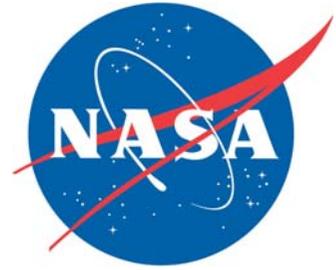


Spaceport News



John F. Kennedy Space Center - America's gateway to the universe

http://www.nasa.gov/centers/kennedy/news/snews/spnews_toc.html

NASA work force shows compassion for Katrina victims

By Jennifer Wolfinger
Staff Writer

Kennedy Space Center workers are performing some of NASA's distinctive traits of loyalty, perseverance and family values as they assist Hurricane Katrina survivors from Stennis Space Center in Mississippi and Michoud Assembly Facility in New Orleans.

Damage assessments are ongoing, but it's known that some Stennis buildings sustained water and roof damage. At Michoud, which makes Space Shuttle External Tanks, several buildings suffered window and roof damage. Based on recent inspections, no space flight hardware was damaged and there are no reported fatalities.

Both facilities remain closed and are running on generated or partial power. Since the storm, Stennis has been serving as a shelter to thousands of employees and their families. Approximately half of Stennis families are homeless.

"I've seen hurricanes Hugo and Andrew, and was in Vietnam, but I've never seen something as devastating as this," said Wayne

Kee, KSC's emergency preparedness officer. "This has been a monumental disaster, and I've never seen anyone come together like the NASA family, including civil servants and contractors."

In response, nearly 20 KSC employees brought emergency equipment, food and medical supplies to the sites. An Emergency Medical Technician took medical supplies to Stennis on a helicopter, which will remain there to help transport people and cargo to and from Michoud.

KSC also provided medical and emergency personnel, 1,000 gallons of diesel fuel, generators, food and chain saws. A 14-person security team relieved Michoud's security professionals, as well.

Space Gateway Support paramedic and firefighter Steve Dudgeon provided relief at

(See **KATRINA**,
Page 4)



MUCH-NEEDED water and fuel arrive at NASA's Stennis Space Center in Mississippi (above). At left, employees at the Kennedy Space Center load a truck with supplies heading to Stennis. KSC immediately sent a helicopter with medical supplies and an Emergency Medical Technician to Stennis, plus a 1-megawatt generator, 125- and 225-kilowatt generators, and 1,000 gallons of diesel fuel.



EMPLOYEES AT the Astrotech facility on Vandenberg Air Force Base in California prepare the CALIPSO spacecraft for weighing.

CALIPSO/CloudSat to provide advanced weather measurements

The CALIPSO and CloudSat polar-orbiting environmental satellites, set to provide new details about Earth's weather, is scheduled to launch aboard a Boeing Delta II rocket in early October from NASA's Space Launch Complex 2 at Vandenberg Air Force Base, Calif.

The Cloud-Aerosol Lidar and Infrared Pathfinder Satellite Observation (CALIPSO) satellite will provide new insight into the role clouds and atmospheric aerosols play in regulating Earth's weather, climate and air quality.

CALIPSO will combine an
(See **CALIPSO**, Page 7)



Jim Kennedy
Center Director

The Kennedy Update

Hi, everyone! Most of you have read my CD Comm. About Hurricane Katrina relief, so I won't repeat it all here, but needless to say, our family members at both Stennis Space Center and Michoud Assembly Facility have lived through an experience I wouldn't wish on my worst enemy. Katrina showed us how lucky most of us were after the hurricanes Central Florida experienced last year. Yes, we experienced damage and hardship, but it certainly wasn't as catastrophic as what the Gulf Coast is still experiencing.

As with so many great calamities in life, silver linings often arise to help ease the pain.

I am extremely proud of the way the people of this Center swung into action to help our friends to the west in their dire need. Our security folks deployed a team to help secure facilities, and we had planes and helicopters delivering medical doctors, nurses and much-needed supplies to Stennis and Michoud.

I know people at KSC have donated money and supplies. Your kindness will not soon be forgotten.

Whether you have given to the NASA assistance fund, American Red Cross, or one of the special disaster-relief funds set up across the nation, I truly appreciate everyone stepping up

to help with what could be the worst natural disaster in our nation's history. While I haven't been to the gulf region, I spoke to Bill Parsons, who is leading the NASA relief effort.

He states the area is truly devastated and numerous Stennis and Michoud workers no longer have homes. We still haven't heard from all the employees from both locations because communications have been knocked out and it may be several months until they are back to normal.

"Some External Tank work will move to KSC on a temporary basis, along with approximately 140 Michoud employees."

I know you've seen it all on TV and, unfortunately, this is a situation where the pictures on TV don't nearly capture the true devastation.

Many people are asking what the impact will be on the next Shuttle launch and the program overall, but it is too early to tell. Our manifests are still showing that March 2006 is our next launch window, but don't be surprised if that changes.

Right now, Stennis and Michoud are in survival mode. Once we get them back on their feet, we'll be able to fully evaluate the extent of the damage, and then we'll have a good feel for an accurate Shuttle schedule.

We will be creative to keep the schedule on track and to get our work done. Some External Tank work will move to KSC on a temporary basis, along with approximately 140 Michoud employees, to keep the work on schedule. This is just one

example of many things being reviewed that could impact the scheduled work in a positive

way. The bottom line is keep doing your part to help keep the launch on schedule, along with keeping your antennas up listening for ways to continue to help our friends. In return, I promise to continue passing on information as it comes available on this important topic.

Our prayers and help continue for our fellow Americans in need. GOD BLESS!

U.S. flags at half staff recognize victims and heroes

The United States flag has been flying at half staff at the Kennedy Space Center in compliance with the Proclamation by the President, as a mark of respect for the victims of Hurricane Katrina.

This began Sept. 4 and will continue through sunset on Sept. 20. The flags had also been flying at half staff from Sept. 3-13, from the day of death of Chief Justice William Rehnquist. Flags flew at half staff on Sept. 11, Patriot's Day, in honor of the people who lost their lives as a result of the terrorist attacks against the U.S. on that date in 2001.

The U.S. flag may be flown at half staff if a current badged employee at the Center passes away. With timely notification,

NASA security can arrange for the 13 U.S. flags flown around the Center to be flown at half staff on the day of the deceased's memorial service.

In addition, the family will be provided a cased U.S. flag that flew over the Center with a commendation letter from NASA. The following information is needed for the memorial: the name of the employee and their title; the name of their supervisor and telephone number; if they are a contractor, the next of kin's name, relationship and address; and if they are female, whether they were referred to as Mrs., Ms. or Miss.

For information on this service, contact Bill Riddle at William.M.Riddle@ksc.nasa.gov or call 867-4612.



THE AMERICAN flag is at half-mast in remembrance of Pope John Paul II last April. In the background is Space Shuttle Discovery in a more uplifting moment as she marks a major milestone for Return to Flight, rolling out to Launch Pad 39B.

SpaceTEC program trains future aerospace work force

By Linda Herridge
Staff Writer

The nation's aerospace work force will be strengthened by a \$3 million grant the National Science Foundation recently provided to SpaceTEC, the National Center of Excellence for Aerospace Technical Education, led by Brevard Community College.

With SpaceTEC's operations at colleges in 10 states, the funds will help to implement a nationwide certification program for aerospace technicians and a multi-institution curriculum to build the aerospace work force.

SpaceTEC, founded in 2001, comprises 14 community college and university partners where aerospace and defense-related technical activities are prevalent. In Brevard County, SpaceTEC is based at the Cape Canaveral Spaceport. Fifty students already have graduated from the local program.

Instructors are loaned to SpaceTEC by Kennedy Space Center contractors to teach the curriculum. "This program represents a wonderful community effort to build the work force of tomorrow to meet and successfully carry out the Vision for Space Exploration," said Gregg Buckingham, KSC's Education Programs and University Research Division director.

Currently, 16 students from KSC and Cape Canaveral Air Force Station attend classes in the Little L facility next to Hangar L at CCAFS. Instructor Tom LaForge, a senior systems

safety engineer with the research and engineering company SAIC, teaches weekly classes about materials and processing and fluids systems. The students also attend classes at BCC in Cocoa.

Certified Aerospace Technician program participants include workers from United Space Alliance, Boeing and Lockheed Martin, as well as students from BCC. Partnering Florida colleges include the University of Central Florida, Florida Tech and Embry-Riddle Aeronautical University.

"The students work as a team and get hands-on training by learning, mirroring and developing procedures consistent with NASA policies and procedures," said LaForge. After completing the two-year course, the students receive an associate's degree in Aerospace Technology.

Brent Lohaus, a USA orbiter integrity monitor, is in his second year of the program. "I like the convenience of having the courses on base," said Lohaus. "I enrolled to become a certified aerospace technician."

According to Dr. Al Koller, executive director of BCC Aerospace Programs and SpaceTEC principal investigator, the degree's curriculum has very wide applications to many industries, including those not typically linked to aerospace.

"Students who go through the program have skills that apply in related fields such as aviation, as well as in industries like telecommunications and medical technology," said Koller. "Any field that uses technicians to test, calibrate, repair or operate



TOM LAFORGE (standing far left), with the research and engineering company SAIC, teaches weekly classes about materials and fluids systems to these students at the Cape Canaveral Air Force Station.

equipment requires these same skills."

Partner schools model their Certified Aerospace Technician program after other nationally recognized certifications, such as the Federal Aviation Administration's Airframe and Powerplant certificate and the automotive industry's Automotive Service Excellence program. The SpaceTEC certification relies heavily on demonstrating hands-on competencies, and certified examiners test the performance of required skills.

"The core skills that form the basis for our national certifica-

tion program are designed to provide a national credential for technicians currently in the work force, as well as those preparing to enter careers in aerospace," Koller said. "The program is recommended by the FAA as a model for technician training and supported by other NASA centers, including Dryden Flight Research Center in California and Langley Research Center in Virginia.

"We hope to include people from many endeavors and offer our graduates a very broad spectrum of job opportunities," Koller said.

Atlantis rolls into processing facility

Space Shuttle Atlantis rolled into Orbiter Processing Facility bay 1, where processing will begin for mission STS-115, the 19th flight to the International Space Station. Originally designated for mission STS-121, Atlantis has been swapped with the orbiter Discovery for that flight.

The switch frees Atlantis to fly the remaining Space Station truss segments, which are too heavy for Discovery. The orbiter underwent numerous modifications in response to the Columbia accident, including the recommendations of the Columbia Accident Investigation Board. These include the addition of the new Orbiter Boom Sensor System, equipping the orbiter with cameras and laser systems to inspect the Shuttle's Thermal Protection System while in space; sensors in the leading edge of the Shuttle's wings, a new safety measure that monitors the orbiter's wings for debris impacts; and a new digital camera to view the External Tank during launch.



KSC work force demonstrates NASA family values

KATRINA . . .

(Continued from Page 1)

Michoud Sept. 2-9. Dudgeon administered more than 100 tetanus, diphtheria and hepatitis A vaccines, manned clinics and ambulances, and monitored the physical and mental well-being of workers.

He said there are emotional highs and lows, and that two dispatchers were elated when they discovered their homes were fine.

“There’s one TV station with continuous [Katrina] coverage and it wears you down. We’re trying to get something else to change the tone,” Dudgeon said. “Anytime we can help, we’re ready to do what needs to get done. It’s helpful to have camaraderie with people assisting from Marshall, Denver, Florida and Johnson.”

According to Kee, Center representatives converse regularly to determine Stennis and Michoud’s needs and the best ways to fulfill them. All efforts are coordinated through the NASA Emergency Operations Center in Washington, D.C.

A number of other Center employees helped assist storm victims, including Dr. Jeff Meyers and Sue Marine, employees from the Occupational and Health Facility, and Space

Gateway Support electrical systems team members Andy Bateman and Bob Wydra.

The entire NASA family is coordinating volunteer housing for displaced employees and their families. To volunteer, visit www6.jsc.nasa.gov/jscteam/housing/intro.cfm, or call (281) 483-3388 or (866) 836-7918 during normal business hours.

For information and assistance about Stennis and Michoud families, call (866) 779-7462. Recorded updates can be heard at (888) 362-4323. E-mail inquiries to public-inquiries@hq.nasa.gov and use “Assistance - Katrina” as the subject. Visit www.nasa.gov/eoc for general information.

For Stennis and Michoud updates, and the link for government employees to help all Katrina relief efforts, visit www.nasa.gov/hurricane. Civil servants can register for 30-day details, and if their skills are needed, they’ll be assigned a project.

To donate to the NASA Family Assistance Fund, visit www.feea.org or call (800) 323-4140 or (303) 933-7580. For general donations, contact the American Red Cross (www.give.redcross.org) or Salvation Army (www.salvationarmyusa.org).



ROOF DAMAGE to the Vertical Assembly Building (above) at the Michoud Assembly Facility. Below is an aerial view of the damage to the External Tank Manufacturing Building at Michoud.



A LIGHTING system is prepared for a tri Michoud was left without power following



DAMAGE FROM Hurricane Katrina at NASA’s Stennis Space Center (above). A common area was set up for eating in the main administration building (right) at Stennis.



values with charitable contributions and kindness



Generator is prepared for a trip to the Michoud Assembly Facility near New Orleans, Louisiana, to provide power without power following Hurricane Katrina.



WORKERS AT Kennedy Space Center load lighting systems being shipped to Michoud.



WORKERS AT KSC load an airplane with supplies heading to Stennis Space Center.



A GENERATOR, one of three, is ready to be loaded onto a truck at KSC for a trip to Stennis Space Center. In addition to the supplies and equipment sent to the affected Gulf region, KSC also sent medical personnel, electrical system technicians and other support employees.



STEVE DUDGEON, a Space Gateway Support paramedic and firefighter at KSC, administered vaccine and monitored the well-being of workers at Stennis and Michoud.

Dept. of Agriculture provides background check on charities

In Florida, most charities, even if they are located out of state, must register and provide financial disclosure information. To check the status of a registered organization, call the Florida Department of Agriculture and Consumer Services Hotline at 800-HELP-FLA (435-7352) or visit the Web

site at www.800helpfla.com/giftgiversguide.

To help you make an informed decision about donating through the Internet, visit www.scambusters.org - one of the most comprehensive online clearinghouses for information about Internet fraud and viruses.

Fall training safeguards work force

By Linda Herridge
Staff Writer

Tethered to various safety lines and hanging about 50 feet in the air on the Vertical Processing Facility's highbay steel structure, Mike Hughes worked his way down as coworkers kept diligent watch.

Hughes, a United Space Alliance safety engineer, was one of 13 Kennedy Space Center employees who recently participated in the new Competent Person Fall Protection training class to be updated on current safety practices and certified as "fall-protection competent."

NASA, Boeing, InDyne, Space Gateway Support and NASA safety contractor Hernandez Engineering personnel also participated in the class coordinated by KSC's Safety

directorate. The class was led by fall-protection engineering firm Gravitec Systems of Seattle. The workers learned about fall-protection systems and then worked together as a team to design, build and use the systems.

According to Gravitec program manager Kevin Denis, slips, trips and falls are among the highest causes of injury or death in the workplace. Falls from heights during construction are the number one cause of fatality. At KSC, hundreds of employees perform daily work from heights. Facility maintenance, Space Shuttle operations, payloads, cranes, construction and roofing are areas of concern.

Earlier this year, KSC's Institutional Safety Organization invited Gravitec to conduct a detailed survey of more than 400

elevated Center worksites, and recommend innovative solutions to fall-protection hazards. Gravitec also surveyed contractors for input regarding possible hazards in their work areas.

According to KSC Facility Systems safety engineer Robert Turner, Gravitec is very knowledgeable of the latest fall-protection equipment, best practices and what other companies are doing to ensure safety. "We want to standardize the fall safety guidelines at KSC," said Turner. "We can benchmark other companies' fall-safety



MIKE HUGHES, a United Space Alliance safety engineer, participates in the new Competent Person Fall Protection training class.

programs against NASA to determine what we can do to be

(See FALL, Page 8)

Elite SWAT team provides expert security at Center

By Jeff Neely
Student Intern

If you think it's hard getting tickets to the latest blockbuster movie, try getting into Kennedy Space Center during a Space Shuttle launch. People around the world want to see NASA boost back into action on the next Return to Flight mission. Thinking about slipping in through the back door?

Think again.

Along with the formidable force of standard security at Kennedy, a highly trained group of guardians protect the center from would-be troublemakers. They make up the Kennedy Space Center Special Weapons and Tactics (SWAT) team and they mean business.

"We're here 24-7," said SWAT commander David Fernandez. "There's never a point when SWAT is not here, so we're ready to respond to something if needed at a moment's notice."

NASA contracts the 29-member team from Space Gateway Support (SGS) to protect Kennedy's employees,



MEMBERS OF the Special Weapons and Tactics (SWAT) team go through specialized training and develop a strong camaraderie among each other.

visitors and national assets like the Space Shuttle from any potential threat. The SWAT team carefully prepares for special events like launch day and the arrival of astronauts and VIPs, but members also stand ready everyday for possible problems that may arise.

Additionally, the SWAT team provides support to law enforcement and Kennedy security when special expertise may be needed to diffuse a dangerous situation. Skills like rappelling, defensive

tactics, or marksmanship may be used to help keep the peace.

To stay sharp and fit for their job, members of the team have to pass annual physical fitness tests and maintain updated certifications for using their weapons.

"The training that we do out here is very intense sometimes," Fernandez said. "But that's because they're at a stage which could be considered by some to be advanced. The training has to be more intense and challenging."

As a part of staying in shape, members of the Kennedy Space Center SWAT team participate in competitions with the most elite teams around the world. SWAT officers hone their skills in events testing their speed and accuracy with special weapons and equipment.

Last year, the team from Kennedy placed 12th out of 80 at the annual SWAT Roundup in Orlando.

Senior officer Eric Munsterman said there is also a rewarding camaraderie they share.

"In the civilian world, outside of police work or fire work, I don't see where you're going to find [camaraderie] as strongly as we develop it," Munsterman said.

While the bonds of brotherhood may run strong among members of the Kennedy SWAT team, their feelings toward uninvited guests are anything but warm.

"If anybody means harm to the astronauts or anyone else that works out here, they're not getting past us," Munsterman said.

Discovery takes the world's greatest piggyback ride

Two customized 747 aircraft have the critical job of carrying Space Shuttle orbiters across the country

By Anna Heiney
Staff Writer

Imagine flying from California to Florida with nowhere to sit, no air conditioning, no place to store your bags - not even a bathroom.

NASA keeps two 747s, known as the Shuttle Carrier Aircraft (SCA), set up this way on purpose. The downstairs passenger area of these jetliners are kept as hollow inside as possible in order to carry a special cargo: a Space Shuttle orbiter.

One of these specially modified SCAs brought the orbiter Discovery home to Kennedy Space Center after completing the historic Return to Flight mission. The SCA ferried the orbiter from Edwards Air Force Base in California, where it landed Aug. 9.

Ferry flights are few and far between these days, but don't let the light work schedule fool you: These aircraft have to work twice as hard as a normal 747 to get the job done.

"It's brute force that keeps us flying," explains Larry LaRose, a flight engineer on the SCA. "When we're carrying an orbiter, we have to use twice the power and a lot more fuel to maintain flight."

The passenger area has been stripped of many creature comforts, such as galleys, carpeting and even part of the inside temperature ductwork - all for the sake of reducing weight. But the planes still weigh more than 250,000 pounds, and the drag created by the shape and weight of the orbiter - 176,000 pounds or more, depending on any onboard payload - negates the small amount of lift it adds.

During a normal flight, the SCA might use 20,000 pounds of fuel an hour; with an orbiter on its back, that number doubles. The piggyback arrangement might look cumbersome, but how

does it fly compared to a normal 747?

"It handles remarkably the same," says SCA pilot Gordon Fullerton. As chief pilot at NASA's Dryden Flight Research Center, his daily job involves flying jets for high-performance aircraft research. But Fullerton's experience with the orbiter and SCA dates back nearly three decades.

In addition to being a Space Shuttle commander and pilot, he was one of four NASA astronauts to land the Enterprise during the Space Shuttle Approach and Landing Test program in 1977.

"It's obvious [the orbiter] is up there, because there's a constant rumble that you can feel because of the wake of the orbiter hitting the vertical stabilizer of the 747," Fullerton says of ferry flights. But other than long takeoff rolls and the need for some extra care in steep turns, "it's pretty much the same."

A small team of six specially trained pilots and four flight engineers has the critical task of making sure this precious cargo has a safe trip from alternate landing sites.

Those who serve on SCA crews are former military aviators who are qualified to fly several types of aircraft, such as the Shuttle Training Aircraft, Super Guppy, zero-gravity aircraft and T-38 jets. Most are based at NASA's Johnson Space Center in Houston, although LaRose is stationed in El Paso, Texas, and two are based at Dryden. Since ferry flights are seldom required, crew members train twice a year using simulators belonging to United Airlines.

Perhaps the biggest challenge the crew faces during a ferry flight is the weather. The orbiter cannot be exposed to moisture, turbulence or temperatures below -9 Celsius and these restrictions determine the flight path and altitude. To meet those conditions in the winter months, they sometimes fly as low as 10,000 feet.

A "Pathfinder" aircraft,



A VIEW inside the Shuttle Carrier Aircraft, a modified Boeing 747. Inside the cramped cockpit of the Shuttle Carrier Aircraft, Flight Engineer Larry LaRose sets up the pilot's seat for departure.

usually a U.S. Air Force cargo plane, flies 100 miles ahead of the SCA carrying weather officers and Space Shuttle personnel from Kennedy. Also onboard is an experienced SCA pilot, whose expertise helps the ferry flight crew keep to the safest route.

Adverse weather came into play on Discovery's recent ferry flight. Storms and hail at

Edwards kept the piggybacked pair grounded for a few extra days. But every step of the way, people gathered to catch a glimpse of the odd-looking duo.

"You don't sneak into town with an orbiter," LaRose says, grinning. "It brings out a big crowd everywhere we go. It's a life experience for a lot of folks who have never seen something like this before."

CALIPSO . . .

(Continued from Page 1)

active lidar instrument with passive infrared and visible imagers to probe the vertical structure and properties of thin clouds and aerosols over the globe. CALIPSO will be launched with the cloud-profiling radar system on the CloudSat satellite and together will provide never-before-seen 3-D perspectives of clouds.

Launch was set for 3:01 a.m. Oct. 1 at press time. The Launch Services Program at the Kennedy Space Center is responsible for government engineering oversight of the

spacecraft, launch vehicle integration and launch day countdown management.

CALIPSO is a joint U.S. (NASA) and French (Centre National d'Etudes Spatiales/CNES) satellite mission with an expected three-year lifetime.

CloudSat is an international and interagency mission with project management by NASA's Jet Propulsion Laboratory. Partners include the Canadian Space Agency, the U.S. Air Force and the U.S. Department of Energy.

For more information about the satellites, visit <http://www.nasa.gov>.

New facility consolidates procurement reviews

By Linda Herridge
Staff Writer

Construction is well under way on a new Source Evaluation Board (SEB) Office and Storage Facility near Kennedy Space Center's Child Development Center in the Industrial Area.

The one-floor facility will stretch nearly 8,000 square feet to include offices, conference rooms and a secure records storage area.

The \$1.6 million project was awarded under KSC's Construction of Facilities Program to General Mechanical Corp. in Daytona Beach.

"The new facility will allow for consolidation of source-selection activities at a single location, freeing up otherwise encumbered space in various locations across the Center," said



THE NEW 8,000-square-foot Source Evaluation Board (SEB) Office and Storage Facility will bring all existing SEBs into one location.

Dudley Cannon, Office of Procurement director. "The consolidation will provide an enhanced level of security and protection of source-selection information."

According to Tom Sizemore, project manager in the Spaceport Services Directorate, the facility will be close to the same size as the existing SEB facility nearby, with the addition of a 1,000-

square-foot records storage area. The Procurement Office will use the new building to conduct source boards for various procurement activities.

"The plan is to bring all existing SEB offices and storage areas located around the Center to one location and one storage area," said Sizemore. Currently, one SEB office is located in the existing SEB building, two are in

the Headquarters building and one is in Hangar M Annex at Cape Canaveral Air Force Station.

SEBs consist of various workers who review and rate proposals in a secure setting. The SEB then creates a list of top preferences and invites the contractors to deliver their presentations in the secure setting.

SEBs are conducted for all directorates.

When completed, the new SEB facility will accommodate two to three small source boards, or one large source board and up to 80 people at one time.

While the new facility is under construction, members of the Space Utilization staff continue to use the current SEB building and other locations modified to accommodate them.

Annual Intercenter Run focuses on fitness and fun

Have you signed up for the fabulous and fun 2005 Intercenter Return To Run? Hosted by the Fitness Centers, the race is scheduled for Sept. 27 at the Shuttle Landing Facility beginning at 5 p.m. and consists of either a two-mile walk, a two-mile run, a 5k run or a 10k run.

Participants receive a lunch bag with a pedometer on the day of the race. As always, the Fitness Centers will offer a catered dinner from Kelsey's Italian Kitchen afterward, as well as licensed massage therapists on site.

Return To Run T-shirts are



The intercenter run and walk takes place at the Shuttle Landing Facility.

available for order in any NASA exchange store for \$9. Prizes will be given through a random drawing, so everyone who participates has a chance to win. Even if you are not a runner, you

can still participate and have a chance to win. Call the Fitness Center at 867-7829 or e-mail

Debra.Orringer-1@ksc.nasa.gov. The rainout date is Oct. 4.

FALL . . . (Continued from Page 6)

in the 'best practices' category."

NASA KSC Facility Design Engineering also participated in the site survey and fall-protection class to gain insight for future facility modifications and designs. Denis said many features such as handrails and horizontal lifelines, and methods such as moving

equipment back from the top of buildings, can be factored into the design of newer buildings. "Design engineers are the first line of defense," Denis said.

Turner said the survey results will be presented in September. NASA and contractor personnel will then develop new fall-protection program guidelines and establish priorities for facility fall-protection.



John F. Kennedy Space Center

Spaceport News

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