally and the spacecraft was badly damaged.

The fact finding committee after inspecting the facility, interviewing eye-witnesses and examining records of preparations for the OSO-B flight, concluded that there were four possible reasons why the rocket motor could have ignited. Three of the possible causes seem unlikely, although they will be studied further and a program of tests is being planned to further investigate the fourth. Possible causes are:

Heat. At the time of the accident, however, there were no flood lights on and the room was air-conditioned and controlled for humidity.

Shock. The motor propellant is not in a high shock sensitivity range and at the time of the accident the motor and spacecraft were stationary.

-MORE-

Outside radio signals. The U. S. Air Force which monitors all radio signals at the Cape reported there were no radio signals in the area of the spin test facility which could have caused the ignition. The committee has requested, however, a more detailed report on this possibility.

An electrical impulse. At the time of the accident all power was off in the spacecraft and the alignment rig is a fixed platform. It is possible however that static electricity could have built up in such a way as to cause ignition.

The committee recommends that a series of tests be planned to determine sources and energies of static electricity required to cause ignition of the motor.

The spin test facility was not extensively damaged and can be repaired and restored to operation in a matter of weeks.

Until the Fact Finding Committee completes its investigation and makes a final report, NASA will have no further flights of the X248, which has been used as the third stage of the Delta and fourth stage of the Scout launch vehicles, but which is gradually being replaced by the newer X258 rocket.

The Fact Finding Committee appointed by Dr. Harry Goett, Director of Goddard Spaceflight Center is chaired by Daniel Mazur, Chief of Goddard Spacecraft Systems and Project Division.

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Simultaneously released in Washington, D. C.

KN- 3

NEWS RELEASE

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION
Public Information Office, Cocoa Beach, Florida
Phones: SU 3-7781 & SU 3-7782

FOR RELEASE: April 30, 1964
Thursday AMs with Art

KSC-56-64

CAPE KENNEDY, Fla. - Titusville Beach, acquired by the John F. Kennedy Space Center, NASA, for its Merritt Island launch area, will be opened to the public under necessary controls June 3.

Hours of operation will be from 12 noon to 8 p.m. daily and from 8 a.m. to 6 p.m. on Saturdays and Sundays.

Lifeguard patrols will be on the beach under the direction of the Brevard County Recreation Department. Restroom facilities will be constructed and a marled parking area will be built by the recreation department.

NASA officials warned, however, that Highway 402 leading to the beach will have heavy equipment moving on it as construction work on the Merritt Island launch area continues. Motorists must travel at their own risk and are advised to use extreme caution.

Signs have been erected east of Titusville calling attention to the danger of heavy equipment in the area and the hours of operation.

A second beach, Playalinda, will not be open to the public because Highway 406 leading to it is closed.

Titusville Beach will operate under controls through September 7.

A survey will be made after the summer season to determine if the beach can be utilized in succeeding seasons.

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KN-GT3

NEWS RELEASE

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION
Public Information Office, Cocoa Beach, Florida
Phones: SU 3-7781 & SU 3-7782

FOR RELEASE: April 24, 1964
3:00 PM EST

KSC-56-64

NASA TO NEGOTIATE WITH SIX COMPANIES FOR LAUNCH SUPPORT SERVICES

The National Aeronautics and Space Administration today selected six firms for competitive negotiations leading to a contract to provide launch support services to the John F. Kennedy Space Center, NASA, Florida.

The firms are Aerojet General Corp., American Machine and Foundry Co., Bendix Corp., Chrysler Corp., General Dyanmics Corp., and Westinghouse Electric Corp.

Following negotiations, one contractor will be selected to provide launch support services in seven areas: Launch Complex 39 operations, engineering support services, technical shop operations, materials cleaning and testing services, converter-compressor facility operations, ordnance storage and checkout, and propellant services.

The contract will be a cost reimbursement type carrying incentive award fee provisions. It will be awarded for a one year period with renewal options for two succeeding years. Cost of the work for the three year period is expected to be in excess of $20 million.

Approximately 360 engineers and technicians will be required to perform launch support services during the first year. The number will approach 700 in the latter phases of the contract period.

-MORE-

Work will be done under the direction of the Kennedy Space Center, NASA. Most of the work will be carried out at the new facility being constructed on the 88,000 acre NASA Merritt Island Launch Area adjacent to and northwest of the existing Cape Kennedy Air Force installation.

The new NASA facilities include Launch Complex 39 with its Vertical Assembly Building where the Apollo spacecraft and Saturn V launch vehicle will be assembled and mated, and the Saturn V-Apollo launch pad from which the United States will send astronauts to explore the moon in this decade.

Launch support services is the fourth major support service contract to be undertaken for operations of the Kennedy center. Contracts for communications, administrative services and base support services have been awarded previously.

The six firms selected for final competitive negotiations were among 22 companies that submitted proposals for launch support services to the Kennedy center.

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NEWS RELEASE

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION
Public Information Office, Cocoa Beach, Florida
Phones: SU 3-7781 & SU 3-7782

FOR RELEASE: IMMEDIATE
April 27, 1964

KSC-57-64

CAPE KENNEDY, Fla.--Personnel of the John F. Kennedy Space Center, and other NASA elements on the Cape, are active in a dozen engineering societies, civic clubs, parents' associations and other community enterprises.

To cite an outstanding example of the community interest of the NASA employees, Mrs. Joyce H. Edwards, a receptionist and a resident of Cocoa Beach, is chairman of the Gray Ladies for North Brevard Red Cross and a vice-president in the Home and School Association of our Saviour Church.

Other KSC personnel belong to Junior Chambers of Commerce in Eau Gallie and Titusville, to Kiwanis in Cocoa Beach and elsewhere, are active in Scouting, and Little League movement, and similar civic undertakings.

Jack Bing, a KSC engineer, is a member of the Satellite Beach Kiwanis Club. Earl P. Bisher, another engineer living on Merritt Island, is a member of the Florida Water Pollution Control Society and a director of the Merritt Island Home Owners Association.

An aerospace technologist, Frank M. Childers of Cocoa, is Scoutmaster of Troop 324. James W. Balton, of the project management staff, lives in Cocoa Beach and is active in the Toastmasters and Kiwanis.

-MORE-

The names alone of the engineering societies of which NASA personnel are members suggest the breadth of the professional contributions to the national space program: the Society of Motion Picture and Television Engineers, Photographic Instrumentation Engineers, Optical Society of America, Society of Photographic Scientists and Engineers, American Institute of Physics, Institute of Electrical and Electronics Engineers, American Society of Civil Engineers, National Society of Professional Engineers, American Institute of Electrical Engineers, Institute of Radio Engineers, American Institute of Industrial Engineers, American Astronautical Society, Society of American Military Engineers.

Others represent the Public Personnel Association, American Society of Public Administration, Alabama Society of Professional Engineers, Louisiana Engineering Society, Florida Engineering Society.

Some are active military reservists in the Navy, Army and Air Force. One, Ralph I. Gwinn, is a group commander, Civil Air Patrol. Charles R. Hart, Jr. of Indialantic is public works officer of a Navy Reserve unit in Daytona Beach and also active in Toastmasters.

Lt. Col. Ralph Hicks, USAF, Chief of the NASA Test Support Office, has been a PTA president, Chairman of the Library Board, and Church School superintendent in Cocoa Beach.

Arthur Gerstenfeld, an aerospace technologist, and member of the American Institute of Industrial Engineers, is chariman of the community service committee of that society. He lives on Merritt Island.

Roland E. Miller, member of the Dartmouth Society of Engineers, is also a member of the Satellite Beach Planning Committee.

These, and many others, are sharing in the life of the community.

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KN-5F3

NEWS RELEASE

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION
Public Information Office, Cocoa Beach, Florida
Phones: SU 3-7781 & SU 3-7782

FOR RELEASE: IMMEDIATE
May 1, 1964

KSC-60-64

COCOA BEACH, Fla.-- A contract for helicopter service was awarded today by the John F. Kennedy Space Center, NASA, to Cape Kennedy Helicopters, Inc.

The contract is for one year with options for annual renewal for two succeeding years.

Under the contract, Cape Kennedy Helicopters will provide service on an "as required" basis. Rates will be $86 an hour for the first 30 hours of usage each month and $85 an hour for 31 - 40 hours each month. The rate finally drops to $82 an hour for over 60 hours monthly usage.

Cape Kennedy Helicopters was one of two companies which bid on the service proposal. The other was Air-Florida Inc.

The helicopter service will be utilized by the Kennedy Space Center primarily to keep a photographic record of construction within the Merritt Island launch area.

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NEWS RELEASE

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION
Public Information Office, Cocoa Beach, Florida
Phones: SU 3-7781 & SU 3-7782

FOR RELEASE: IMMEDIATE
May 6, 1964

KSC-62-64

CAPE KENNEDY, Fla.--Such heady subjects as the seismic study of dynamic behavior of launch facilities foundations and surrounding areas - or a probablistic Fourier analysis of surface wind variation with altitude are likely daily discussion topics in the office of the only woman engineer at the John F. Kennedy Space Center, NASA - Coralee Whisenant.

A mother of two, Mrs. Whisenant is an aerospace technician, in KSC's Advanced Studies Office, under Facilities Engineering.

"Our office," she says, "handles engineer requests for research and development studies. A KSC engineer will initiate a request for a study, say for a flame resistant material for launch facilities.

"We substantiate that request. That is, we check to see if any studies have been made on that subject or are being conducted currently. If not, and if the need for such a study is justified, "Mrs. Whisenant said, "then we submit a request for funds in our budget. If previous studies are available, either from NASA or from other organizations, our office obtains the available data for KSC use. This information must be evaluated for state-of-the-art currency, and updated if necessary.

-MORE-

Because these studies cover a wide variety of fields, Mrs. Whisenant must keep herself well versed on a wide range of technical topics. "Our library here is extensive," she says, "and we have experts at KSC in most of these fields that we can consult when we need to."

Mrs. Whisenant has found her relatively young career in space engineering "quite rewarding." How did she get into a field normally considered strickly a man's domain?

A native of the Ozarks, she earned a bachelor of Science in mechanical engineering at the University of Arkansas in 1958; "I wanted to go into something in a scientific professional field," she said. "But in high school I had never even met an engineer. Then on pre-college aptitude tests I scored well in engineering fields." She says she always wanted to be a doctor, and still thinks about it at times.

After school she underwent a two year training program with the U. S. Army Corps of Engineers, and then spent two years writing operation and maintenance manuals and specifications for the Corps.

She joined KSC's Facilities Engineering in October 1962. Her husband, Eddie, is an engineer with KSC's Electrical Engineering, Guidance and Control Systems Division. They and their two children, Bonita, 4, and Gus, 4 months, live in Cocoa Beach.

A member of the American Society of Mechnaical Engineers and the Society of American Military Engineers, Mrs. Whisenant says she and her husband try not to discuss engineering at home. She has, however, taken several post-graduate courses, particularly in chemistry.

-MORE-

Her leisure-time loves are painting, sewing, reading, and water sports. She is, in fact, a graduate of a U. S. Diver's SCUBA Training School and has also found time, somehow, to have qualified as a first aid instructor and a water safety instructor.

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NEWS RELEASE

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION
Public Information Office, Cocoa Beach, Florida
Phones: SU 3-7781 & SU 3-7782

FOR RELEASE: IMMEDIATE
May 6, 1964

KSC-63-64

CAPE KENNEDY, Fla.--Hungry workers at the Merritt Island launch area are being treated to a more varied menu this week now that two semi-mobile food units of the NASA Exchange Council have opened.

Each unit, made up of two large trailers, placed on blocks, and joined by screened-in breezeways, can seat 100 patrons.

"They are elaborate snack bars," Exchange Council Manager Robert Endsley said. "Both units are equipped with steam tables and grills, and will serve hot sandwiches and french fries among other items.

Endsley said there is a bank of vending machines in each unit dispensing a variety of foods, and there are also microwave ovens which can warm up sandwiches and pastries in seconds, and even a dollar bill changing machine.

One unit is located in back of the Operations and Checkout Building and the second is in the rear of the Central Supply Building.

Six mobile food trucks have been servicing the Merritt Island area for several weeks.

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KN-GT3

NEWS RELEASE

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION
Public Information Office, Cocoa Beach, Florida
Phones: SU 3-7781 & SU 3-7782

FOR RELEASE: IMMEDIATE
May 11, 1964

KSC-64-64

CAPE KENNEDY, Fla. - "For man to survive in space, he has merely to extend his earlier efforts to survive here on earth."

This was one of the comments made by NASA's Dr. David P. Morris in an address before the annual meeting of the Florida Medical Association in Hollywood. Dr. Morris is chief of Launch Site Medical Operations for the Manned Spacecraft Center's Florida Operations.

Speaking on the operational aspects of medicine, Dr. Morris explained: "Man has learned to live, work, and play in almost all environments that earth has to offer, but when traveling in space, he must carry along with him his total environment."

A commander in the U. S. Navy Medical Corps, Dr. Morris began his career with NASA in 1960, working with the Mercury astronauts at Cape Kennedy. He was chief medical monitor in the Launch Complex 14 blockhouse during all manned Mercury flights.

A native of West Virginia, he was graduated from the University of Toledo with a bachelor of science degree in 1944. He received his M. D. degree from the University of Pennsylvania School of Medicine in 1948. He also holds a masters degree in public health from Johns Hopkins University.

(MORE)

He began his career as a Navy medical officer in September, 1948, and was appointed a naval flight surgeon in 1951.

Dr. Morris is a member of the American Medical Association, the Aerospace Medical Association, the Royal Society of Health, and the American Public Health Association. He holds a fellowship in the American College of Preventative Medicine.

He resides at 28-B, Riverside Drive, Patrick Air Force Base, with his wife, Beth and four children.

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) 2414 KN-GT3)

NEWS RELEASE

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION
Public Information Office, Cocoa Beach, Florida
Phones: SU 3-7781 & SU 3-7782

FOR RELEASE: May 15, 1964

KSC-65-64

CAPE KENNEDY, Fla. - A questionnaire designed to get information to aid local officials in future planning for Brevard County's growth will go out Monday to some 30,000 civil service, military, and contractor personnel affiliated with the space effort.

The survey is being distributed by the Patrick Air Force Base Staff Secretariat and the John F. Kennedy Space Center, NASA, Community Development Office.

A letter, signed by Dr. Kurt H. Debus, director of the Kennedy Space Center, and Brig. Gen. Harry J. Sands, Jr., commander of the Air Force Eastern Test Range, will accompany each questionnaire. It urges the recipient to complete the questionnaire and return it as soon as possible.

May 22 is the completion date for the survey.

The questionnaire is made up of 11 questions covering the family size, housing, salary, and place of residence in the county, as well as preference for improvement of facilities and services.

The letter signed by Dr. Debus and Gen. Sands points out: "The purpose of this survey is to assist the municipal, county and state authorities in planning adequate housing, schools, roads, hospitals and other community services for the growing population of this area."

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NEWS RELEASE

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION
Public Information Office, Cocoa Beach, Florida
Phones: SU 3-7781 & SU 3-7782

FOR RELEASE: Wednesday
May 13, 1964

KSC-66-64

CAPE KENNEDY, Fla.--With some, it's raising roses. Others train dogs, or fish, collect stamps, or make model airplanes.

All these pastimes, however interesting are much too mild for a quintet of employees of the John F. Kennedy Space Center, NASA, who work in the fuel areas at Saturn Launch Complex 37.

The five - C. V. Hughes, Jerry Benninger, Lamar McDonald, John Smith and Thomas Waring - race stock cars at breakneck speeds in their spare time.

On a recent Saturday night at the Eau Gallie Speedway, the action was typical. Hughes, gunning a 12-year-old Chrysler for all it was worth, won the second heat of 10 laps and placed second among 36 starters, in the 20-lap grand finals.

During the same evening, Benninger rolled his Ford over; Waring hit a fence head on in a Hudson, then was smacked by another car, and John Smith, driving another Ford, sank a tooth through his lower lip when his car hit a dirt bank.

"We just like to race," Waring said. "It's a quarter mile track in Eau Gallie, and we get speeds up to 70 mph or better on the straightaways. If the car is running and handling good, we can do all right. C. V.(Hughes), started 19th in the field in the feature race a couple weeks ago and finished second.

-MORE-

Each KSC racer drives his own car - strickly a stock 1950 to 1953 model. Hughes, for instance, paid $20 for his Chrysler, then spent endless hours tuning it for competition.

When a car is wrecked, as the Hudson was, it involves finding another one, and then beginning the tuning process all over again.

But to the drivers, no rebuilding task is too tedious, and no hazards involved are too dangerous - for racing to them is a labor of love.

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KN-GT3

NEWS RELEASE

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION
Public Information Office, Cocoa Beach, Florida
Phones: SU 3-7781 & SU 3-7782

FOR RELEASE: Wednesday
May 13, 1964

KSC-67-64

CAPE KENNEDY, Fla.-- Far from the site of the Cape rocket launches today, a small, versatile group of employees of the John F. Kennedy Space Center, NASA, are putting in long hours to help insure the vehicle and spacecraft missions of tomorrow will be as successful as their predecessor programs have been.

They are members of the NASA-Daytona Beach Office, located about 65 miles north of Cape Kennedy, at General Electric Plant Number 2 on U. S. 92 just west of Daytona.

General Electric has chosen this site to headquarter its Apollo Support Department. The firm has some 1,700 employees on site, under General Manager H. Brainard Fancher.

GE is under contract to NASA for the integration, reliability engineering, checkout, and in some instances, actual production of Apollo checkout equipment.

The 27 KSC people at Daytona, under Plant Manager Stan Schneider, have the mission of supervising performance of the NASA contracts.

"Our job here," Schneider says, "is one primarily of contract management in its broadest sense. We provide overall NASA representation in our dealings with GE."

-MORE-

Organizationally, the Daytona Office is under KSC but Schneider's staff also services NASA's Office of Manned Space Flight, the Manned Spacecraft Center and the Marshall Space Flight Center.

In addition to the 27 KSC employees at Daytona, there are eight additional representatives of these other NASA areas, who are attached to Schneider's office.

Schneider and Joe Schoenberg, who doubles as Deputy Plant Manager and Administrative Contracting Officer, explained that GE's basic integration and reliability responsibilities are to assist NASA.

More specifically, in integration, GE helps NASA gain assurance that all aspects of the Apollo program are progressing as scheduled. The reliability function involves not only hardward, but other aspects as well, and GE assists NASA in such ways as making mathematical studies on failure analysis techniques.

In the checkout of equipment, GE is not only responsible for the products its subcontractors contribute, but the Daytona plant also manufactures some of its own equipment.

GE is also assembling, under an $85 million portion of the contract, 10 units of Acceptance Checkout Equipment/Spacecraft (ACE-S/C), which will eventually be shipped to Merritt Island, the Manned Spacecraft Center, North American in California, and other points for Apollo spacecraft checkout.

To represent the government's interests, KSC's Daytona operations have been divided into four offices - Contract Management, headed by Schoenberg; Programming and Production Control, whose chief is John Shahrigian; Quality Control and Reliability Assessment, headed by Jack Dunaieff; and Administrative Services, under John Mace.

Schoenberg's staff is kept busy administering the many and varied terms and conditions of the contract. This includes such functions as review of subcontracts, approval of contractor's vouchers for reimbursement and many other administrative functions.

"In my area," Shahrigian says, "we are the middle man between GE and the ultimate NASA customer, and we maintain a day-to-day awareness of how the programs are progressing."

KSC systems development people at Daytona perform the same duties as the industrial engineers, only from the business and mangement point of view.

Jack Dunaieff's office has a dual function - Quality Control and Quality Engineering.

"We follow the equipment here from the time it was paperwork," Dunaieff said, "and we review each procurement document.

"We inspect and monitor everything delivered to GE's plant, to make sure it complies with our specifications."

Quality Control and Reliability is also responsible for final inspections of completed equipment and for insuring the proper packing, packaging and shipping of the equipment.

Systems Control personnel check calibration of plant gear, and also monitor such special processes as welding, plating, potting, and molding.

"Our quality engineering staff makes studies or evaluations on design controls, and we monitor engineering actions on equipment," Dunaieff said.

He explained that all the Apollo checkout equipment must have the highest degree of reliability, as it will be in constant use prior to launches.

"After all," Dunaieff said, "the checkout equipment must be as reliable as the equipment it's checking out."

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NEWS RELEASE

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION
Public Information Office, Cocoa Beach, Florida
Phones: SU 3-7781 & SU 3-7782

FOR RELEASE: Wednesday
May 13, 1964

KSC-68-64

CAPE KENNEDY, Fla.--Two skyscraping steel framework structures a quarter mile apart are now piercing the Merritt Island skyline a few feet more each day.

One is the skeleton for the Vertical Assembly Building, and the other is the rapidly rising Launcher Umbilical Tower (LUT) number one, which, when completed, will be the world's largest moveable structure.

Now at about the 120 foot level on its overall programmed height of 445 feet, the LUT's steel body is scheduled to be completed by August 1.

Technical representative for the LUT construction for the John F. Kennedy Space Center, NASA, is John Potter of the Launch Support Equipment Engineering Division. His assistant is Bob Burns.

Ingalls Iron Works of Birmingham, Alabama, has the $11.5 million prime contract for erecting the steel portion of three LUTs.

The Smith-Ernst Company has a $9.8 million contract to equip the LUTs with electrical and mechanical systems, including environmental control equipment, flame shields, lighting circuits, mount mechanisms, inside structural work and power.

Still to be awarded is a contract for pneumatic and hydraulic ground support systems to be installed later.

-MORE-

Potter said the first LUT is scheduled for completion by September,1965. The second one will be ready in February,1956, and the third in October, 1966.

It is on the LUT that Saturn V space vehicles will be assembled upright in the VAB then transported "the first three miles to the moon" across the crawlerway for launching at Complex 39's Pad A.

"The work is coming along good," Potter said from his trailer-office site on the Banana Creek within the shadow of the LUT's tower. "Ingalls now has about 80 workmen on site, iron workers, welders, electricians, crane operators and laborers."

He explained that each LUT will have about seven and three-quarters million pounds of steel in its framework.

"With all their electrical and mechanical systems," Potter added, "they'll each weigh more than nine million pounds, and with a Saturn V and the ground support equipment on board, more than 10,850,000 pounds. "

The LUTs will be 445 feet, nine inches tall, and will be topped with a 42 foot lightning rod.

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NEWS RELEASE

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION
Public Information Office, Cocoa Beach, Florida
Phones: SU 3-7781 & SU 3-7782

FOR RELEASE: IMMEDIATE
May 18, 1964

KSC-69-64

CAPE KENNEDY, Fla.--Seventeen of the buildings programmed for the John F. Kennedy Space Center, NASA, in the Merritt Island spaceport area have been completed or are about ready for occupancy.

More than one-quarter million square feet of floor space has been provided in the structures in early stages of use or in which equipment is being installed. About 500 Kennedy Space Center personnel are housed in these buildings.

The structures include a central telephone exchange; an office building for the Army Corps of Engineers which supervises facility construction for NASA; sewage plant; plant maintenance building; heating plant; cable storage area; fire station; shipping and receiving building for supplies; dispensary; a central supply area; fluid test support facility; environmental control structure; hypergolic test building; cryogenics building; radar and boresight structure.

Soon to be ready for equipment installation is the large spacecraft Operations and Checkout building which will provide 300,000 square feet of floor space and house approximately 900 personnel.

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NEWS RELEASE

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION
Public Information Office, Cocoa Beach, Florida
Phones: SU 3-7781 & SU 3-7782

FOR RELEASE: IMMEDIATE
May 19, 1964

KSC-70-64

COCOA BEACH, Fla.--The Federal Government Accountants Association of Cape Kennedy will hold its monthly technical meeting on May 21 at the Bahama Beach Club in Indialantic.

A social and dinner period beginning at 5:45 p.m. will precede the program which begins at 7:45 p.m.

The program will be centered around the Cape area's educational needs at the graduate level. Featured speaker will be Dr. Robert L. Froemke, professor and chairman of Management, Department of the School of Business of Florida State University. His topic: "FSU's Answers to Cape Kennedy's Needs in management and Accounting.

As director of off-campus graduate programs, Dr. Froemke has been instrumental in establishing the Florida Institute for Continuing University Studies (FICUS) in the Cape Kennedy Area. He has graduate programs now in process at Patrick Air Force Base, Cape Kennedy, and Eglin Air Force Base.

Dr. Froemke received his master's degree at Georgia Tech and then continued his post-graduate work at Columbia University where he earned a doctor's degree.

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) 2414 KN-GT3)

NEWS RELEASE

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION
Public Information Office, Cocoa Beach, Florida
Phones: SU 3-7781 & SU 3-7782

FOR RELEASE: IMMEDIATE
May 19, 1964

KSC-71-64

CAPE KENNEDY, Fla.--John Twigg is representative of the new breed of rocketry--the young engineer who got in on the ground floor of the Space Age and has progressed, stride for stride, with the rapidly developing advancements in the field.

Twigg will be Test Conductor for the S-1 stage and instrument unit for the next Saturn I (SA-6) launch. Although he is only 34 years old, Twigg has had almost a decade of rocket launching experience.

Following graduation from St. John's College in Annapolis, and later from Johns Hopkins University, where he gained a degree in Electrical Engineering, the native Marylander spent a short time with Westinghouse before entering the Army.

Following basic training, Twigg was assigned to Redstone Arsenal in Huntsville, Alabama. When his military tour was up, he switched clothes and continued the same work on the Redstone and Jupiter programs in what is now the Flight Control section.

Working up through the ranks, Twigg first served as a Test Conductor on a historic launch - the Jupiter shot that carried space monkeys Able and Baker.

His most memorable mission as test conductor was the Mercury-Redstone flight that carried Astronaut Virgil Grissom.

-MORE-

"You sort of have to put all feelings out the window on a flight like this," he said recalling the incident. "You're nearly too busy to think how you feel. For sure though, it is a different feeling when you have a man on board."

Since then Twigg has been assistant Test Conductor for the first two Saturn flights, and has "called the shots," for the S-I stage during the countdowns of the next three Saturns.

He admits the tension mounts quite a bit during a big count, but says there's always someone in the crowd who hasn't forgotton his sense of humor, and relieves the pressure with a well-timed quip.

Twigg considers his career a constant challenge, particularly in that it deals with things never been done before.

He and his wife, Marie, and their three-year-old son, Steven, live at Bougainvilla Drive, Cocoa Beach.

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NEWS RELEASE

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION
Public Information Office, Cocoa Beach, Florida
Phones: SU 3-7781 & SU 3-7782

FOR RELEASE: IMMEDIATE
May 20, 1964

KSC-72-64

CAPE KENNEDY, Fla.--NASA Engineers James H. Lane and Walter T. Murphy, MSC-Florida Operations spoke to members of the Institute of Electrical and Electronic Engineers (IEEE) at Electro-Mechanical Research, Inc. in Sarasota, Florida.

Subject of their address was "Reliability as Applied to Acceptance Checkout Equipment for Spacecraft in the Apollo Program."

Lane, Deputy Chief, Support Systems Engineering Branch, described Acceptance Checkout Equipment for Spacecraft (ACE-S/C) as a system of high-speed computers, control consoles, and monitor displays conceived, designed, and developed by NASA engineers at MSC-Florida Operations to speed preflight acceptance testing of Apollo spacecraft.

Responsible for liaison and systems engineering efforts for Apollo ground support equipment systems, Lane directs reliability efforts, schedules and evaluates technical tasks, and conducts planning for the ACE-S/C computer facility at Cape Kennedy.

Murphy, reliability engineer for Data Transmission and Display Section discussed the reliability program related to the ACE-S/C project, including terminology, methods, and recent accomplishments.

-MORE-

Responsible for establishing and developing reliability goals and requirements for ACE-S/C, Murphy prepares mathematic models, assesses reliability program performance, and evaluates system design to assure that the ACE-S/C equipment meets the stringent design requirements necessary for the Apollo program.

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NEWS RELEASE

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION
Public Information Office, Cocoa Beach, Florida
Phones: SU 3-7781 & SU 3-7782

FOR RELEASE: June 1, 1964

KSC-74-64

CAPE KENNEDY, Fla. - A drive for contributions to the John F. Kennedy Memorial Library has begun among employees of the National Aeronautics and Space Administration.

The area NASA chairman is Albert F. Siepert, Deputy Director of the John F. Kennedy Space Center, NASA. In opening the campaign, which runs through June 10, Siepert said:

"I think we here in the Cape Kennedy area have a greater than usual share in the life and times of President Kennedy. Certainly those of us who have been with the space program under previous administrations will recognize that the late President really did take a direct and personal interest in what went on here at the Cape."

Noting that President Kennedy visited the Cape three times during the three years of his administration, Siepert said, "He, all alone, and on the recommendation of then Vice President Johnson, made a key decision as far as we are concerned--that, of course, is the Manned Lunar Landing Program.

"Therefore, when the question first came up for the creation of this library, the Cape was a key area which was picked out by the curators as one worthy of special attention for documentation purposes."

The library to be built in the Boston area will house a collection of material which reflects the career, the hopes and the achievements of President Kennedy.

Contributors will be asked to sign a register which will be permanently preserved in the library.

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NEWS RELEASE

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION
Public Information Office, Cocoa Beach, Florida
Phones: SU 3-7781 & SU 3-7782

FOR RELEASE: June 1, 1964

KSC-75-64

CAPE KENNEDY, Fla. - Cash suggestion awards have been presented to six employees of the John F. Kennedy Space Center, NASA who submitted beneficial ideas adopted by the Center.

Ruth Bernstein, Technical Information Office, received a $15 award for her idea concerning an improved system for NASA Clipping Files; James A. Foster, Mechanical and Propulsion Systems, was awarded $125 for his suggestion involving a revised means of torque setting on Block II Holdown Arms; Elmer L. Green, Facilities Division, proposed an improvement in ventilation of enclosed rooms and was awarded $25.

For her idea concerning forms improvement, Ellen Little, formerly assigned to the Personnel Office, received $15; Ann Kuchta, Security Office, won a $75 award for suggesting the use of a timesaving form concerning security investigations; and Charles W. Brumbaugh, Facilities Division was awarded $100 for his idea which resulted in the improvement of traffic safety at the intersection near Launch Complex 34.

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NEWS RELEASE

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION
Public Information Office, Cocoa Beach, Florida
Phones: SU 3-7781 & SU 3-7782

FOR RELEASE: June 1, 1964

KSC-76-64

CAPE KENNEDY, Fla. - There's a new "bird" at Launch Complex 34 of the John F. Kennedy Space Center, NASA.

But unlike birds of fire, thunder and smoke, this one is the real thing--a flicker or tiny woodpecker.

The bird has built a nest in the launch pedestal where four giant Saturn rockets have been launched and is nonchalantly raising a family there.

That other kind of bird native to Cape Kennedy, however, may force the flicker to move one of these days. Launch Complex 34 will be used to launch the Saturn IB, successor to the first generation of Saturn. But rocket men at Complex 34 figure by the time of the first launch, the tiny woodpecker's family will be full grown and hunting for nests of their own--perhaps even on another complex at the Cape.

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NEWS RELEASE

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION
Public Information Office, Cocoa Beach, Florida
Phones: SU 3-7781 & SU 3-7782

FOR RELEASE: June 3, 1964 PM's
With Art

KSC-76-64

CAPE KENNEDY, Fla.--"I don't know how we did it. This is the biggest job we've ever handled," said Printing Officer Bud McLearn, of the John F. Kennedy Space Center, NASA.

He was speaking of the order to print 55 copies of an invitation to bid package NASA is sending out to industry. The bids will be for work on nine Launcher Umbilical Tower service arms at Launch Complex 39 on Merritt Island.

The bid specifications were so complex and detailed, that 14,000 drawings were contained in the package. The reproduction staff ran well over a million feet of blue line stock, 21 inches wide, to run off the drawings.

To get this massive job out, McLearn's crew went on 24 hour shifts, seven days a week. First shift supervisor John Green said it took about two and a half days to get one entire package ready.

Each individual package, containing the specs for all nine LUT arms, was then boxed and processed by KSC's mail room. Each box weighed 500 pounds.

The work was submitted by the Launch Support Equipment Engineering Division in Huntsville. Bill Harris is KSC's Procurement Officer for the Project.

Green agreed with McLearn in saying it was without doubt the biggest job Reproduction has handled, and he added it was one of the biggest he had heard of anywhere in Government circles.

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NEWS RELEASE

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION
Public Information Office, Cocoa Beach, Florida
Phones: SU 3-7781 & SU 3-7782

FOR RELEASE: June 1, 1964
1:15 PM

KSC-77-64

CAPE KENNEDY, Fla. - The SA-6 satellite reentered the atmosphere and disintegrated over the Western Pacific Ocean about 8:30 PM EDT, May 31 during its fiftieth orbit of the earth.

The satellite, consisting of a boilerplate Apollo spacecraft and the S-IV second stage of the Saturn vehicle, was launched from Cape Kennedy, Florida at 12:08 PM EST, May 28.

The flight was the sixth successful test of the 1.5 million pound thrust Saturn booster and the second successful flight of the liquid hydrogen-oxygen S-IV second stage. During the flight there was an indication that one of the eight H-1 engines in the first stage shut-down 24 seconds early. However, performance of the vehicle was so close to nominal that telemetry indicating the early shut-down of the engine was questioned. Based on additional analysis of data it was determined that the one engine shut-down prematurely. Cause of the premature shut-down is being investigated.

The deviation from the planned trajectory was corrected by the guidance system.

The Saturn I booster is designed to operate successfully with one engine out. The "engine out" capability was successfully demonstrated on the fourth Saturn I flight in March 1963. One engine was shut-down to test the fuel transfer to the seven operating engines. Data from SA-6 indicates the engine out capability operated successfully on this flight. Eight movie cameras mounted on the launch vehicle to photograph propulsion and fuel operations were ejected

and recovered. They were returned to Cape Kennedy and the film will be used in further evaluation of the SA-6 launch vehicle performance.

KN-GT3

NEWS RELEASE

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION
Public Information Office, Cocoa Beach, Florida
Phones: SU 3-7781 & SU 3-7782

FOR RELEASE: Sunday June 7, 1964

KSC-82-64

CAPE KENNEDY, Fla. - Five major elements of the National Aeronautics and Space Administration's seventh Saturn 1 space vehicle began arriving here this weekend.

The largest item, an eight-engine 1.5 million pound thrust booster was to arrive at the John F. Kennedy Space Center, NASA at noon today.

It departed the NASA-Marshall Space Flight Center in Huntsville, Ala., May 28 only a few hours after the sixth Saturn 1 rocket cleared the pad at Cape Kennedy on another successful flight for the Saturn series. SA-7's booster is aboard the barge Promise, along with the instrument unit.

The S-IV second stage will be flown to Cape Kennedy aboard a modified strato-cruiser called the Pregnant Guppy. It is scheduled to arrive at Cape Kennedy about noon Wednesday. The airplane is hinged in the middle to accommodate the S-IV stage.

The Manned Spacecraft Center's Apollo service module was loaded aboard the guppy Friday at Downey, California and was to arrive at Cape Kennedy late yesterday.

The command module, another part of the Apollo spacecraft, is to be loaded aboard an Air Force C-133 tomorrow at Long Beach, California. It is to arrive at Cape Kennedy Tuesday.

The seventh Saturn will be launched in the third quarter, 1964. It will carry an Apollo boilerplate into orbit in a flight much like that of SA-6.

(MORE)

A later Apollo will carry astronauts to the moon. Power for that flight will be provided by the giant Saturn V rocket which is also being developed by the Marshall Center and associated contractors.

A launch team at the John F. Kennedy Space Center, NASA, will mate the seventh Saturn stages and spacecraft during the next few months, check it out and conduct the launching.

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Released simultaneously with NASA Headquarters, Marshall Space Flight Center and the Manned Spacecraft Center.

KN-GT3) 2A1H2)

NEWS RELEASE

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION
Public Information Office, Cocoa Beach, Florida
Phones: SU 3-7781 & SU 3-7782

FOR RELEASE: June 9, 1964

KSC-83-64

CAPE KENNEDY, Fla.-- A new access road into Cape Kennedy has been opened to Government and contractor personnel cleared for acess into the Cape area by the John F. Kennedy Space Center, NASA.

It is the Banana River portion of the Orsino Causeway, which connects AlA on Merritt Island with the Cape proper. Badged drivers and passengers commuting in private vehicles were officially authorized to use the route effective June 1.

The causeway has been open to traffic for several weeks but remained closed during rush hours awaiting completion of the AlA interchange. The interchange is now in use.

Drivers approaching from the south will traverse AlA to the interchange while those originating in the Titusville area and northward may drive on Routes 402 or AlA, turning south on AlA at the Wilson junction and then proceeding to the interchange.

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NEWS RELEASE

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION
Public Information Office, Cocoa Beach, Florida
Phones: SU 3-7781 & SU 3-7782

FOR RELEASE: IMMEDIATE
June 9, 1964

KSC-84-64

HUNTSVILLE, Ala.--Presidents of 14 building and construction trades unions were urged yesterday to discipline members refusing to cross picket lines thrown up around Cape Kennedy by a nonoperating rail union striking the Florida East Coast Railway.

Paul L. Styles, labor relations director of the National Aeronautics and Space Administration, made the request in a strongly worded telegram to international union chiefs during the first day of a strike which tied up some $215 million worth of construction at the nation's spaceport.

Styles said the refusal yesterday of some 3,400 construction workers to cross picket lines is "clearly a violation" of a no-strike agreement between the unions and the contractors.

The NASA labor relations director told the union presidents that "this situation requires your personal attention since local officials of your union seem unable to secure compliance with your no-strike agreement."

Picket lines were set up yesterday around the Kennedy Space Center, Merritt Island Launch area and Cape Kennedy by the Brotherhood of Maintenance of Way Employees, one of the unions striking the Florida East Coast Railroad.

Styles said this is the fourth time this month work has been halted by labor disputes.

-MORE-

He said this is the third work stoppage caused by pickets from unions of the striking railroad.

He said the no-strike agreement known as the Project Stabilization Agreement--was negotiated in December of 1962. Since the agreement became effective, he said, work has been halted 57 times at Cape Kennedy construction sites.

"Work has stopped in violation of the agreement," he pointed out, despite the fact that the no-strike clause was renegotiated in April for three more years."

Styles termed the picketing by the railroad union a "futile strike" except for shutting down the Atlantic Missile Range, the Merritt Island Launch Area and the Kennedy Space Center.

He said, "Even if we shut down the Cape, there will be no effect on the Florida East Coast strike. The railroad unions--which have been striking since January of 1962--are trying to bring pressure on the U. S. Government."

There are no pressures on the Florida East Coast Line, he said, adding that the line was operating with non-union labor.

Styles said of the construction workers, "The railroad strike is not their fight and their refusing to work is clearly in violation of their long standing agreement."

The labor relations chief estimated that the halt in work on the important missile and rocket projects cost the government about $1 million a day.

-MORE-

Styles' telegram read:

"All construction work at Cape Kennedy and the NASA John F. Kennedy Space Center came to a halt this morning when unions affiliated with the building and construction trades department, AFL-CIO,failed to man the job in violation of the Project Stabilization Agreement. Article VI, work stoppages and lockouts, of this agreement reads as follows:

" 'There shall be no strikes, work stoppages or slowdowns on the part of the unions or lockouts on the part of the employers while this agreement is in effect. The International unions, local unions, contractor associations and contractors pledge themselves to take all steps including disciplinary actions where appropriate, to secure full and continued compliance with this article.' "

Styles continued, "Your prompt action in requiring your union to honor your solemn binding obligation expressed in the Project Stabilization Agreement is requested. According to the statistics of the President's Missile Sites Labor Commission, there have been 57 work stoppages at this site since December 1, 1962, when the Project Stabilization agreement went into effect.

"This situation requires your personal attention since local officials of your union seem unable to secure compliance with your no-strike agreement."

Styles heads the Labor Relations Office in NASA Headquarters under the Deputy Associate Administrator for Industry Affairs. He is also chief of the Marshall Space Flight Center's Industrial Relations Office.

The Labor Relations chief's telegram went to:

C. J. Haggerty, president, Building and Construction Trades Department, AFL-CIO; W. Willard Wirtz, Secretary of Labor; Julius E. Kuczma, executive secretary, President's Missile Sites Labor Commission;

C. W. Sickles, president, International Association of Heat and Frost Insulators and Asbestos Workers; Russell K. Berg, president, International Brotherhood of Boilermakers, Iron Ship Builders, Blacksmiths, Forgers and Helpers; John J. Murphy, Bricklayers, Masons and Plasterers International Union of America; M. A. Hutcheson, United Brotherhood of Carpenters and Joiners of America; Gordon M. Freeman, International Brotherhood of Electrical Workers;

Hunter P. Wharton, International Union of Operating Engineers; John H. Lyons, Jr., International Association of Bridge, Structural and Ornamentatal Iron Workers; Joseph V. Moreschi, International Hod Carriers; Lloyd A. Mashburn, Wood, Wire and Metal Lathers International Union;

L. M. Raftery, Brotherhood of Painters, Decorators and Paperchangers of America; Edward J. Leonard, Operative Plasters and Cement Masons International Association of the United States and Canada; Edward Carlough, Sheet Metal Workers International Association; Peter T. Schoemann, United Association of Journeymen and Apprentices of the Plumbing and Pipe Fitting Industry of the United States and Canada; and Charles D. Aquadro, United Slate, Tile and Composition Roofers, Damp and Waterproof Workers Association .

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NEWS RELEASE

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION
Public Information Office, Cocoa Beach, Florida
Phones: SU 3-7781 & SU 3-7782

FOR RELEASE: IMMEDIATE
June 10, 1964

KSC-85-64

COCOA BEACH, Fla. - Merritt Island Security Patrol officers will soon begin a 40-hour training program that will include traffic prevention and an investigations study, and traffic law enforcement activities.

The comprehensive program will be put on by the Florida Highway Patrol. Lt. Randy Robinson, head of Brevard's Highway Patrol station in Melbourne, will be in charge.

The training program stems from a recent meeting between Colonel H. N. Kirkman, head of the Florida Highway Patrol, and Charles L. Buckley, Jr., KSC's Security Chief.

The Security Patrol recently finished an intensive training program on such security matters as badge pass and identification systems, training for emergency action, covering first aid, fire fighting and Civil Defense.

Also included in the program were report writing, jurisdiction authority and police powers relating to arrest, detention, and search and seizure, operations and use of vehicles, communications equipment, alarm systems and other special security protective equipment, as well as small arms weapons firing.

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NEWS RELEASE

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION
Public Information Office, Cocoa Beach, Florida
Phones: SU 3-7781 & SU 3-7782

FOR RELEASE: IMMEDIATE
June 10, 1964

KSC-86-64

CAPE KENNEDY, Fla. - Elmer A. Horton, chairman of the MSC Mercury Club, Cape Kennedy, recently presented 240 dollars to the Missileland Boosters Club of Cocoa, to help send the Cocoa High School's Missileland Band to the New York World's Fair. The donation will provide trip expenses for two band members.

Horton made the presentation to Stephen M. Benn, chairman of the Missileland Boosters Club and Jean Oswald, the club's secretary. The club was founded solely to raise funds for the band's world fair trip.

The Mercury Club consists of MSC and MSC contractor employees who meet once a month for recreation.

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NEWS RELEASE

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION
Public Information Office, Cocoa Beach, Florida
Phones: SU 3-7781 & SU 3-7782

FOR RELEASE: IMMEDIATE
June 10, 1964

KSC-87-64

CAPE KENNEDY, Fla. - Launch pad damage at Launch Complex 37 following the sixth Saturn (SA-6) flight May 28 was so minor, refurbishing crews had the area ready to receive another vehicle in six working days.

"Essentially, blast and fire damage to firing accessories was not too extensive," said Larry Hill, Chief of the Mechanical and Propulsion Systems Division's Launcher and Environmental Section of the John F. Kennedy Space Center, NASA.

Hill explained such launch pedestal equipment as short cable masts and lox and fuel masts have been replaced, and painting of scorched and bare areas has been completed.

Damage to pneumatic lines at the pad was not as extensive as in the past. Hill said Jerry de la Rosa, Chief of the Umbilical and Pneumatic Section, had used steel plates to shield them from the blast and fire on SA-6 launch.

There was also little damage to the flame deflector, due principally to a new concrete-type insulation coated on the deflector's surface for the first time.

Hill noted that pad damage at Complex 37, site of the SA-5 and SA-6 launches, has been far less than at neighboring Complex 34, where the first four Saturn I vehicles were fired.

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"The hole in the launch pedestal is larger at 37," he said. "This allows more exhaust to escape through it so the pressure doesn't build up as much as it did on 34."

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NEWS RELEASE

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION
Public Information Office, Cocoa Beach, Florida
Phones: SU 3-7781 & SU 3-7782

FOR RELEASE: IMMEDIATE
June 12, 1964

KSC-88-64

CAPE KENNEDY, Fla.--Walter F. Barney of the John F. Kennedy Space Center was among 45 Sloan Fellows who were awarded master of science degrees in industrial management Friday by the Massachusetts Institute of Technology.

Barney, who was Chief of KSC's program Coordination and Management Office when he began his year's study last June, has been with the National Aeronautics and Space Administration since 1960.

The Sloan Fellows, all with five to 15 years' experience in management, have been on leave from their companies and organizations for the MIT study at the Sloan School of Management. They were selected the study on the basis of past records and potential for future leadership.

During the year, Barney and the other Sloan Fellows met with top corporate executive in New York, government leaders in Washington and concluded their study with a two-week visit to European industrial centers.

The executive development program was begun at MIT in 1931 and became a major program in 1938 through the interest of Alfred P. Sloan, MIT alumnus and honorary chairman of the board of General Motors Corp.

Barney was one of four persons selected for the study from NASA.

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NEWS RELEASE

JOHN F. KENNEDY SPACE CENTER
NATIONAL AERONAUTICS AND SPACE ADMINISTRATION
Public Information Office, Cocoa Beach, Florida
Phones: SU 3-7781 & SU 3-7782

FOR RELEASE: IMMEDIATE
July 6, 1964

KSC-132-64

CAPE KENNEDY, Fla. - The altitude chamber used at Cape Kennedy during Project Mercury is being modified and moved to the Manned Spacecraft Operations and Checkout Building at the Merritt Island launch area for use in the Gemini Program.

The chamber will be used in preflight acceptance test operations of Gemini spacecraft by Manned Spacecraft Center-Florida Operations and personnel of McDonnell Aircraft Corporation. Flight configured spacecraft and fully suited astronauts will be inserted into the chamber and chamber pressures will be decreased to simulate space flight altitudes approximating 120,000 feet.

NASA announced that work on the altitude chamber, located in Hangar S, is expected to start recently and will be completed by mid-September. The first spacecraft to be tested in the modified altitude chamber will be Gemini Spacecraft 3, which will fly the first manned Gemini mission.

At first glance, the massive, 18-foot chamber resembles a huge pressure cooker with windows around its 11-foot diameter. In the air lock, which extends from the main chamber to form the "handle", a two-man team, intimately familiar with the spacecraft environmental control systems as well as the physiological aspects of manned spaceflight, is stationed in simulated altitude conditions of 8,000 feet.

(MORE)

The design of the main chamber allows for ascent from sea-level pressures to simulated altitudes of 120,000 feet in 45 minutes. However, the chamber can be repressurized to an altitude of 25,000 feet in 30 seconds in the event of a malfunction or emergency. At the same time, the pressure in the air lock can be decreased to 25,000 feet so the observers can enter the main chamber to assist the astronaut or to check the spacecraft.

In addition to other environmental control systems tests, the Mercury spacecraft and the suited astronauts spent approximately four and one half hours (three orbits) in the chamber, simulating actual mission profiles. For the MA-9 mission, Astronaut Gordon Cooper and his spacecraft were in the chamber for approximately 11 hours to meet testing requirements for the longer orbital flight.

Major modifications to the chamber include elongating the chamber approximately 9 feet, doubling the size of the present pumping system, and adding a nitrogen cold trap system to prevent contamination of the pumps and an air-conditioning system to cool the chamber during extensive preflight checkout of spacecraft.

Time spent in checkout and testing of Gemini spacecraft in the altitude chamber will be extensively increased over previous Mercury missions due to increased sophistication of the Gemini environmental control system. However, philosophies similar to those proven on the Mercury program will be used during Gemini tests.

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DIR. - DR. DEBUS

NEWS RELEASE

JOHN F. KENNEDY SPACE CENTER
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Public Information Office, Cocoa Beach, Florida
Phones: SU 3-7781 & SU 3-7782

FOR RELEASE: IMMEDIATE
July 6, 1964

KSC-133-64

CAPE KENNEDY, Fla. - The Launch Escape System for the Apollo Spacecraft BP-15 became the first system to undergo tests and checkout on NASA's new Merritt Island complex.

The Launch Escape System, (LES), whose solid propellant motor develops approximately 155,000 lbs. of thrust, has been undergoing tests in the new Ordnance Storage Building on Merritt Island. The 33-foot-long LES provides for astronaut safety by lifting the Apollo command module away from the launch vehicle in the event of an emergency abort operation.

"Buildup of the LES marks several firsts," said Ed Timmons, Manned Spacecraft Center-Florida Operation's Ordnance Engineer, "It will be the first firing of the Launch Escape Motor in the Apollo series of flights at Cape Kennedy, the first system checkout at Merritt Island, and the first unit to be checked out in the new Merritt Island industrial area.

On the Apollo-Saturn SA-7 flight, the LES will be jettisoned in a test of the escape motor. Ninty miles down range at an altitude of 50 miles the escape motor will be fired causing LES separation from the Apollo boilerplate command module.

The LES is scheduled to be moved from the Ordnance Storage Building, Merritt Island, and held in readiness at Cape Kennedy for eventual installation on top of the BP-15 command module of the SA-7 flight vehicle.

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NEWS RELEASE

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Public Information Office, Cocoa Beach, Florida
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FOR RELEASE: IMMEDIATE
July 15, 1964

KSC-112-64

CAPE KENNEDY, Fla. - The Merritt Island spaceport area near Cape Kennedy may contain 30 to 40 historical Indian sites, according to a University of Florida archeology expert.

Dr. Charles Fairbanks, of the University, made the estimate to a group of officials of the John F. Kennedy Space Center, NASA, at a meeting last week.

"We know the area just north of Launch Complex 39 and east of Titusville has a number of important sites," Dr. Fairbanks said. "But, as you know, this country is awfully wild, and it's been difficult to locate these areas." He said Indian pottery had been found in several places in this general region.

Dr. Fairbanks briefed the NASA officials on the history of the Cape area. He said it was possible Indians inhabited this portion of the Florida East Coast as far back as 2,000 BC.

He explained that the Indians had little if any agriculture and lived off game and shellfish. Land terrapins, or gophers, were eaten the year around.

"The Cape served as sort of a boundary line for the Indians," the professor said. "From here north were the Tomulkqua Indians, and from here south were the Ais Indians. They were impoverished and wild tribes."

He noted that they buried their dead in sand mounds, and that there were some "pretty elaborate burial sites" on the north end of Merritt Island.

(MORE)

After the Spanish came to Florida in the 16th century, Dr. Fairbanks explained, many Indians were killed in fights, and died from measles, smallpox and other diseases.

Then in the 1700's, English plantation owners came into Florida looking for laborers, and pretty well depleted the Indian population.

It was about this time, 1715, that a Spanish fleet of treasure ships sank in a hurricane somewhere off the coast of the Cape, Dr. Fairbanks said. Florida Anthropological Society members believe they have uncovered a part of the wreck site in an area north of the Cape.

The professor said Seminole Indians came into Florida shortly after this time, but did not settle in this area, migrating down into the Everglades.

KSC is considering taking protective measures where possible to preserve the historical sites on Merritt Island.

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2A1#12 Dr. Debus

NEWS RELEASE

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION
Public Information Office, Cocoa Beach, Florida
Phones: SU 3-7781 & SU 3-7782

FOR RELEASE: IMMEDIATE
August 14, 1964

KSC-134-64

CAPE KENNEDY, Fla. - Two Project Apollo spacecraft test vehicles arrived at the John F. Kennedy Space Center, NASA at Cape Kennedy yesterday. They will be launched into orbit with the meteroid investigation satellite, Pegasus, late this year and early 1965.

The Apollo vehicles, called boilerplates, are engineering test models resembling the spacecraft command module which will carry American astronauts to the moon.

The service module, which will be mated with the command module test vehicle, were shipped to the NASA Marshall Space Flight Center, Huntsville, Ala., earlier this year to be equipped with aluminum coated mylar wing-like panels 96 feet long and 14 feet wide. The Pegasus panels will unfold after the spacecraft is launched into orbit by a Saturn I vehicle and meteroid penetration will be transmitted to earth.

The Apollo boilerplates were shipped to Cape Kennedy from North American Aviation's Space and Information Systems Division at Downey, California aboard a modified four-engine Strato-cruiser called the Pregnant Guppy. Test launch escape systems for the two command modules were shipped by truck.

Officials at the NASA Manned Spacecraft Center in Houston said manufacturing operations were accelerated to enable both boilerplate spacecraft to be shipped at the same time.

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NEWS RELEASE

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION
Public Information Office, Cocoa Beach, Florida
Phones: SU 3-7781 & SU 3-7782

FOR RELEASE: IMMEDIATE
August 16, 1964

METEOROID SATELLITE IS NAMED "PEGASUS" BY SPACE AGENCY

The name "Pegasus" has been chosen by the National Aeronautics and Space Administration for a new satellite which will investigate the hazard of meteoroids in space.

The satellites are within the programs of NASA's Office of Advanced Research and Technology. Three of them are being built by Fairchild-Stratos Corp., Hagerstown, Md.

"Pegasus" gets its name from the flying horse of mythology. The satellite has a wing-like panel 96 feet long and 14 feet wide. Pegasus will sweep through space hundreds of miles above Earth and transmit to Earth the penetration of meteoroids on its panels.

For launch aboard a Saturn I rocket the satellite panels will be folded. Once in orbit, the panels will spread. If successful, Pegasus will be among the largest objects in orbit.

Field management of the project is by NASA's Marshall Space Flight Center, Huntsville, Ala.

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NEWS RELEASE

JOHN F. KENNEDY SPACE CENTER
NATIONAL AERONAUTICS AND SPACE ADMINISTRATION
Public Information Office, Cocoa Beach, Florida
Phone: SU 3-7781

FOR RELEASE: November 12, 1964

KSC-195-64

CAPE KENNEDY, Fla.--Results from studies of rocket engine noise damage possibilities indicate Brevard residents will have nothing to fear for years to come.

The study was performed under contract to the National Aeronautics and Space Administration's Kennedy Space Center by the Martin Company's Denver Division last summer.

The most significant finding was that communities neighboring the Spaceport will suffer no noise damage from present launch vehicles, the Saturn V moon rockets, or the generation of giant boosters still on the drawing boards.

Sound levels of the Saturn I vehicles now launched at Cape Kennedy have been measured as far away as the Cocoa-Titusville airport, and have registered between 90 and 100 decibels, or about the same level as a large truck passing by within 20 feet.

Dr. Peter Ricca of KSC's Safety Office, said 120 decibels was the normal acceptable safety level. Saturn V is expected to create levels up to 110 decibels, or about the same loudness as a chipping hammer, and slightly less noisy than the sonic boom of a jet.

"Let me emphasize this 120 figure is a conservative one," Dr. Ricca said. "For instance it would take a minimum of 130 decibels and probably more to

-MORE-

crack windows, so there's plenty of margin."

During the Martin studies a large sinusoidal siren, simulating a Saturn rocket was cranket up to 145 decibels levels and no window breakage resulted.

"We're in good shape acoustically," Dr. Ricca said. "The studies say we can go a long way in space without broadening our present buffer zones. There will be no damage to property anywhere in Brevard resulting from rocket noises."

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NEWS RELEASE

JOHN F. KENNEDY SPACE CENTER
NATIONAL AERONAUTICS AND SPACE ADMINISTRATION
Public Information Office, Cocoa Beach, Florida
Phone: SU 3-7781

FOR RELEASE: November 12, 1964

KSC- 196-64

CAPE KENNEDY, Fla.--Nationally known artist Theodore Hancock of New York, who rode the Saturn barge Promise from Huntsville to the Cape to capture on canvas the highlights of the journey, is at the Kennedy Space Center this week producing more paintings of the Spaceport under the NASA cooperative artist program.

"One runs out of adjectives when describing the facilities here," Hancock said Friday. "I try to work as much as I can on site, to capture everything in its truest perspective."

A photograph records facts, Hancock believes, while a painting records "the feeling of what it was like to be there" at the time. To him, it has a historical significance.

"Just think what it would be like if someone had a drawing of Columbus getting aboard the Santa Maria," Hancock said. "Someday perhaps, people will look on the art work I'm doing in that respect."

The service structures at NASA launch complexes, make definite impressions on Hancock. "I didn't know a tangle of steel could move a person so much. It has tension and excitement rising from the ground."

Of the Mariner launch he witnessed last week, he said, "In the actual moment of truth when the bird is hovering over the pad, there is a strong emotional quality. There is power here at the Space Center, and I plan to convey that in my paintings."

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Hancock specializes in water colors, and his work is included in the permanent collections of the Boston Museum of Fine Arts, and the Museums of San Diego and Atlanta, among other places.

He was particularly impressed with his two-week barge trip from Huntsville, with the SA-9 Saturn vehicle.

"The incongruity of the rocket beginning its journey to space on one of man's oldest modes of travel, the barge, was a fascinating experience," the artist said.

Many of his paintings of the trip, and his impressions of the sites at the Spaceport were exhibited earlier this week on Merritt Island.

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NEWS RELEASE

JOHN F. KENNEDY SPACE CENTER
NATIONAL AERONAUTICS AND SPACE ADMINISTRATION
Public Information Office, Cocoa Beach, Florida
Phone: SU 3-7781

FOR RELEASE: November 12, 1964

KSC-197-64

MERRITT ISLAND, Fla.--A Spaceport construction worker will have a special interest in next week's heavyweight championship boxing match between Cassius Clay and Sonny Liston.

He fought them both.

The construction worker is Willie Besmanoff who is accustomed to people walking up to him and asking, "Haven't I seen you someplace before?"

Willie always breaks into a smile at the queries, and tells them it's quite possible since he was a high-ranking heavy-weight prize fighter for nearly 10 years, and fought on national television a number of times during his career.

The 32-year-old Besmanoff, a beefy 240-pounder today, drives a straddle buggy in the Vertical Assembly Building construction area for the American Bridge Company, a division of U.S. Steel. American Bridge has the contract for the erection of the VAB's steel framework.

Willie fought all the big names in the business and whipped most of them, running up an overall record of 88 wins, 27 losses and five draws in 120 fights.

"I think my toughest bout of all," he said last week while taking a short break from his work, "was with Archie Moore. I fought him twice, and he was a smart old man. He knew what he was doing every minute. He also hit me the hardest of anyone."

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"I had Moore beat in our second fight, in Indianapolis. I was ahead on points in the 10th round, but I got careless and he broke my nose and the referee stopped it with only 30 seconds to go. I guess that was my toughest break in boxing."

Besmanoff says Liston should win next week's rematch because he is stronger.

"I was ahead of Liston on points when I fought him, but we butted heads in the seventh round, and he opened a gash across my forehead that took 16 stitches to close," Willie recalled. "They gave Sonny the fight on a TKO."

About Clay, Besmanoff said he was fast, but couldn't hurt with his punches. "I fought him in my last professional fight in November 1961," Willie said. "I was way out of shape and he got several chances to tag me good, but he couldn't hurt me."

Willie is most proud of his phenomenal record of never having been knocked out in the ring. He lost on TKOs six times due to cuts, but never was he counted out on the canvas.

"It didn't matter if I won or lost, I always tried to give the people a good fight, and they liked me for that. I enjoyed every minute of my fighting career. It taught me self-respect. When that bell rings, everyone leaves your corner. You're all alone out there."

His most memorable moment in the ring came in his native Germany the night he knocked out Alex Buxton of England for the European light heavyweight championship. The referee stepped in just as Willie was bringing up a haymaker, and he knocked both the ref and Buxton cold with the same punch, as 22,000 fans went wild.

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Today, Willie enjoys working at the Spaceport. He lives in Titusville with his wife, Mildred, and their two young daughters, Barbara Lou and Carol Lee.

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