IF.5 #12

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NASA News

National Aeronautics and
Space Administration

John F. Kennedy Space Center
Kennedy Space Center, Florida 32899
AC 407 867-2468

Sarah Keegan
Headquarters, Washington, D.C.
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For Release:
September 14, 1989

RELEASE: 89-143

FIRST GROUP OF PROSPECTIVE ASTRONAUTS TO ARRIVE AT JSC

The first of several groups of prospective astronauts will arrive at the Johnson Space Center, Houston, on Monday, September 18, to begin a week of orientation, interviews and medical evaluations.

Approximately 100 of the nearly 2500 total applicants are expected to be interviewed here over the next several weeks for an opportunity to be among the final 15 to 20 who will be named as astronaut candidates in January 1990.

The first group of 20 will consist of Paul J. Bertsch, Johnson Space Center, Houston; Jay C. Buckey, M.D., Dallas, Texas; Leroy Chiao, Ph.D., Danville, Calif.; Michael R. Clifford (Maj., USA), Seabrook, Texas; David B. Cripps (Maj., USA), Edwards, Calif.; Steven R. Hamel (Lcdr, USN), Ft. Washington, Md; Bernard A. Harris, Jr., M.D., Johnson Space Center; David E. Hollowell, Ph.D., Los Alamos, N.Mexico; James A. Jones (Lcdr, USN) Virginia Beach, Va.; Michael E. Lopez-Alegria (Lt.,USN), Waldorf, Md.; Ellen Ochoa, Ph.D., Ames Research Center, Mountain View, Calif.; Thomas P. Phelan (Lt., USN), Hollywood, Md.; Kent V. Rominger (Lt., USN), California, Md.; James C. Seat (Maj., USAF), Edwards, Calif.; Mark D. Shackelford (Maj., USAF), Edwards, Calif.; Richard A. Stevens (Maj. USAF), Edwards, Calif.; Keith A. Taylor, Sc.D., Copley, Pa.; Donald A. Thomas, Ph.D., Johnson Space Center; Carl E. Walz (Capt., USAF), Henderson, Nev.; and Dorothy J. Zukor, Ph.D., NASA Headquarters, Washington, D.C.

Astronaut selections are conducted on a bi-annual basis. The number of candidates selected every two years will vary based on flight rate, program requirements and attrition.

-end-

IF.5 #12

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AC 407 867-2468

For Release:

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September 18, 1989

Mary Ann Peto
Lewis Research Center, Cleveland
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Lisa Malone
Kennedy Space Center, Fla.
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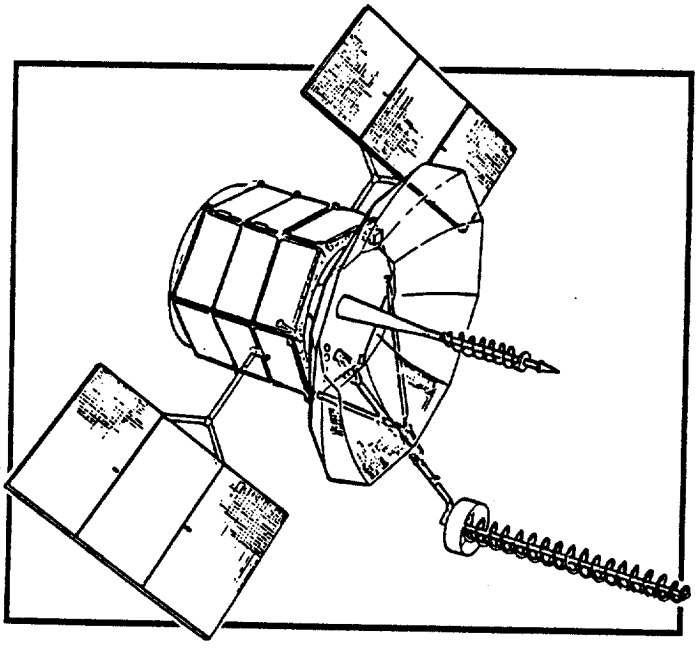
1st Lt. John Kennedy
Air Force Space Systems Division, Los Angeles
(Phone: 213/643-0254)

Jack Isabel
General Dynamics, San Diego, Calif.
(Phone: 619/547-9000)

RELEASE: 89-145



FLTSATCOM-8

NASA TO LAUNCH NAVY COMMUNICATIONS SATELLITE

Agency officials today announced a target date of no earlier than September 22 for the 68th and final launch of a NASA Atlas/Centaur vehicle. Atlas/Centaur-68 is scheduled to place the last in a series of Navy FLTSATCOM communications spacecraft into a geosynchronous Earth orbit. Launch will take place from Complex 36B, Cape Canaveral Air Force Station, Fla. The 30-minute launch window opens at 4:15 a.m., EDT.

This final chapter in NASA's Atlas/Centaur history has roots dating back to May 1962, when the first launch took place. Since then, the program has earned its place in history with missions such as Ranger and Surveyor probes to the Moon; Mariner flights to Mars, Venus and Mercury; and several series of communications satellite launches including FLTSATCOM, Intelsat and Comstar.

FLTSATCOM satellites -- five have been sucessfully placed into orbit -- are the spaceborne portion of a worldwide Navy, Air Force and Department of Defense system to enable communications between naval aircraft, ships, submarines, ground stations, Strategic Air Command elements and Presidential Command Network.

The FLTSATCOM program is managed by the Space and Naval Warfare Systems Command. The Air Force Space Systems Division, Los Angeles, is responsible for production, launch vehicle/spacecraft integration and tracking and data acquisition. FLTSATCOM spacecraft are built in Redondo Beach, Calif., by the Defense and Space Systems Group of TRW, Inc.

Atlas/Centaur is built for NASA by General Dynamics Space Systems Division, San Diego, Calif. General Dynamics, under an agreement signed with NASA in 1988, has assumed operation and control of Launch Complex 36 and in the future, will provide commercial Atlas launch transportation services for both the Government and the private sector from that site. With NASA oversight, General Dynamics will serve in the capacity of Launch Director for the upcoming mission.

- end -

PRESS KIT

ATLAS/CENTAUR-68, FLTSATCOM F-8 LAUNCH

CONTENTS

ATLAS/CENTAUR LAUNCH VEHICLE

The Atlas/Centaur is NASA's standard launch vehicle for intermediate weight payloads. It is used to launch payloads into low-Earth orbit, geosynchronous-Earth orbit and on interplanetary trajectories.

Centaur was the nation's first high-energy, liquid hydrogen/liquid oxygen propelled rocket. Developed and launched under the direction of NASA's Lewis Research Center, Cleveland, it became operational in 1966 with the launch of Surveyor 1, the first U.S. spacecraft to soft-land on the lunar surface.

Since that time, both the Atlas booster and Centaur second stage have undergone many improvements. At present, the vehicle combination can place 13,500 pounds in low-Earth orbit, 5,100 pounds in a synchronous transfer orbit and 2,180 pounds on an interplanetary trajectory.

The Atlas/Centaur, approximately 137 feet high, consists of an Atlas SLV-3G booster and Centaur D-1AR second stage. The Atlas booster develops 438,922 pounds of thrust at liftoff using two 188,750 thrust booster engines, one 60,500 pound thrust sustainer engine and two vernier engines developing 461 pounds thrust each. The two RL-10 engines on Centaur produce a total of 33,000 pounds of thrust. Both the Atlas and Centaur are 10-feet in diameter.

Until early 1974, Centaur was used exclusively in combination with the Atlas booster. It was subsequently used with a Titan III booster to launch heavier payloads into Earth orbit and interplanetary trajectories.

The Atlas and the Centaur vehicles have been updated over the years. Thrust of the Atlas engines has been increased about 50,000 pounds since their first use in the space program in the early 1960's.

The Centaur D-1AR has an integrated electronic system that performs a major role in checking itself and other vehicle systems before launch and also maintains control of major events after liftoff. The new Centaur system handles navigation and guidance tasks, controls, pressurization and venting, propellant management, telemetry formats and transmission and initiates vehicle events. Most operational needs can be met by changing the computer software.

- more -

ATLAS/CENTAUR-68 LAUNCH VEHICLE CHARACTERISTICS

A/C-68 liftoff weight including spacecraft is 360,917 pounds. Liftoff height is 137 feet. Launch Complex 36 (Pad B) is used for the launch operation.

	ATLAS BOOSTER	CENTAUR STAGE
Fueled Weight	320,701 lbs.	38,824 lbs.
Height:	76 feet	61 feet with payload fairing
Thrust:	438,922 lbs at sea level	33,000 lbs in vacuum
Propellants:	Liquid oxygen and RP-1	Liquid oxygen/ liquid hydrogen
Propulsion:	MA-5 system two 188,750 lb thrust booster engines, one 60,500 lb thrust sustainer engine, two 461 lb thrust vernier engines	Two 16,500 pound thrust RL-10 engines, 12 small hydrazine thrusters
Velocity:	6,584 mph at booster engine cutoff (BECO), 9,486 mph at sustainer engine cutoff (SECO)	22,513 mph at spacecraft separation
Guidance:	Preprogrammed profile through BECO. Switch to inertial guidance for sustainer phase	Inertial guidance

FLEET SATELLITE COMMUNICATIONS SYSTEM

The Fleet Satellite Communications System, managed by the U.S. Navy, provides near global satellite communications for high priority requirements of the Navy, Air Force and other Department of Defense communications needs.

Five satellites presently comprise the FLTSATCOM constellation. Two satellites in the planned eight-satellite series were lost -- the Flight 4 spacecraft was damaged during launch in 1981 and did not operate and the Flight 6 spacecraft and launch vehicle were destroyed by an apparent lightning strike during launch in 1987.

Each FLTSATCOM spacecraft has 23 communications channels in the ultra-high and super-high frequency bands. Ten of the channels are used by the Navy for worldwide communications among its land, sea and air forces. Twelve of the channels are used by the Air Force as part of the Air Force Satellite Communications System for command and control nuclear capable forces. A 500 kilohertz channel on the satellite is allotted to National Command Authority.

The ground segment of the fleet satellite system consists of links among designated and mobile users, including most U.S. Navy ships and selected Air Force and Navy aircraft, submarines, global ground stations and presidential command networks. These terminals are being managed and acquired by the individual services.

FLTSATCOM FLIGHT-8 CHARACTERISTICS (A/C-68)

WEIGHT: The final FLTSATCOM spacecraft (designated Flight-8) along with its apogee kick motor, with solid propellant, weighs approximately 5,100 pounds going into transfer orbit.

SIZE: The Flight-8 spacecraft body is 8 feet in diameter and 22.8 feet high. Main parabolic antenna is 16 feet in diameter with an 80-inch solid center surrounded by a wire mesh screen. Once in orbit, the folded screen is deployed by ground command. A 13.5 foot helical receive antenna, 13-inches in diameter at the base, is mounted outside the edge of the transmit antenna dish. The receive antenna also is folded within the Centaur fairing during launch and deployed by separate ground commands.

POWER: Primary electrical power for the Flight-8 spacecraft is provided by two deployable solar array paddles which supply approximately 1,200 watts of power. In addition, three nickel-cadmium batteries, each having 24-sealed, 34-amp-hour cells, provide power during eclipse operations.

DESIGN LIFE: 5 years

ORBIT: The satellites are three-axis stabilized in geosynchronous orbit, 22,250 nautical miles above the Earth's equator.

MAJOR CONTRACTOR: TRW Space and Defense Systems Group, Redondo Beach, Calif.

ATLAS/CENTAUR-68 LAUNCH VEHICLE PREPARATIONS

Kennedy Space Center is responsible for pre-launch processing and testing of the Atlas Centaur-68 vehicle. Most of this activity occurred at Launch Complex 36 on the Cape Canaveral Air Force Station (CCAFS).

The launch of AC-68 originally was planned for 1987, but was postponed after a leak was discovered during a terminal countdown demonstration test in June of that year. The leak, near the Centaur number one engine gimbal assembly, resulted in a decision to demate the Centaur stage.

During the disassembly process, a workstand was dislodged, fell and struck the Centaur liquid hydrogen tank, causing the rupture and loss of the tank. An investigation board concluded that the tank was ruptured when a leg of the falling workstand penetrated the tank skin.

A new Centaur stage had to be fabricated and both the Atlas booster and Centaur upper stage were shipped back to the General Dynamics plant in San Diego.

The current Atlas/Centaur vehicle arrived by C5A transport plane at the Skid Strip on CCAFS on May 24. The Atlas first stage was erected in the gantry of Pad B on Launch Complex 36 on June 6 and the interstage adapter was attached the next day. The Centaur stage was hoisted into the gantry and mated to the Atlas stage on June 8. The vehicle was powered up for integrated testing on June 20.

A terminal countdown demonstration, which includes loading the vehicle with propellants, was conducted Aug. 22. This test served as a launch team certification and is designed to simulate as closely as possible all pre-liftoff events on launch day, including the loading of propellants.

A flight events demonstration, an electrical test which simulates post-liftoff events and exercises all components aboard the vehicle used during powered flight, was conducted on Sept. 7.

All launch vehicle and pad operations during the countdown are conducted from the blockhouse at Complex 36 by a joint NASA-General Dynamics Space Systems launch team.

FLTSATCOM F-8 SATELLITE PRELAUNCH PROCESSING

The FLTSATCOM F-8 spacecraft was shipped from the TRW plant in Redondo Beach, Calif., and arrived at Hangar AM on Cape Canaveral Air Force Station on July 31.

The satellite was removed from its environmentally controlled storage canister and testing was resumed. The systems tests were completed on Aug. 11.

The satellite was transported to the Explosive Safe Area (ESA-60) on Aug. 21. The apogee kick motor, the solid propellant rocket used to circularize the orbit at geosynchronous altitude, was installed on Aug. 21 and 22 at this facility.

Encapsulation of the spacecraft in the nose fairing, which protects the spacecraft during the portion of flight within the Earth's atmosphere, was accomplished on Sept. 11.

The satellite was scheduled to be transferred to Pad B at Launch Complex 36 on Sept. 12, where it was hoisted into position atop the Atlas Centaur rocket. A composite electrical readiness test was completed on Sept. 14, to demonstrate the operation of all airborne electrical systems and components used in-flight.

Spacecraft prelaunch processing, testing and launch vehicle integration are managed and conducted by a joint Air Force/TRW test team at CCAFS.

DOWNRANGE LAUNCH SUPPORT

Launch vehicle telemetry and data will be established through the NASA Spaceflight Tracking and Data Network and the Air Force Eastern Test Range. Initial launch coverage will come from the Merritt Island Launch Area station located at Kennedy Space Center and the USAF's Tel-4 station located on south KSC, followed by the NASA station on Bermuda. As the vehicle moves downrange, tracking support will be provided by other NASA stations at Ascension Island and Canberra, Australia.

The Eastern Test Range also will supply telemetry and data from its stations at Tel-4, Jupiter Inlet, Fla., and from its downrange tracking station on the island of Antigua. A pair of Advanced Range Instrumentation Aircraft stationed over the Atlantic Ocean between Ascension Island and Africa will cover the time interval of the second main engine burn on the Centaur stage and the subsequent spacecraft separation.

NASA and Department of Defense radars will provide downrange trajectory information to range safety personnel and computers. The radars are located at Cape Canaveral, Tel-4 Patrick Air Force Base, Jupiter Inlet, Bermuda and Antigua.

- more -

FLIGHT EVENTS SEQUENCE: ATLAS/CENTAUR-68, FLTSATCOM F-8

EVENT	TIME AFTER LIFTOFF	ALTITUDE (miles)	DISTANCE DOWNRANGE (miles)	SPEED (mph)
Liftoff	T-0			
Atlas Booster Engine Cutoff	2 min 35 sec	37	55	5,703
Jettison Atlas Booster Engine	2 min 38 sec	39	60	5,704
Jettison Centaur Insulation Panels	3 min 0 sec	51	93	6,124
Jettison Nose Fairing	3 min 43 sec	71	169	7,055
Atlas Sustainer/ Vernier Engines Cutoff	4 min 30 sec	89	266	8,466
Atlas/Centaur Separation	4 min 32 sec	89	271	8,469
First Centaur Main Engines Start	4 min 43 sec	97	295	8,441
Centaur Main Engines Cutoff	9 min 55 sec	102	1,294	16,652
Second Centaur Main Engines Start	23 min 56 sec	101	5,013	16,686
Second Centaur Main Engines Cutoff	25 min 32 sec	110	5,600	22,013
Centaur/Payload Separation	27 min 47 sec	179	6,391	21,791

(These numbers may vary, depending on exact launch date, launch time and spacecraft weight)

GENERAL DYNAMICS/LAUNCH COMPLEX 36: A NEW ERA

General Dynamics, under an agreement signed with NASA in 1988, has assumed operation and control of Launch Complex 36, CCAFS. Following the upcoming Atlas/Centaur-68 mission, the company plans to provide commercial Atlas launch services from that site for both NASA and private customers.

General Dynamics' first commercial launch of its Atlas I vehicle is scheduled for 1990 with a launch rate capability of four launches per year from Complex 36B. The Atlas I configuration accommodates an 11-foot-diameter as well as a 14-foot-diameter fairing enabling the vehicle to perform a broader range of missions. General Dynamics also is developing a commercial derivative of its military Atlas II vehicle. The commercial configuration is called Atlas IIA, which will offer 25 percent higher performance than Atlas I. Atlas II class vehicles begin launch operations in 1992.

To date, General Dynamics has contracted for commercial launch services with four users. A EUTELSAT II spacecraft is scheduled for a 1990 launch with options for two additional launches. NASA, on behalf of the National Oceanic and Atmospheric Administration, has contracted for commercial launch services for up to five Geostationary Operational Environmental Satellites (GOES). The first GOES launch is scheduled for 1990. In addition, NASA has awarded the 1990 launch of its Combined Release and Radiation Effects Satellite to General Dynamics for a commercial Atlas launch.

General Dynamics also is under contract from Hughes to launch 10 of the new generation UHF Follow-On communications satellites, and Intelsat has contracted for two launches on Atlas IIAs.

PREVIOUS ATLAS CENTAUR VEHICLE FLIGHTS

PROGRAM INITIATION DATE: 1958 FIRST FLIGHT: May 8, 1962
LAUNCHES TO DATE: 67 LAUNCH VEHICLE SUCCESSES: 57

LAST 20 FLIGHTS

LAUNCH DATE	LAUNCH VEHICLE	SPACECRAFT	FINAL PAYLOAD ORBIT ACHIEVED	S/F*
AUG 8,1978	AC-51	PIONEER VENUS-2	HELIO	S
NOV 13,1978	AC-52	HEAO B	LEO	S
MAY 4, 1979	AC-47	FLTSATCOM-2	GSO	S
SEP 20, 1979	AC-53	HEAO 3	LEO	S
JAN 17, 1980	AC-49	FLTSATCOM-3	GSO	S
OCT 30, 1980	AC-57	FLTSATCOM-4	GSO	S
DEC 6, 1980	AC-54	INTELSAT V	GSO	S
FEB 21, 1981	AC-42	COMSTAR D-4	GSO	S
MAY 23, 1981	AC-56	INTELSAT V	GSO	S
AUG 6, 1981	AC-59	FLTSATCOM-5	GSO	F
DEC 15, 1981	AC-55	INTELSAT V	GSO	S
MAR 4, 1982	AC-58	INTELSAT V	GSO	S
SEP 28, 1982	AC-60	INTELSAT V	GSO	S
MAY 19, 1983	AC-61	INTELSAT V	GSO	S
JUN 9, 1984	AC-62	INTELSAT V		F
MAR 22, 1985	AC-63	INTELSAT VA	GSO	S
JUN 29, 1985	AC-64	INTELSAT VA	GSO	S
SEP 28, 1985	AC-65	INTELSAT VA	GSO	S
DEC 4, 1986	AC-66	FLTSATCOM-7	GSO	S
MAR 26, 1987	AC-67	FLTSATCOM-6		F

(S/Successful F/Failure)*

ATLAS/CENTAUR-68, FLTSATCOM F-8 LAUNCH TEAM

NASA Headquarters		
	J.B. Mahon	Deputy Associate Administrator for Space Flight (Flight Systems)
	C.R. Gunn	Director of Unmanned Launch Vehicles and Upper Stages
	J.P. Castellano	Chief, Intermediate and Large Launch Vehicles
Kennedy Space Center		
	Gen. F.S. McCartney,	Director
	John T. Conway	Director, Payload Management and Operations
	James L. Womack	Director, Expendable Vehicle Operations
	James E. Weir	Chief, Payload Support Management Branch
	S. M. Francois	Chief, Launch Operations Division
	David C. Bragdon	Spacecraft Coordinator
Lewis Research Center		
	Dr. J.M. Klineberg	Director
	V.J. Weyers	Director of Space Flight System
	S.V. Szabo	Director of Engineering
	J.W. Gibb	Manager, Launch Vehicle Project Office
	R.E. Orzechowski	FLTSATCOM Mission Manager
	E. Procasky	A/C-68 Chief Engineer
FLTSATCOM		
	Col. S.P. Purdy	FLTSATCOM Program Director
	Cmdr. J.O. Hall	Asst. Dep. Director for FLTSATCOM
	Capt. B.J. Sapp	FLTSATCOM Program Manager
	Capt. T.R. Newman	FLTSATCOM Launch Operations Manager
General Dynamics		
	D.R. Dunbar	GDCLS/Atlas/Centaur Vice President and Technical Director
	B.J. Sherwood	GDCLS/Program Manager FLTSATCOM
	F.E. Watkins	GDSS-CCAFS Director Base Operations
	S.K. Baker	GDSS-CCAFS Engr. Managerm Atlas I/II Launch Operations
	R.J. Moberly	GDSS/Atlas/Centaur Program Manager
	W.F. Sauer	GDSS/A/C-68 Chief Engineer
TRW		
	B. Beckham	Program Manager FLTSATCOM
	F. Wohrman	Launch Operations Director

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For Release:

Karl Kristofferson

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June 16,1989

KSC Release No. 51-89

MERRITT ISLAND CONSTRUCTION FIRM AWARDED KSC CONTRACT

KENNEDY SPACE CENTER, Fla. -- The Military Construction Corp. of Merritt Island, Fla. has been awarded a $171,700 contract for site preparation and fencing for KSC's planned Child Care Facility, to be constructed at a later date.

Under the fixed-price contract, the small business firm will provide communications cabling, primary power, and water and sewer connections at the construction site located at 5th Street across from the General Services Administration auction lot. The firm will also move Security Gate 2A 400 feet east from its present location so that unbadged personnel can have access to the new building.

Work is scheduled to be completed 75 days after the firm receives notification to begin.

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I.F. 6 NOAA

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John F. Kennedy Space Center
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For Release:

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June 14, 1989

KSC Release No. 52-89

NOTE TO EDITORS:

KENNEDY SPACE CENTER TO CELEBRATE APOLLO 11 20TH ANNIVERSARY

The Apollo 11 crew that achieved mankind's first lunar landing will return to Kennedy Space Center July 16 to commemorate the 20th anniversary of that historic mission.

At 9:15 a.m. Neil Armstrong, Buzz Aldrin, and Mike Collins will join KSC employees, retirees, and their families in remembering the moment when the powerful Saturn V roared upward to America's rendezvous with history. The original countdown to the 9:32 a.m. launch time will be replayed during a ceremony at the Saturn V display adjacent to the Vehicle Assembly Building (VAB).

Armstrong, Aldrin, and Collins will be accompanied by Rear Adm. Richard H. Truly, recently nominated as NASA administrator, and J.R. Thompson, tapped as NASA deputy administrator. Center Director Forrest S. McCartney will welcome them to KSC for the launch anniversary, part of a day-long Open House for employees, retirees, and their families.

News media must have special badging to cover the morning ceremony or other KSC Open House activities noted below. Requests for badges must be received by the NASA/KSC newsroom by noon on July 13.

The special badges can be picked up from 7 a.m. to 1 p.m. July 16 at the Gate 2 press badging facility on State Road 3 on the south end of KSC. Credentials will not be issued at the newsroom at Launch Complex 39.

The newsroom will be open 7 a.m. to 5 p.m. on July 16. Due to the Apollo crew's heavy schedule, there will be no opportunity for individual photographs or interviews.

(more)

Throughout the day, KSC employees, retirees, and their families are invited to an Open House. The KSC gates will open to badged personnel and their families at 7 a.m..

Facilities on the Open House tour will open at 8 a.m. The gates will close to incoming traffic at 3 p.m., and the facilities will close at 4 p.m. This family Open House is a special event for KSC workers and is not open to the general public.

News media wishing to cover the Open House activities should coordinate their visit with the News Center. News coverage will be staged from the News Center. Escorts will be required for any visits to facilities. Media personnel should note that their badging will not admit family members.

Other activities on KSC that day include the launch of a model Saturn V rocket at the Press Site. The launch, sponsored by model rocket enthusiasts, will take place at 11 a.m. near the countdown clock.

While the KSC Open House continues, Brevard County will join in the celebration of the historic Launch Day. At about noon, the Apollo 11 crew and any other visiting astronauts will participate in a motorcade from KSC to Cocoa Beach via State Road 3, 520, and A1A. A luncheon will be held at 1 p.m. at the Howard Johnson Plaza Hotel.

That night, country artist Lee Greenwood will star in a special dusk to sunset show at Spaceport USA. Special passes are required for this free performance and are being distributed both in the community and to the KSC workforce. The luncheon and Lee Greenwood concert are part of county-wide "Spaceweek" activities sponsored by Brevard business and community groups.

The NASA audio-visual department will assist with media coverage of the Spaceport USA activities. Media needing hookups or other technical assistance should call 867-7819. Due to copyright laws, the Lee Greenwood show cannot be taped in its entirety, but can only be photographed or taped in brief segments to support news publications or broadcasts.

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NASA News

National Aeronautics and Space Administration

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Kennedy Space Center, Florida 32899
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Karl Kristofferson
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For Release:
June 16, 1989

Release: 54-89

CHILD CARE CENTER TO BE CONSTRUCTED AT KSC

The NASA/KSC Exchange Council has reached an agreement with Tutor Time International, Inc. of Salt Lake City, Utah, for design, construction, staffing and operation of a child day care center at KSC.

The one-story, 6,600-square-foot facility will be located outside of the security perimeter in the KSC Industrial Area -- on 5th Street adjacent to the GSA auction lot near Gate 2A, which will be moved 400 feet east of its present location. Funding for design, construction, furnishings and equipment will be provided by the company at an estimated cost of $400-$500 thousand. Construction will begin in the summer of 1989, and the facility should be operational by January 1990.

Tutor Time International, Inc., a professional care provider, also will staff and operate the facility, providing quality child care services for KSC employees. Initial planning provides for 25 professional staff members and 140 children, ranging from infants, toddlers (2-4 years old) and preschoolers (age 4 and over). Services will be provided Monday through Friday, from 6 a.m. until 6 p.m.

The establishment of a full-time child day care center at KSC is the result of an employee suggestion several years ago and a follow-up survey conducted last year by the center's Equal Opportunity Office (EO) that indicated a strong desire among employees for the service. The concept was supported and encouraged by the EO Office and the Federal Women's Program Working Group at KSC.

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Center Director Forrest McCartney subsequently appointed a panel to study the proposal and the NASA/KSC Exchange Council -- an employee organization that provides athletic, recreational and social services for all KSC employees -- was asked to search for a professional care provider that would be willing to finance, construct and operate its own facility on KSC property.

Tutor Time International's operation of the child care center will be monitored by a board comprised of representatives of KSC's EO Office, Personnel Office, Center Support Operations Directorate and the Engineering Development Directorate.

-end-

1F,6 NoH

NASA News

National Aeronautics and
Space Administration

John F. Kennedy Space Center
Kennedy Space Center, Florida 32899
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For Release:

JUN 1 3 1989

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Ames-Dryden Flight Research Facility, Edwards, Calif.
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EDITORS NOTE: STS-28 NEWS MEDIA ACCREDITATION

NASA is accepting accreditation requests for news media to cover the Space Shuttle Columbia mission (STS-28), currently targeted for launch in late July.

All news organizations wishing to send representatives to cover STS-28 must send a letter requesting accreditation for the mission. Previous requests for credentials do not apply to subsequent missions and new letters must be submitted.

Requests for credentials, launch through landing, should be submitted to:

NASA John F. Kennedy Space Center
PA-PIB/Accreditation
Kennedy Space Center, FL 32899

Please indicate the NASA location(s) from which you plan to cover the mission. Media planning to cover the landing only should submit their requests for accreditation to:

NASA Ames-Dryden Flight Research Facility
Attn: DXI/Public Affairs
P.O. Box 273
Edwards, CA 93523

-more-

Requests for accreditation must be made by a supervisory official other than the applicant on company letterhead, clearly indicating the assignment (reporter, photographer, technician, etc.) and social security number of each individual. Freelance writers and photographers must offer proof of assignment or evidence of past professional activity. The accreditation will be valid for all NASA news centers.

NASA ground rules for newspersons covering the mission are:

- NASA can make no travel or housing arrangments.
- Only working newspersons will be accredited at the news centers. Publishers and other news and advertising executives will not be accredited. These individuals should apply to NASA Public Services Division (LP), NASA Headquarters, Washington, D.C., 20546.
- Friends, dependents or relatives not covering the mission will not be accommodated.
- No one under 16 years of age will be allowed at the press site under any circumstances. Violation of this rule will result in cancellation of press site privileges for responsible parties.
- Philatelic publications must meet the criteria for general publications or be national publications of recognized philatelic organizations. Representatives of catalogs, newsletters, local clubs or profit seeking projects will not be accredited. Conducting philatelic business, other than reporting, is not permitted.
- College news media are limited to two accredited correspondents.
- You must present your letter of acceptance and a photo identification to obtain a news media badge at the appropriate center.
- Violations of the rules will result in loss of press badge and press site privileges.

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