ALGRANTI TRANSFERS TO LANGLEY

Briefed: Joe Algranti (center) receives a leather briefcase in a presentation by (L to R) Lewis pilots Jack Enders, Eb Gough, Fred Haize and Bill Swann.

Soon to leave for Langley Research Center in a transfer to Flight Operations there is Joe Algranti, Lewis member of nine years.

A pilot-engineer with NASA since 1951, Joe has been active in many phases of Lewis flight research. Most recently he has been the project pilot on the multiple axis gimbal rig tests in the AWT. Having flown in this rig more than any other man, he has supervised the Astronaut's training in flying the simulated space capsule.

Joe earned his wings while serving in the U.S. Navy from 1943 through 1947. After service he enrolled at the University of North Carolina, earning a B.S. degree in Physics in 1951.

At an informal luau party, his friends wished him good luck in his new assignment.

ORBIT

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Editor.....Theresa Horvath
Art Director.....Mary Brady
Staff Artist.....Robert Barron
Reporters.....NASA employees

First From Lewis Leave For Active Duty

Three Lewis employees reported for active duty in the Ohio Air National Guard on October 1. They were the first from Lewis to be recalled.

Fred Haise, engineer-pilot in Nuclear Systems Division, reported to the 164th Tactical Fighter Squadron in Mansfield. Neil Fauber, Facilities Engineering Division, also reported to this squadron.

Robert Hanlon, Facilities Operations Division, reported to the 112th Squadron in Toledo.

Captains Fauber and Hanlon joined the Lewis staff this summer. Capt. Haise transferred from Tinker AFB, Oklahoma in 1959.

All three will be piloting F84F's.

Fred W. Haise, Jr.

Ex-Lewis Pilot Is New Astronaut

Fred W. Haise, Jr., whose appointment as an astronaut was announced recently, includes four years at the Lewis Research Center in his impressive list of qualifications.

At Lewis, Haise worked as a research pilot from 1959 through 1963. This included flying experiments on zero-gravity trajectories, engineering the installation of experiments in aircraft and routine flying.

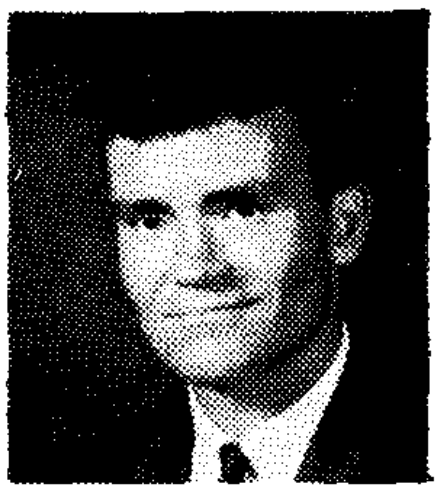
He also worked on a recovery system for experiments shot into space with an Aerobee sounding rocket.

Since he entered the service as a Naval Aviation Cadet in 1952, he has accumulated 4,760 hours of flight time, of which more than 2,000 is in jets. He served as a U. S. Marine Corps pilot from 1954 to 1956 and as an Air National Guard Officer from 1957 to 1963.

Haise left Lewis in 1963 to accept a position as a project pilot at NASA's Flight Research Center, Edwards, Calif. He was graduated from the Aerospace Research Pilot School in 1965 and received the A.B. Honts Trophy as the outstanding graduate.

Astronaut to Address Cleveland Group

Astronaut Fred Haise Jr., a Lewis research pilot before joining the manned space flight program, will be in Cleveland September 11 to speak to the Midwest College Placement Ass'n.

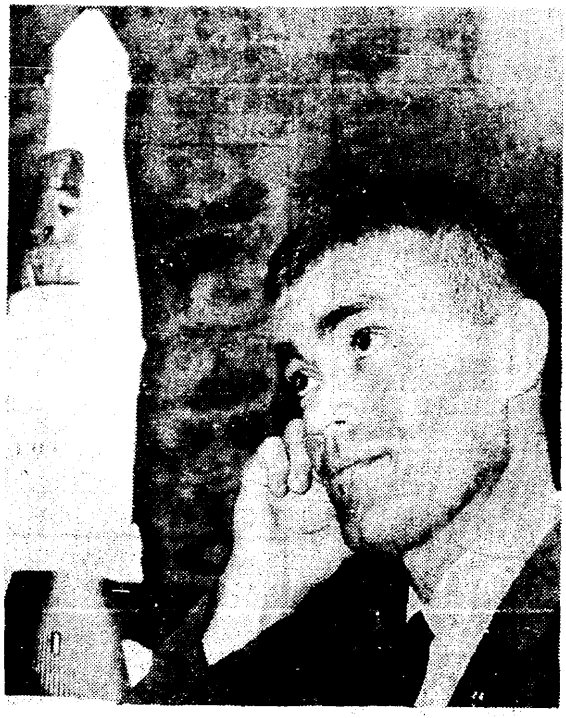


Haise, presently assigned to N A S A's Manned Spacecraft Center at Houston, Texas, will deliver his address at the Cleveland-Sheraton Hotel. His appearance here was arranged by Dr. C. D. Ferraro, Lewis placement officer, who is active with the MCPA.

Haise worked at Lewis from September 1959 to March 1963 when he transferred to NASA's Flight Research Center, Edwards, Calif. He attended the Aerospace Research Pilot School in 1964, receiving the A. B. Honts Trophy as the outstanding graduate. He was selected as an astronaut in April 1966.

Haise's unusual career includes service as a pilot with the Air Force, Navy and Marine Corps. He is married and has three children.

Lewis News: September 1, 1967



MOONBOUND — With a complete Apollo-Saturn model as a background, Astronaut Fred W. Haise Jr. explains the steps it will take to put an astronaut crew on the moon.
Plain Dealer Photo (Richard J. Misch)

Astronaut Eyed Career as Journalist

By RICHARD G. ELLERS

Poor Fred W. Haise Jr.! He would be a reporter today except for a quirk of fate. Instead, he is "only" an astronaut looking forward to a paid trip to the moon.

Haise revealed his lost journalistic ambitions yesterday while in Cleveland to address the opening session of the annual meeting of the Midwest College Placement Association.

HAISE spent four years here as a test pilot for NASA-Lewis Research Center.

He was a specialist at Lewis in creating zero-gravity effects by flying an airplane in a certain curved trajectory.

Today, he is a member of the astronaut team working on development of the lunar module, the space ship which will take astronauts to the moon's surface from an orbitory Apollo craft.

WHICH astronauts will be the first on the moon and when ?

"You would have to be a fortune teller to answer that," Haise said. "There are at at least six test flights to be made first, three unmanned and three in orbit around the earth.

"Then something could happen which would force the first moon crew to come back to earth without landing."

Haise said he had planned to become a reporter when he spent two years at Perkinston Junior College in Mississippi.

"But I had a chance to go into the Navy with a commission if I became an aviation cadet," he said. "That's when I found out I loved flying more than newspapering."

Early Student Contact Urged

College Placement Experts Get Advice

College placement directors must respond to the challenge of the space age by developing a closer relationship with business and industry, a panel of university administrators agreed yesterday.

The discussion in Hotel Sheraton-Cleveland was addressed to about 1,000 business and college representatives attending the 18th annual conference of the Midwest College Placement Association here through tomorrow.

The Very Rev. Joseph O. of computers, to match students to jobs.

ALSO ON THE panel were Dr. John S. Millis, chancellor of Case Western Reserve University, and Dr. Ronald W. Roskens, vice president for university relations and development at Kent State University.

The theme of the conference was set by Astronaut Fred W. Haise Jr., who used films and slides of manned space flights in his discussion, "Manpower Needs of a Changing World."

NASA Names Flight Crews For Coming Apollo Trips

Flight crews have been named for the second and third Apollo missions, NASA announced recently.

The first manned Apollo mission is on an uprated Saturn 1. The second manned mission is scheduled as the last of six Apollo flights in 1968 and will be the first manned launch of a Saturn V launch vehicle. The mission will provide the first manned operation in space with the command, service and lunar modules, including crew transfer from the command module to the lunar module, and rendezvous and docking.

Prime crew for the second mission is James A. McDivitt, commander, David R. Scott, command module pilot, and Russell L. Schweickart, lunar module pilot. Backup crew is Charles Conrad, Jr., commander, Richard F. Gordon, CM pilot, and Alan L. Bean, LM pilot.

Prime crew for the third mission is Frank Borman, commander, Michael Collins, CM pilot, and William A. Anders, LM pilot. Backup crew is Neil A. Armstrong, commander, James A. Lovell, CM pilot, and Edwin E. Aldrin, LM pilot.

Plans call for the third manned mission to be launched in early 1969. It will be an earth orbit flight simulation of the lunar landing mission. The orbit will have a 4,000 mile apogee.

A three-astronaut support team was named for each flight crew. For the second manned mission, it consists of Edgar D. Mitchell, Fred W. Haise, Jr., and Alfred M. Worden. The third crew support team is Thomas F. Mattingly, II, Gerald P. Carr, and John S. Bull.

Conference

(Continued from Page 1)

Dr. William H. Roudebush, Air-breathing Engines Division, will show how the modern combustor has a much more difficult job to do than his "cousin" of ten years ago. In addition, he will discuss the concept of the duct burner as a possible replacement for the afterburner for turbofan engines.

The Conference, according to Esgar, is designed to appeal to the expert as well as to the non-expert. He explained that "air-breathing gas turbine engines have changed since the dawn of the Space Age in the late 1950's. At that time, Lewis had conducted the pioneering research on various engine components such as super-

From Lewis - to Manned Space prominence

Many NASA employees — managers, engineers, technicians — began careers at Lewis during the last two decades and rose to prominence with the focus on manned space through the 1960's. The six featured here do not include former Center employees like Warren North, who has played a key role in astronaut training; Dugald Black, Deputy Director of Support Operations at the Cape; Joe Algranti, MSC test pilot; Gerard Pesman, MSC biomedical consultant; and many others.

DR. ABE SILVERSTEIN, retired Lewis Director, who as Director of the Office of Space Flight Programs at NASA Headquarters from 1958 to 1961, formulated the Apollo Program with mission planning, spacecraft design and development, and in-flight research and operation. Leaving NASA in 1969 after 40 years of government service, Dr. Silverstein is active in civic affairs, especially environmental research and mass transportation problems.

DR. GEORGE M. LOW, NASA Deputy Administrator and former Acting Administrator, was Apollo Program Manager at MSC for eight years before coming to Headquarters late in 1969. Starting his aerospace career here in 1949, he was Chief of the Lewis Special Projects Branch when he transferred to Houston in 1958.

NEIL A. ARMSTRONG, NASA Deputy Associate Administrator for Aeronautics, began his NACA career at Lewis in 1955, as a research pilot, and transferred to the Flight Research Center in Edwards, California, a few months later. The first man to walk on the Moon, Armstrong transferred from MSC to his Headquarters post in June of last year.

FRED W. HAISE, JR., Lunar Module Pilot of the Apollo 13 flight, was a research pilot at Lewis from 1959 to 1963. Transferring to Flight Research Center, he was selected by NASA for the astronaut program in 1966, and still serves in that program. It was the skillful competence of Haise and Apollo 13 Commander James Lovell and Command Module Pilot John Swigert that brought the trip back to Earth safely after the electrical failure of the Command Service Module early in the April 1970, mission.

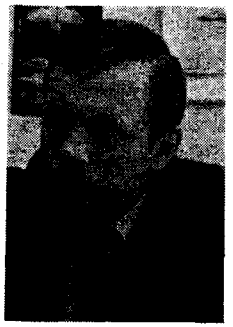
GLYNN S. LUNNEY, Chief of the Flight Director's Office, Flight Control Division, at MSC, Houston, began his career at Lewis as an aeronautical research engineer in May of 1958. In September, 1959, Lunney transferred to MSC, Houston, and participated in flight operations for the Mercury, Gemini and Apollo Programs. He is currently an Apollo Flight Director and coordinates and advises the Director of Flight Operations on all Apollo flights.

G. MERRITT PRESTON, Director of Center Planning and Future Programs at Kennedy Space Center in Florida, left Langley for Lewis when the Center opened in 1942. Working on aircraft speed and safety projects, he became Chief of Flight Research Engineering in 1945. He transferred to the Cape in 1949 to become Director of launch operations for the Mercury and Gemini Programs and Manager of Florida Operations for the Manned Spacecraft Center. Preston directed the design of ground support equipment, structures and facilities for NASA's Cape launches.

SCOTT H. SIMKINSON is Assistant Program Manager, Apollo Spacecraft Program — Flight Safety, at MSC. He started his NACA career at Lewis in 1943, and worked in the jet engine field here for fifteen years. In 1958, Simkinson initiated the NASA effort at the Cape as Chief of the Launch Operations Branch, and in 1962 he became technical advisor to the Gemini Program Manager at MSC after representing NASA as consultant to McDonnell Aircraft Corporation and NASA representative at General Dynamics. Since 1967, he has been responsible for the safe conduct of Apollo spacecraft tests.


DR. SILVERSTEIN


DR. LOW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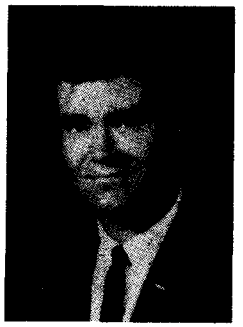
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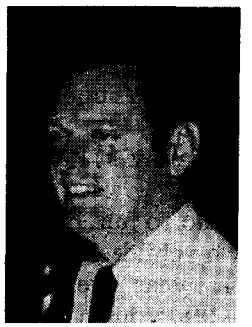
LUNNEY


PRESTON


SIMKINSON

Man, Weather Peril Planes, Haise Says

COLUMBUS (AP) — Astronaut Fred W. Haise Jr. told an aviation seminar group at Don Scott Field here yesterday that human error, poor judgment and weather cause most plane mishaps — not mechanical failure.

When not to fly is the most important consideration, Haise said.

"I have over 6,000 hours flight time now, but sometimes I stay an extra day because of weather even though it would be legal for me to go via all regulations," he said.

"I'D RATHER swallow my pride and arrive a day late than exceed my capabilities and not make it at all."

Haise, who was the lunar module pilot aboard the aborted Apollo 13 mission last year, urged those present to insist on a professional operation "whether you end up being the pilot or you hire somebody."

"This includes all those things necessary for a safe flight operation like good aircraft upkeep, proper preflight planning, and the plain old mechanics of getting the air machine airborne and back on the ground at the right locale," Haise said.

THE SEMINAR was composed of businessmen and visitors from northeastern Ohio, invited by the Ohio Aviation Commerce Committee to the seminar entitled "Fly in for Profit — Ohio's First Symposium on Use of Business Aircraft."

Committee chairman John D. Thorp said the purpose was to "acquaint Ohio executives with the advantages of using aircraft in their daily business."

PLAIN DEALER, May_12, 1971