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Spaceport News

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

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

Space Shuttle Atlantis at pad for March launch

The Space Shuttle Atlantis arrived at Launch Pad 39A on Feb. 15 in preparation for the STS-117 mission next month.

While at the pad, the shuttle will undergo final testing, payload installation and a "hot fire" test of auxiliary power units.

Atlantis' targeted launch date is March 15. During the 11-day mission, the crew will install a new truss segment, retract a set of solar arrays and unfold a new set of arrays on the starboard side of the station. The launch marks the first liftoff from Pad 39A in four years.

The astronauts and ground crews for the mission will complete the launch dress rehearsal, known as the terminal countdown demonstration test, today at Kennedy. The test provides the crew of each shuttle mission with an opportunity to participate in various simulated countdown activities, including equipment familiarization.

With two successful missions leading the way, those involved with this flight are hoping it will be the best yet. "We're really fortunate that we have those guys to follow," Atlantis' commander, Rick Sturckow, said. "Almost everything went great on those missions, and the things that didn't go so well, we're able to learn from."

The new set of solar arrays that Sturckow's crew — Pilot Lee Archambault and Mission Specialists Patrick Forrester, Steven Swanson, John "Danny" Olivas and Jim Reilly — will install on the starboard side of the station will be a mirror image of those installed on the port side in September.

And like the crew that installed the port arrays, the STS-117 crew will be in charge of unfolding the

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FLAGS ARE flying at the entrance to Launch Pad 39A, where Space Shuttle Atlantis has come to a stop. At left are the rotating and fixed service structures.

NASA's THEMIS begins mission to study geomagnetic substorms

NASA's THEMIS mission successfully launched Feb. 17 from Pad 17-B at Cape Canaveral Air Force Station. THEMIS stands for the Time History of Events and Macroscale Interactions during Substorms.

It is NASA's first five-satellite mission launched aboard a single rocket. Approximately two hours later, mission operators at the University of California, Berkeley, commanded and received signals from all five spacecraft, confirming nominal separation status.

The mission will help resolve the mystery of what triggers geomagnetic substorms. Substorms are atmospheric events visible in the Northern Hemisphere as a sudden brightening of the Northern Lights, or aurora borealis.

The findings from the mission may help protect commercial satellites and humans in space from the adverse effects of particle radiation. THEMIS' satellite constellation will line up along the sun-Earth line, collect coordinated measurements, and observe substorms during the two-year mission.

Data collected from the five identical probes will help pinpoint where and when substorms begin, a feat impossible with any previous single-satellite mission. According to researchers at the University of California, Berkeley, the THEMIS mission will make a breakthrough in our understanding of how Earth's magnetosphere stores and releases energy from the sun and also will demonstrate the tremendous potential that constellation missions have for space exploration.

THEMIS' unique alignments also will answer how the sun-Earth interaction is affected by Earth's bow shock, and how 'killer electrons' at Earth's radiation belts are accelerated. The Mission Operations Center at the University of California, Berkeley, will monitor the health and status of the five satellites.

Instrument scientists will turn on and characterize the instruments during the next 30 days. The center will then assign each spacecraft a target orbit within the THEMIS constellation based on its performance.

Mission operators will direct

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NASA'S THEMIS mission launches Feb. 17 at Pad 17-B.

Parsons briefs employees on agency's budget, '07 outlook

By Linda Herridge
Staff Writer

NASA's fiscal year 2008 budget and this year's launch processing activities at Kennedy Space Center were the focus of an all hands meeting by Center Director Bill Parsons on Feb. 6.

"We're ready for 2007," Parsons said as he recapped last year's activities. "We've had three successful space shuttle launches, four successful expendable launch vehicle launches, and a return to shuttle night launches and station assembly activities."

Parsons said NASA's fiscal year 2008 budget is $17.3 billion. The new budget includes a 3.1-percent increase in discretionary spending compared to the 2007 budget. The director said this shows that Congress supports NASA.

Parsons also reviewed KSC's preparations for Orion processing and the formation of a new Engineering Directorate.

He said KSC will continue to remain respectful, professional and honest, and operate with integrity.

Jeff Angermaier, Launch Vehicle Processing Directorate division chief, gave an overview of the five space shuttle flights planned for 2007.

"We have an exciting year, a very busy year, here at KSC," Angermaier said.

He said the recently renovated Launch Pad 39A will be used for the shuttle's remaining flights, including the final Hubble servicing mission, while Pad 39B will be used for launch-on-need missions as it is transitioned to the Constellation Program.

KENNEDY SPACE Center Director Bill Parsons conducts his first all hands meeting in the Training Auditorium to talk to employees about the agency's 2007 outlook. The meeting was also broadcast live on NASA TV.

Angermaier gave an update on orbiter Endeavour's major modifications. KSC workers have completed hundreds of upgrades to the vehicle since it was transferred to the orbiter processing facility more than three years ago. These upgrades include a new "glass cockpit," 2,000 tile bonds and a new modification called the shuttle station power transfer system. The orbiter is currently scheduled for launch on mission STS-118 in June.

Endeavour will be used for seven of the remaining 16 shuttle flights in the program, Angermaier said.

International Space Station and Spacecraft Processing Director Russell Romanella said there have been 20 U.S. flights to the station, with 17 major elements delivered and installed to date.

He said there are seven major elements in the Space Station Processing Facility waiting for delivery to the station on future shuttle launches. These include the European Lab Columbus and the Japanese Lab "Kibo."

"It's an incredible challenge to maintain this schedule and work to transition to the Constellation Program," Romanella said. "Along with station element processing, we are also working to prepare the Operations and Checkout Building for Orion processing."

Pepper Phillips, deputy director for KSC's Constellation Program Office, talked about the transition work planned for Launch Pad 39B to accommodate Ares I-1 test flights and the Firing Room 1 renovations currently under way. He said the first two test flights will be suborbital.

Phillips said the program office is also testing a rail-type emergency egress system.

Launch Services Program Manager Steve Francois said there are several expendable launch vehicle liftoffs on the calendar for this year. These include Phoenix, the Space Tracking and Surveillance System and GLAST spacecraft, and the recently launched THEMIS (Time History of Events and Macroscale Interactions during Substorms) spacecraft, among others.

Francois discussed key Launch Services activities, including the merger of the Boeing Delta and Lockheed Martin Atlas programs to form the United Launch Alliance on Dec. 1, and retaining collaborations on missions with the U.S. Air Force and the National Reconnaissance Office.

While the program keeps busy with 30 other missions in the planning stages at any time, Francois said officials continue to keep abreast of emerging launch systems in the commercial launch services market, and work to find avenues to share technologies in exploration. For example, Francois said the Atlas V avionics will fly on the Ares I-1 test flights.

"We're a mission-focused center," Parsons said. "We need to remain focused. We need to think every day about how we support these missions."

February NASA employees of the month

The February NASA employees of the month include, from left, Trey Carlson, Launch Services Program; Patty Hepburn, Launch Integration Office; Jennifer Wahlberg, International Space Station and Spacecraft Processing; Ted Moore, Center Operations; Christine Pacariem, Engineering Directorate; Charmel Anderson, Safety and Mission Assurance; Cathy Norris, Information Technology and Communications Services; Glenn Semmel, Engineering Directorate; and Dana Hutcherson, Launch Vehicle Processing. Not pictured is Kimberly Smuthwaite, Chief Financial Office.

Kennedy Executive Team undergoes changes

Nap Carroll
Cape Canaveral Spaceport
Management Office Executive Director

Extensive knowledge of the Joint Base Operations and Support Contract and the U.S. Air Force led Napoleon Carroll to earn the role of Cape Canaveral Spaceport Management Office executive director.

The contract, also known as JBOSC, offers premier base support to the space launch community by providing services to NASA's Kennedy Space Center and the 45th Space Wing at Patrick Air Force Base, Cape Canaveral Air Force Station and downrange annexes. The program management office's major responsibility is monitoring and evaluating the performance of the contractors to ensure both agencies receive quality customer service in their individual goals of launching expendable vehicles and space shuttle missions. Its focus includes integrating contract requirements for both agencies, and contributing to the final government assessment conducted by the fee-determining official and the Board of Directors, the forum that provides the Cape Canaveral Spaceport Management Office's vision.

According to Carroll, the contract is unique because the board includes senior members from both agencies.

"It's exciting to see the joint integration and cooperation of two very different government agencies," he said.

"This cooperation and integration also creates the biggest challenge in managing the considerably different performance expectations and requirements in maintaining facilities and infrastructure to continue the nation's launch manifest with a single joint contract."

Susan Kroskey
Kennedy Space Center
Chief Financial Officer

As Kennedy Space Center's Chief Financial Officer, or CFO, Susan Kroskey is responsible for center-wide resources and financial management systems and processes, and serves as the center director's principal advisor on all financial activities.

According to Kroskey, the Chief Financial Office is dual-sided. One side deals with financial management, including accounts receivable and payable, general ledger, travel, payroll, cost accounting, reimbursables, funds control, property accounting and internal controls. The other side handles resources management, focusing on budget development and execution for KSC's programs and projects. Both sides of the organization are strongly supported by a business services office.

One major NASA initiative being worked by her CFO staff is the development and implementation of eTravel, a federal government automated travel system. Kroskey is also very upbeat about the work her organization is doing to help the agency reach a major milestone in financial management after consolidating 10 individual systems into one integrated NASA financial management system. Additionally, she is committed to ensuring the center develops a strong budget posture to bring about a smooth transition from the Space Shuttle Program to Constellation Program work.

Kroskey enjoys many aspects of the role. New employees comprise 35 percent of the organization, so she is currently focusing on high-quality training and development to maintain customer satisfaction.

Mock shines light on human factors for Kennedy

By Jennifer Wolfinger
Staff Writer

It doesn't matter how fast, small or colorful a technology is if it's not user-friendly.

Using impractical tools at the Kennedy Space Center is even more detrimental, as it can affect safety and productivity. As a preventative measure, center experts research and apply techniques of human factors, focusing on how people interact with products, tools, procedures and processes and making them function in a way that seems natural to people.

"KSC is the main operations center for NASA. The potential for injuries and accidents increases at an operations center, as well as the probability for the severity of the injury," said NASA Sustaining Engineering Office industrial engineer Jessica Mock.

Mock, who recently spoke on behalf of the NASA Engineering and Safety Center Academy, said human-factor experts aid designers and engineers in developing products and processes that are more natural to human movements.

Several KSC employees attended the course at George Mason University in Virginia to discover what NASA has learned from the past and how future projects, such as the crew exploration vehicle and all ground operations, will benefit from these lessons.

During orbiter processing, the discipline reduces risks to flight hardware, personal injury and decreases time on a task in the safest way. Human factors are also used to assess work place areas, such as an employee's desk, for cumulative trauma disorder risks and other ergonomics concerns.

"When the orbiter was originally built, the designers did not intend for all systems to be tested, removed or replaced every flight. However, today many systems are worked on each flight and access is sometime limited or obstructed. This is apparent in the aft when work has to be complete in bay 6," said Mock, offering an illustration of how human factors are used to

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JESSICA MOCK spoke about human factors for ground processing.

Atlantis arrives at pad for March launch

ATLANTIS . . .

(Continued from Page 1)

arrays and preparing them to track the sun and generate power.

By unfolding them more slowly and during periods when the station flies in sunlight, the arrays can be more easily deployed. "It takes a little bit longer to deploy, but it's done in a safer manner," said Cathy Koerner, shuttle lead flight director.

The crew members also want to learn from a problem their predecessors experienced in September. A 10-foot-wide rotary joint turns the solar arrays, allowing them to track the movement of the sun.

So this time, Sturckow said, Swanson and Forrester, the spacewalkers who will be removing the bolts during the mission's second spacewalk, will be prepared. "They're working out every day," he joked.

In case that's not enough, however, they'll have a tool on hand that will give their elbow grease a little more oomph. "We have a torque multiplier that we're bringing up that they didn't have," Sturckow said. "So if we do encounter the same difficulty with high torques that they had, we'll break out this tool.

"And we'll apply whatever torque it takes to break the bolt or back it out at the higher torque settings. So I don't have any doubt that we'll be able to remove those launch restraints." From STS-116's mission, Atlantis' crew is planning to learn from the problem Discovery's crew encountered in retracting a solar array that was circling the Earth for more than six years.

Like the arrays activated in December, the new arrays won't be able to rotate and track the sun until another set of arrays is retracted. And if STS-116 is any indication, it won't be easy.

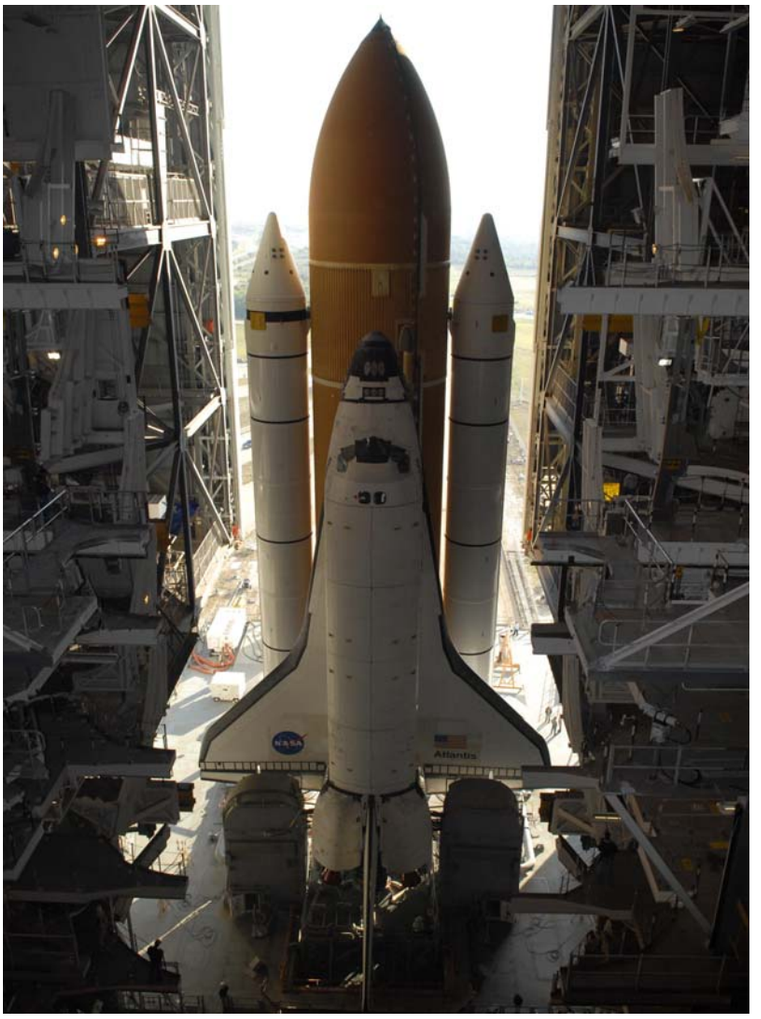
It took more than 71 tries and an extra spacewalk to neatly fold the array back into its box during that mission. The original plan was for the arrays to be folded by ground command while all the astronauts were inside the station.

But flight controllers now are working on a plan that would have Forrester and Swanson ready to assist with the folding during the second spacewalk of the mission. If that doesn't do it, Reilly and Olivas could give it a try during the third spacewalk.

"I think we're going to end up doing something totally new here," Sturckow said. The space station program will be looking at the data gleaned from all of those attempts to retract the arrays to decide how to change the flight plan.

Even with less than a month to go, Koerner said there's still plenty of time to make modifications. "It's not like in the old days, where when you got within six months of flight, you pretty much knew what you were doing," she said.

"When you're doing assembly operations, everything that you plan to do is contingent on the flight prior to you and the hardware that's already on orbit."



SPACE SHUTTLE Atlantis begins moving through the open door of the Vehicle Assembly Building for the rollout to Launch Pad 39A.

ATOP THE mobile launcher platform and crawler-transporter, Space Shuttle Atlantis slowly makes its way to Launch Pad 39A, at left.

SPACE SHUTTLE Atlantis arrives on the hardstand on Launch Pad 39A after a six-hour trek from the Vehicle Assembly Building. The first motion out of the assembly building was at 8:19 a.m.

Two-year THEMIS mission to study aurora borealis

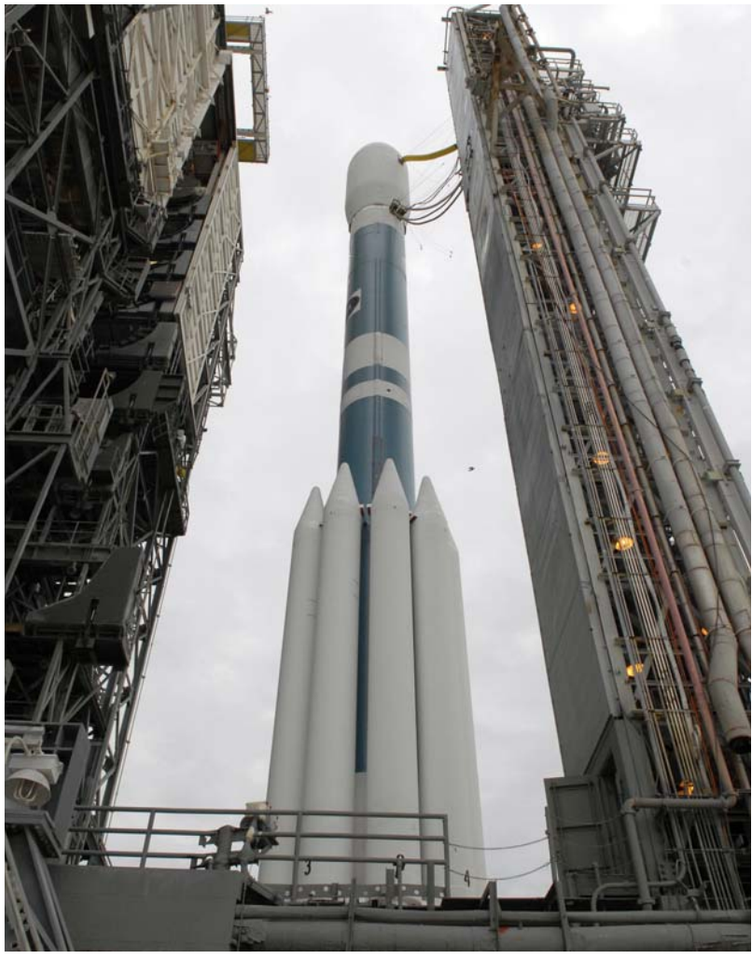
THEMIS . . .

(Continued from Page 1)

the spacecraft to their final orbits in mid-September. During the mission, the five THEMIS satellites will observe an estimated 30 substorms in process.

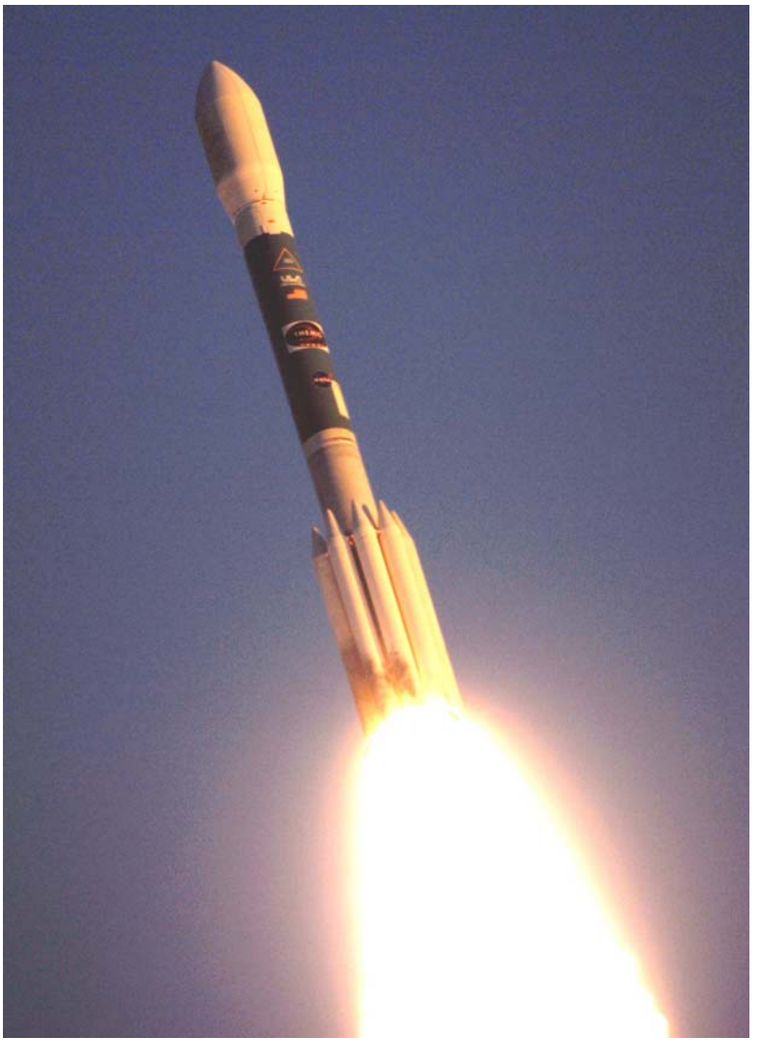
At the same time, 20 ground observatories in Alaska and Canada will time the aurora and space currents. The relative timing between the five spacecraft and ground observations underneath them will help scientists determine the elusive substorm trigger mechanism.

NASA's Launch Services Program at the Kennedy Space Center was responsible for the launch of THEMIS aboard a Delta II rocket.



AT LAUNCH Pad 17B at Cape Canaveral Air Force Station, the mobile service tower moves away from the Delta II rocket with the THEMIS spacecraft atop.

CLOUDS OF smoke encompass the Delta II rocket with NASA's THEMIS spacecraft aboard as it lifts off Pad 17-B on Feb. 17.



THE DELTA II rocket with NASA's THEMIS spacecraft aboard begins its journey to orbit from Pad 17-B at Cape Canaveral Air Force Station. THEMIS, an acronym for Time History of Events and Macroscale Interactions during Substorms, consists of five identical probes that will track violent, colorful eruptions near the North Pole.

A WORKER releases a weather balloon at the Cape Canaveral Air Force Station weather station. The balloon is equipped with a radiosonde, an instrument that transmits measurements on atmospheric pressure, humidity, temperature and winds as it ascends. The data was used to determine acceptable conditions for the launch of NASA's THEMIS mission.

2007 KSC All American Picnic ticket sales begin

Buy your discounted tickets early for the KSC All American Picnic on March 10 at KARS Park I. Purchase tickets at the Sundry Stores located at the Headquarters Building, Operations and Checkout Building, Operations and Support Building I and the Space Station Processing Facility.

At the Cape Canaveral Air Force Station, purchase tickets at the Hangar I Annex, room 210. Tickets cost $7 for ages 13 and older and $4 for children ages 3-12. Children under 3 may enter free and must have a ticket.

Tickets purchased after March 7 will cost an additional $2.

Lunch will include a choice of one of the following: one-quarter chicken and two St. Louis-style ribs; four St. Louis-style ribs; or sausage, peppers and onions on a hoagie roll. Included in all meals is macaroni and cheese, baked beans, cole slaw, corn bread and apple cobbler.

The picnic committee needs help the day of the picnic for everything from parking patrollers to ring-toss referees. Employees or family members who are ages 16 and older can volunteer two hours of their day and receive a free KSC All American Picnic T-shirt and a discounted admission ticket. To volunteer, contact Roger Liang (861-2224) or Sandy Walsh (867-4255). For information, visit **http://kscpicnic.ksc.nasa.gov**.

MEMBERS OF the 2007 Kennedy Space Center All American Picnic committee present the first ticket to Center Director Bill Parsons (fifth from left). Committee members include, from left, Vickie Hall, publicity co-chairwoman; Mariane Colon, ticket sales chairwoman; Michael Moore, picnic co-chairman; Bob Willcox, picnic co-chairman; Parsons; Mike Bolger, IT director; Tom Niemeyer, picnic co-chairman; and Ed Bertot, publicity co-chairman.

Kennedy employees focus on safety and health

By Jennifer Wolfinger
Staff Writer

Each directorate at Kennedy Space Center has its own specialized techniques and disciplines, making the respective safety and health needs of employees unique, as well. To support the center's Safety and Health Organizational Focus, representatives from each directorate developed activities relevant to their professions from Jan. 19 to Feb. 15.

All civil servants were required to participate in the event, which included a work stoppage of up to eight hours, and contractor participation was encouraged. Managers were required to formally document summaries of each training session.

"This year's Safety and Health Organizational Focus, 'All Hands on Safety and Health,' has been designed to remind us that safety and health are integral parts of everything we do, both here at KSC and at home, and that the responsibility of providing a safe and healthful place to live and work belongs to each of us," said Center Director Bill Parsons.

"There is no better way to begin a new year than to focus on safety and health. Our continued success in processing and launching space vehicles depends on it."

The varied activities represented the diverse KSC work force. For example, the Office of the Chief Counsel staff heard spacecraft and safety information, recognized American Heart Month by listening to an American Red Cross speaker and an Occupational Health Facility representative discuss heart disease, and learned about the pandemic flu.

After individual International Space Station and Spacecraft Processing branches met, all directorate employees gathered to learn about fitness, safety and health, participate in an educational game and compete for prizes. Spread out over a few weeks, KSC's Office of the Director's agenda included several healthy luncheon and snack sessions featuring safety, nutrition and fitness briefings, as well as CPR training.

To plan the agendas, packages including event criteria and tips were given to the planners. The initiative's Web site (**http://nasa.ksc.nasa.gov/safetyhealth07/index.html**) also served as a resource.

By participating in the Web site's survey, participants can help ensure future safety and health events are informative and productive.

For reference, each NASA directorate's administrative office has a copy of the current Employee Safety and Health Guide, which can also be accessed at **http://nasa.ksc.nasa.gov/safetyhealth07/pdf/EmployeeSHGuide.pdf**.

EMPLOYEES WHO participated in the Safety and Health Organizational Focus 2007 activities are requested to complete a brief, anonymous survey at **http://nasa.ksc.nasa.gov/safetyhealth07/index.html**. The information provided will assist in planning next year's activities. The program's goal is to provide employees a meaningful safety and health program experience. The survey results will be disseminated to each directorate.

Remembering Our Heritage

45 years ago: America's hopes orbit Earth with Glenn in Friendship 7

By Kay Grinter
Reference Librarian

John Glenn and the hopes of an entire nation launched into orbit with Friendship 7 on Feb. 20, 1962.

Qualifying any new space hardware takes patience, and the new Mercury-Atlas combination was no exception. In July 1960, a Mercury-Atlas exploded 65 seconds after launch on what was supposed to be a re-entry test of the Mercury capsule. In November, the Mercury capsule did not separate from the Little Joe booster on the Little Joe-5 mission. Clearly, the design needed modification.

Following these setbacks, the Russians moved ahead in the space race to put the first man into orbit. Cosmonaut Yuri Gagarin circled the Earth once on April 12, 1961, also the first manned launch for the Soviets.

NASA knew it was crucial to take the time to ensure the systems were man-rated and would not fail on the first manned flight using the Atlas booster.

Modifications made to the Atlas-D included alterations to the payload adapter section to accommodate the spacecraft and an abort-sensing system.

Tom O'Malley, the General Dynamics Atlas booster test conductor for the flight at Cape Canaveral, is retired and discussed the modifications from his home in Cocoa Beach: "John Yardley was a McDonnell Aircraft Corporation design engineer for the capsule. He and his team developed the idea for a 'belly band' to fix one of the problems identified on an early Mercury-Atlas failure.

"The band was an eight-inch strip of stainless steel that wrapped around the Atlas below the transition piece that mated with the Mercury capsule," O'Malley explained. This girdle strengthened the interface area on the Atlas booster where the adapter ring for the capsule nested against the liquid oxygen dome.

By January 1962, all concerns had been addressed and it was time for the first manned test. The first launch attempt was planned for Jan. 23, but bad weather and technical difficulties demanded the launch be postponed time and time again.

Preparations were made for yet another launch attempt on Feb. 20, although the weather forecast was unpromising. "The mood in the blockhouse was serious," O'Malley emphasized. "There was no tomfoolery. I ran a very tight ship."

Thankfully, the weather cleared, and Friendship 7 lifted off at 9:47 a.m. from Pad 14 on the Cape.

After exhaustive tests and observations following the successful flight, physicians could find no adverse effects on Glenn from the nearly five hours and three orbits he had spent in space.

A new era of exploration began that day in 1962 that eventually led to Americans walking on the moon before the decade was out.

GROUPED TOGETHER with astronaut John Glenn Jr. beside the Friendship 7 spacecraft are, from left, T.J. O'Malley, chief test conductor for General Dynamics; Glenn; and Paul Donnelly, NASA Space Task Group.

PRESIDENT JOHN F. Kennedy (left), John Glenn and General Leighton Davis ride together during a parade in Cocoa Beach after Glenn's historic first U.S. human orbital spacefight.

MOCK . . . *(Continued from Page 3)*

solve problems at KSC.

Other examples are improving lighting in the Orbiter Processing Facility, replacing headsets with wireless models, upgrading cold plate installation and removal procedures and processes, and reconfiguring the wheel shop process into an efficient assembly line.

Some recent projects have also relieved the physical stress of workers. For instance, the protective Self-Contained Atmospheric Protective Ensemble suits from the 1970s were redesigned to comfortably and safely fit today's users. Preventing the upper-body tension window washers often suffer with is another ongoing effort.

NASA also uses human factors during accident investigations. Investigation board members examine all of the related operational aspects, determine what went wrong at a task level and offer guidance to correct the issue. This often involves updating confusing procedures and providing helpful pictures and diagrams for technicians.

For academy information, visit **http://www.nescacademy.org**.

Parsons emphasizes work force focus at National Space Club

By Jeff Stuckey
Editor

Kennedy Space Center Director Bill Parsons made one point clear as he spoke at the National Space Club Florida Committee's February luncheon at the DoubleTree Hotel in Cocoa Beach: everyone must stay focused on what is happening right now.

"It's extremely important to keep the work force focused and remind ourselves daily what it takes to do this important work, both expendable launch vehicle and space shuttle launches, because it is going to require our full attention to get through this year," Parsons said.

"The one thing I would say is that as we talk about 2010 and the retirement of the shuttle, my comment to the work force, and all of you, is that if we don't stay focused on these shuttle launches that are right here in front of us, we may not ever get to that opportunity to retire the shuttle in 2010."

In addition to the five scheduled space shuttle launches in 2007, there are at least seven ELV launches scheduled, including two at Vandenberg Air Force Base in California and five at KSC.

"That will set the stage for a busy year ahead for not only the Kennedy work force, but also for the 45th Space Wing and the Eastern Test Range, in addition to the work they already have to do," Parsons said. "It's stacking up that 2007 is going to be a very busy year."

Parsons agrees with NASA Administrator Mike Griffin when he points out that a lot of federal agencies are not receiving increases to their budgets. NASA is one of the few agencies to receive an increase.

"We are very appreciative of the fact that we do have an increase," Parsons said. "Would we like more? We always would like more. Can we do it with what we have? Absolutely. We're looking forward to having this budget."

The director said the center is starting to get more of an understanding of how the Constellation Program will evolve around the 2010 or 2012 time frame. "That will be refined even more in the next budget processes we go through in 2008, 2009 and so on," he said. "It tells us we have more of an understanding of what the Constellation Program will bring to the table at the Kennedy Space Center."

BILL PARSONS, Kennedy Space Center director, speaks to the audience at the National Space Club Florida Committee's Feburary luncheon.

Parsons is also appreciative of the partnerships at the center. "We have great support from the state of Florida, state legislators, county commissioners and many others," Parsons said. "The future is going to require those partnerships for us to get through the next few years."

Submit a nomination for 2007 Debus Award to National Space Club

The National Space Club's Florida Committee is accepting nominations for its annual premier award, the Dr. Kurt H. Debus Award, for significant contributions to the advancement, awareness and improvement of aerospace in Florida.

The 2007 Debus Award will be presented at the Debus Dinner on April 28 at the Debus Conference Center at the Kennedy Space Center Visitor Complex.

Nominations must be made in writing and should be mailed to: National Space Club Florida Committee, P.O. Box 21243, Kennedy Space Center, FL 32815-0243, Attention: Debus Award Selection Committee.

The criteria for nominations include the following: being a U.S. citizen; being a Florida resident at the time of the nomination; having a professional career associated with technical achievement, education or management of aerospace activities; and being recognized by the aerospace community for current significant contributions to aerospace.

Nominations may be for space launch activities, payload activities, ground support systems, educational activities or aerospace research. The winners of the 2005 and 2006 Debus Awards were, respectively, Richard Beagley of United Space Alliance and Jim Kennedy of NASA.

NASA Transportation creates magnet to identify Flex Fuel Vehicle fleet

Since most manufacturers have not placed an emblem or wording on their vehicles to identify Flex Fuel Vehicles, or FFVs, other than a small sticker on the inside of the gas fill door, some drivers do not know they are driving a FFV. This may lead to not filling up with ethanol E-85.

To help identify vehicles that are FFVs, a glass magnet has been placed on many of the FFVs operating at the Kennedy Space Center. If your vehicle has a glass magnet that reads, "Use E85 . . . A road to a cleaner world" you should be filling up with ethanol E-85 when operating on KSC.

This helps meet the EO14149 and Energy Policy EPACT requirements to reduce the use of petroleum. The magnet was designed by Jessica Alvarado, a Stay-In-School Program student.

John F. Kennedy Space Center
Spaceport News

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