Welcome to this supplement to the X-Press “Happy Anniversary NASA” edition. The 20-page main publication includes profiles of 61 people and 28 projects gathered during a vote by Dryden employees and retirees in March and April of 2008. Originally, a small photo spread was planned for that publication, but there was insufficient room in it to give a true taste of the center’s history and contributions to NASA’s success.

This separate supplement still strains to contain the more than five-decade history of Dryden’s myriad contributions and the people who made them. But this separate edition allows more room for showcasing some of Dryden’s brightest moments, many of which will be seen for the first time by new employees.

It is hoped that these editions will be treasured for the snapshots they provide of the legacy Dryden employees become part of when they work at the center. It is the current group of employees that seeks to take up the mantle, helping Dryden further enrich NASA’s efforts to reach for heights in the present and an as-yet-unimagined future.
This classic 1969 photo shows the workhorse Dryden NB-52B flying over the HL-10 lifting body aircraft and its pilot, Bill Dana.

M2-F1 and M2-F2 lifting bodies are side by side on the ramp in this 1966 image.

From left, Jerry Gentry, Pete Haag, John Manke and Bill Dana are lined up by the HL-10 lifting body aircraft.

The X-38 vehicle 131R drops away from its launch pylon on the wing of NASA's NB-52B mothership as the X-38 begins its eighth free flight on Dec. 13, 2001.
Following a successful five-minute, 28-second unpowered second free flight of the Shuttle Approach and Landing Tests on Sept. 13, 1977, a formation of six aircraft, including five T-38s and the specially modified NASA 747 that had carried Enterprise aloft for the test, fly overhead to commemorate the event. Enterprise had been perched on top of the 747 Shuttle Carrier Aircraft until explosive bolts separated the two aircraft.

From left, Dryden Deputy Director Steve Schmidt and Dryden Shuttle Program Manager Joe D’Agostino greet Discovery Commander Eileen Collins and the crew.

Dryden’s F-15B testbed aircraft flies one of the Lifting Insulating Foam Trajectory research flights. At left, Endeavour, mounted securely atop one of NASA’s modified Boeing 747 Shuttle Carrier Aircraft, departed from Dryden at sunrise on June 28, 2002, nine days after concluding mission STS-111 with a landing at Edwards.

F-15 no. 281 and F-104 no. 826, top, fly in formation during space shuttle tile testing.

Above, Dryden’s F-15B testbed aircraft flies one of the Lifting Insulating Foam Trajectory research flights.
At right, Milt Thompson prepares for a water-skiing excursion on Rogers (not very) Dry Lake following some storm activity.

At right, Joe Walker stands next to the Lunar Landing Research Vehicle. The presence of wheels on the vehicle indicates that this photo was taken during an early flight in the program. The wheels were later removed because there were no brakes to stop the vehicle from rolling after it touched down on the runway.

Below, Dryden personnel take a break. Pictured from left are Wen Painter, Don Beacon, Dick Stratman, Bill Barsham, Larry Gwo, Bevon Bock, Kevin Peterson, Jim Stuart, Jim Phelps and kneeling is Earl Wilson.
Above, after the X-43A second flight successfully achieved Mach 7, celebration ensued. Relieved and excited with the research flight’s results are, from left, Dryden mission controller Brad Neal, NASA Associate Administrator for Aeronautics J. Victor Lebacqz, Dryden X-43A deputy program manager Paul Beankauf, Dryden Center Director Kevin L. Petersen, Ryan Warner (centered), Dryden chief engineer Griffin P. “Griff” Corpening, Dryden X-43A manager Joel Sitz and Robert Staimon (partially hidden).

Above, the remotely piloted X-36 is prepared on Rogers Dry Lake for its first flight. The X-36 vehicle was designed to fly without the traditional tail surfaces common on most aircraft.

Above, Rogers Smith, left, and Ed Schneider share a laugh on their final flight as Dryden pilots in 2000. (EC00-281-6 NASA Photo by Tony Landis)

Above, Dryden AAW Chief Engineer Dave Voracek, left, and Dryden AAW Project Manager Larry Myers discuss research plans. At left, Rogers Smith, left, and Ed Schneider share a laugh on their final flight as Dryden pilots in 2000. (EC00-281-6 NASA Photo by Tony Landis)

Above, Brent Cobleigh, left, passes Ikhana project management responsibilities to Thomas Rigney. Cobleigh recently accepted a position as the director of the Exploration Mission Directorate at Dryden.

At left, some F-8 Digital Fly-By-Wire team members included, from left, Ken Stalile, Wilton Lock, Bill Peterson, Jim Fjelde, Jim Craft, Les Lett, Dustin Deens and Cal Jarvis. Current Center Director Kevin L. Petersen worked on the program as a research engineer.

At left, work continues on the Stratospheric Observatory for Infrared Astronomy. From left to right are Keith Schweinbein, lead flight systems engineer, Nathan Brown, software quality engineer, Kevin Goodwin, flight systems engineer, Peter Salewski, telescope assembly software engineer, and Holger Joch, lead telescope assembly software engineer. When the SOFIA is fully operational, the aircraft will help scientists to study the heavens.
Above, the second X-43A and its modified Pegasus booster rocket accelerate after launch from NASA's NB-52B launch aircraft over the Pacific Ocean. (EC04 0992-39 NASA Photo)

At right, the SR-71B with “shock diamonds” in its exhaust were captured in this 1992 image. (EC92 1284 NASA Photo)

Below, the XB-70 and its contrails streak against the sky during this 1967 flight. (EC67 1826 NASA Photo)
The Orion pad abort crew module is lifted by crane and placed on instrumented jacks at Dryden to determine the vehicle’s weight, balance and vertical center of gravity.

ED08 0230-163
NASA Photo by Tony Landis

Far left, the NASA B-52H won’t be flying because of snow? It happens rarely, but that was the case Dec. 17, 1984.

At left, the Stratospheric Observatory for Infrared Astronomy flies a second checkout flight from Waco, Texas.

ED08 0078-1
NASA Photo by Tom Tschida

The F-15 Intelligent Flight Control System aircraft team was selected as the top new project that will have lasting impacts on NASA mission. The F-15 IFCS team includes, from row, from left, Lin Bui, Starla Carroll, Gina Bianco, Claudeliah Terry, Jim Smolka, Carrie Rhodes, Lori Langer, Howard Toste, Wilt Lush, Jim DiBruno, Jacob Barnett, Tim Moore and Ahsante Jordan. In the second row are Hector Rodriguez, John Bosworth, Daniel Burgdorf, Andres Hernandez, Nelson Brown, Cindy Brandvig, Sarah Sample, John Burch, Jim Uren, Dick Larson, Linda Hoge, Mary Alice Grooms and Marcy Browner. In the third row are Tim Bert, Ken Davidsen, Joe Stoner, Leonid Vokler, Jim Lee, Miguel Vigil, Brad Bailey, Dave Nisley, Mark Brander, Paul Everhart, Nils Larson, Bob Fleckmuse, Tim Smith, Bruce Catign, Carrie Hamann, Shawn Allersam, Bob Guere, Chris Miller, Robert Reaves and Eric Miller.
NASA's Helios Prototype electrically powered flying wing began a checkout flight June 7, 2003, from the Navy's Pacific Missile Range Facility on the Hawaiian island of Kauai.

At right, the Highly Maneuverable Aircraft Technology subscale and remotely piloted aircraft demonstrated advanced fighter technologies that have been used in the development of many modern high-performance military aircraft.

Below, the Gossamer Penguin in flight above Rogers Dry Lake, with the solar panel perpendicular to the wing and facing the sun.

At left, this bird's eye view shows the Eclipse project QF-106 under tow by an Air Force C-141A transport aircraft during one of its flights in late 1997 and early 1998.

Above, The Pararev 1-B project tested the concept of a paraglider designed to enable a Gemini capsule to fly to a controlled ground landing. Capsule designers eventually chose the idea of an ocean landing.