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FREDERICK H. HAUCK
INTERVIEWED BY JENNIFER ROSS-NAZZAL
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ROSS-NAZZAL: Today is April 25th, 2012. This telephone interview with Rick Hauck is being conducted for the JSC Oral History Project in Houston, Texas. The interviewer is Jennifer Ross-Nazzal. Thanks again for taking time to talk with me today. I certainly appreciate it.

HAUCK: My pleasure.

ROSS-NAZZAL: I did want to ask you last time we talked—we talked about your naval career. So many of the men from your class had worked in the military but they hadn't worked with women professionally before. Was that the case for you?

HAUCK: Pretty much. I was a Navy fighter and attack pilot flying most of my career off of aircraft carriers or in the flight test environment. So there were limited opportunities to interact with women in the aviation end of business.

ROSS-NAZZAL: Now one thing I understand, from having talked with so many members of your class, is that the class was so large, they were split into two groups, the red and blue teams.

HAUCK: Right.

ROSS-NAZZAL: I understand you were head of one of those groups.

HAUCK: I believe I was.

ROSS-NAZZAL: Did the women ever come to you with any concerns that they had in terms of things like training or personnel or other issues?

HAUCK: Not during that timeframe. Our first couple of years at Johnson Space Center were spent in the classroom environment. Well, half classroom, half practical in the field, I guess. No, I think we were all learning together. Well, I do recall—I think I flew Mary [L.] Cleave on her second or third flight in a T-38 high performance jet aircraft that we used for our training. Mary's training, she was a PhD in—I think it was called sanitation engineering—so she hadn't had any experience as a pilot in aircraft previously.

One of the things that the T-38 flying was meant to do was to make people who hadn't had that experience comfortable with the dynamic flight environment: things happening quickly, things needing to happen accurately, on time, and communicating what was going on. During this flight, Mary was very eager and certainly very talented but she had a tendency to speak in a very [quiet] voice. I recall part of our training, of course, was to have the crewman/crewwoman make the calls to the tower or to the FAA [Federal Aviation Administration] approach control. They were having a hard time understanding her, because she spoke with such a [subdued] voice. During the flight I encouraged her to speak up. I remember after the flight saying, "Mary, you've got to be—you must be more assertive in your communications. Otherwise they'll go for

naught." She picked up on that very quickly, and I don't think she had any issues with it later. That's one observation.

ROSS-NAZZAL: After your class was selected—or announced to the press—you came down to Houston to be introduced formally to the media. What are your recollections of meeting those first six women?

HAUCK: Oh goodness. Well, first of all it was clear they were very talented people. There was no tokenism at all. I don't remember that ever being an issue. I should say that I grew up being very heavily influenced by my grandmother, who was a strong and caring woman, who encouraged me in much of my youth to pursue things that interested me. So I grew up with a great appreciation for the power of a strong woman. Clearly all six of these were very talented and experts in their fields. They were all very socially accessible too. So I don't recall there being anything other than interest, of course, in how the associations would develop. I don't think that there was anything that gave me pause, certainly didn't make me concerned in any way.

ROSS-NAZZAL: Mike [Richard M.] Mullane, of course, paints a very different picture in his book [*Riding Rockets: The Outrageous Tales of a Space Shuttle Astronaut*]. What do you think of his assessment—especially the military astronauts coming in in '78 and their views toward women?

HAUCK: I've read Mike's book. In some ways I found it very good. Excuse me, Jennifer. All right, I'm back with you.

ROSS-NAZZAL: So I had asked you about Mike Mullane's book.

HAUCK: I've read Mike's book. I recognized a lot of the situations that Mike described. I think he has some talent as a writer. I can't say I identify with his obsession that he had with Judy [Judith A.] Resnik, as he described it. So rather than comment on Mike's view, I would just say that I was extraordinarily impressed with the capabilities and the professionalism of all six of the women. They all had their own strengths that they brought to the program. Of course I flew with Sally [K.] Ride on our first mission together. Then I flew with Anna [L.] Fisher on her first, my second flight.

I should mention that at some point, I guess after I left NASA, I was asked to testify before the Presidential Commission on [the Assignment of] Women in the Armed Forces. That was a commission run by General Bob [Robert T.] Herres in the early '90s. I left NASA in '89. In any case I was asked to testify before that commission, as was Sally. We had talked in advance about what we might say. Then she had a [schedule] conflict, and she asked me to read her statement to the commission.

Basically when asked whether it would be the right or the wrong thing to do, to have women fight in combat, my comment was that I saw no reason why women should not have the opportunity to fly in the same jet aircraft I flew in. I said if the pilot were talented and professional I'd have no problem being a woman's copilot or flying on her wing. That's the way I felt, I think, throughout my NASA career; I think more professionally oriented than Mike's view.

ROSS-NAZZAL: Well in the last couple interviews that we did, we did talk a little bit about Sally and Anna. But curious if you could describe your working relationship with the other four women: Kathy [Kathryn D.] Sullivan, Judy Resnik, Shannon [W.] Lucid and [M.] Rhea Seddon. How do you describe the four of those women?

HAUCK: Let's see. I don't recall having a formal working relationship with any of them. Of course we worked shoulder to shoulder in the office. Shannon was, I think, the oldest of the six and had a grown family at the time and was always very upbeat. She, I had the sense, was very focused on her professional work at the Johnson Space Center and had a very full family life outside that. So I don't recall doing much informal socializing with Shannon, although we as a group, the class of Thirty-Five New Guys, had a very active social life. We enjoyed getting together in general as a group and would party quite a bit, but I don't recall Shannon being a big part of that.

Kathy Sullivan, very gregarious, very upbeat, always ready with a quip, clearly a very good engineer, scientist. She's a geologist. There was never any question that Kathy was confident in what she was doing and in her own abilities.

Judy was a lot of fun to be around. Again here's a PhD electrical engineer who could focus very intently. She did a lot of the early testing for the Astronaut Office on the Canadian robot arm, which we used on Shuttle Mission 7, when we took a satellite out of our cargo bay. [We released it, then] flew around [it], and [used the arm to] put it back in [the payload bay]. So we had a fair amount of interaction directly with her on the operation of the robot arm. She was always lots of fun. She was just a delight to be around. [By the way, Sally and John M. Fabian operated the arm during that flight.]

Rhea Seddon, a physician. Again, like all of them, very upbeat. I just recall every one of them being very positive and fun to be around.

ROSS-NAZZAL: Are there any interesting anecdotes or stories about any of those women that you can share?

HAUCK: Well, there's one that I've enjoyed telling for a long time. That is in late '78 or late '79, I forget, I think it must have been late 1978, because it was shortly after we were brought on board as astronauts. Maybe it was '79. We were out on field trips, and one of the field trips was to the Los Angeles [California] area. In addition to visiting Edwards Air Force Base [and] Lancaster [California] where the Shuttle orbiters were being built, and Downey, California where parts of the Shuttles were being built, we went to Beverly Hills [California] for the annual Society of Experimental Test Pilots symposium, which was a time-honored annual get-together of professional test pilots and a good mixture, lots of fun [as well as] listening to professional papers.

The socializing included going to suites that were hosted by various aerospace companies. I recall being in the Boeing suite, chatting with George [W.S.] Abbey. George introduced me to one of his close friends. His name was Frank Verginia, who was I think vice president for operations—maybe test flight operations for Boeing. Frank said to George, "Hey, I'd love to have some of your new astronauts come up and visit Boeing and see our operation." As it evolved, Dick [Francis R.] Scobee, Dan [Daniel C.] Brandenstein and I took three T-38s, with Sally, Judy and Anna in our backseats, on a one- or two-night stay up in Boeing in Seattle, Washington.

Clearly Frank's interest was in getting some of the women up to Boeing, because I think it was good press for them. It was a unique opportunity. So when we were up there we were taken through the production lines for the 747 and shown some of their plans for their competition for the C-17. I recall we flew either a 727 or 737 simulator. At the end of the first afternoon, or maybe if there was two nights [on the] last afternoon, we were asked, "Would you like to fly a 747?"

We all said, "Yes, that'd be fun to fly the simulator of the 747."

They said, "No, would you like to fly the real airplane, the 747?"

We said, "What do you mean?"

They said, "Well, we've got a test flight scheduled for the morning. Very simple, we just have to put some hours on the engines so there's no restriction on what we do. So we thought we'd invite you on board, and you'd all have a chance to fly the aircraft."

Well, this was a great opportunity. Of course all three of the men had thousands of hours of first pilot time flying jets. Dick had actually flown the 747 during some tests at Edwards Air Force Base, the prototype presidential 747, but Dan and I were pretty much fighter attack small tactical jet pilots. The women, Sally, Anna and Judy, had very limited [pilot] time. I don't recall. I'm sure two or maybe all three of them had their civil pilot's license, very limited amount of time solo. Of course in the T-38s there is a stick in the backseat. We were encouraged to let the nonpilots fly so that they had a sense for what's involved in flying and really be a full part of the process, but that flying was restricted to 5,000 feet and above the ground. We were not permitted to give up control of the aircraft to a nonpilot below 5,000 feet.

So we gathered at Boeing Field or Paine Field, I forget which, the next morning. The 747, you wouldn't recognize it. No passenger seats in it, big wide open cockpit with no cockpit

doors, just a big hollow shell with a lot of test instrumentation in it. All six of us were standing in the cockpit, and the chief test pilot said, "Who'd like to make the takeoff?" The three guys, we hung back. I forget whether it was Judy or Anna.

I think Judy said, "I would."

So he said, "Okay, I'll taxi it out. We'll line up with the runway. I'll advance the throttles. You have the [flight controls]. We'll accelerate to 145 knots. You pull back on the stick, rotate to eight degrees." He said, "I'll get the landing gear and the flaps, and then you just follow the directions flying the aircraft that air traffic control gives you."

So we flew out over the Cascade Mountains east of Seattle and he took it up to 25,000 feet and said, "I'm going to demonstrate a deep stall," which involves slowing the 747 down slowly slowly slowly until the wing stalls and the airplane starts to fall at up to 4,000 feet per minute. He pushed forward on the stick, added the power. We recovered from the stall and climbed back up. He said, "Okay, Judy, now you can do it." She did a very creditable job. Then we flew over to Moses Lake Airport in Washington where there was a lightly used Air Force base. He demonstrated two landings, and he said, "Okay, Judy, you make two landings." We each took our turns making [touch-and-go] landings in the 747, which is a 600,000-pound airplane that was new to all of us except Dick. Some of the landings were better than others but a creditable job.

On the way back I think Sally was in the left seat. The test pilot said, "Well, Sally, what other airplanes are you checked out in?"

She said, "What do you mean?"

He said, "Well, what other jets have you checked out in?"

She said, "None." His face started to go white and turned to the other two women. They said, "None." So that's a demonstration of a number of things. Number one, the confidence that we male astronaut pilots had in the capabilities of these three women. Number two, how relatively docile the 747 is as an airplane to land. Number three, you probably ought to learn in advance what the experience base is of your pilots before you let them fly the airplane.

We all had fun with that.

ROSS-NAZZAL: I guess they presumed all astronauts of course were trained in jet aircraft.

HAUCK: Exactly.

ROSS-NAZZAL: One of the questions I wanted to ask you was about the press conference. You talked a little bit about the initial press conference where it was announced that Sally was going to be the first American woman to fly.

HAUCK: Jennifer, let me interrupt you. The initial press conference. It was not the press conference that we were all introduced at. Sally was not named to that flight until we all were, about a year and a half later.

ROSS-NAZZAL: Can you explain that?

HAUCK: Well, if the press conference you're referring to is the one where we all flew down in 1978 in January and we were introduced to the press. You had mentioned that earlier, so I thought that was the one.

ROSS-NAZZAL: Okay. I'm sorry, I wasn't being clear. I think it was in 1982 when the STS-7 crew was announced without Norm [Norman E. Thagard]. I think you had talked a little bit about that in your interview. I had actually watched the video, and one of the questions that was constantly coming up from the media was how things were going to change in space once women became part of the flight crews. Had there been any discussions prior to the announcement of this issue in the Astronaut Office?

HAUCK: I don't recall having any significant discussion about, "Gee what will it be like to have a woman on the crew?" I had the sense that we melded together as a group of thirty-five folks very quickly to having a comfort with each other's expertise, experience, and so on. I really don't recall there being an issue of, "Gee what's it going to be like if I'm assigned to a crew with a woman?"

We went off on field trips; we went on geology trips. We went on parachute survival trips. This may have been part of the planning of NASA hierarchy, to get us to meld together. There were a lot of opportunities for us to work together: in simulators, in the classroom, social events, field trips. Before the first woman was announced, I think we'd gotten by anything that might have been an issue, and I don't recall there being an issue.

ROSS-NAZZAL: Was there any surprise within the office when Sally was announced as the first woman that they had selected? Was there any surprise that oh, I thought maybe Judy or Anna might have been on the top of that list?

HAUCK: I don't. I don't recall speculating, I'm sure I must have but I don't recall. We're now talking what, thirty-two years ago. No, I don't recall speculating who might be the first woman. Any more than I was—of course I was hoping I'd be one of the first in my class to fly. But that just came as it came.

ROSS-NAZZAL: In our first interview you noted that there were some things that seemed awkward at first on STS-7, like you mentioned potty training. Were there other things that seemed awkward at first that you can talk about?

HAUCK: I guess at one point there was some adjustment of clothing as we were getting ready to transition from one bit of training to another in the simulators that probably involved us stripping down to our undergarments at one point. For a moment that seemed a little uncomfortable. It's pretty tame compared to what you hear about in society these days. Gee, I can't remember anything else. I don't know if I mentioned in my previous interview during my second flight with Anna Fisher as our flight engineer, she and I were the people responsible for entering the data into the computer when we did some orbital adjustment burns.

I had to use the facilities at one point, and we were coming up on a burn. We would normally always double-check our entries in the computer before we executed them. Anna called down and said, "Rick, you going to be up? We're ready for the burn."

I said, "No I'm not. Just double-check it yourself." She did, and everything went fine. But that really wasn't an area of discomfort from a social standpoint.

ROSS-NAZZAL: You also described Sally in your interview as a number one professional, very industrious, always thinking about objectives of the flight, a good sense of humor, very productive. Can you give some examples from the flight or crew training to illustrate some of those examples?

HAUCK: Well, she and John Fabian were the primary payload-oriented crew members. Norm Thagard was added to the crew after we'd already started our training, and his purpose on the crew was to study physiological aspects of weightlessness and space sickness. He is a physician, of course. So Sally and John were off quite a bit training either in Canada with the arm or with the TELESAT Canada people, who had one of the satellites on board. So John would be a great resource, I would think, for you to chat about the training aspects.

Of course we trained a lot in full simulations. I'm hard pressed to call out a particular example. I just recall that the crew operated very well together. Of course the captain of the ship sets the tone. Bob [Robert L.] Crippen was a superb mission commander and set the tone for that flight. Sorry I don't have any concrete examples other than reflecting on everything going very smoothly on the flight, and everyone doing what they were chartered to do.

ROSS-NAZZAL: Did you spend a lot of time working with Sally because she was the flight engineer so you might [have spent] a lot of time together in the simulator?

HAUCK: Yes of course. I should have said that. We flew all the ascent and entry simulations together, Crip and Sally and myself. It all just went very smoothly.

ROSS-NAZZAL: Any funny anecdotes from any of the simulations or any gags that you guys might have played on each other?

HAUCK: Oh, I'm sure there were. But golly.

ROSS-NAZZAL: Yes it's been a while.

HAUCK: Been a while.

ROSS-NAZZAL: One of the things I'm curious about is the difference between the men and the women. Do you think that Sally ever approached things in a different way than the rest of the crew did?

HAUCK: That's a good question. I don't recall feeling that that was the case. We all had our unique strengths, I guess. I think astronauts are curious problem solvers, and people up to challenges. So it was not at all unusual for any one of us to make suggestions for how something might be done, if it was an unresolved issue. But I don't recall anything that one would attribute to the feminine way of thinking of things.

ROSS-NAZZAL: You talked a bit about your postflight tour of Europe with Sally. I had learned recently that she had visited Australia after the flight. Did you go with her on that trip?

HAUCK: Did not. No, I'd forgotten that she'd done that.

ROSS-NAZZAL: It was something I learned. I was on another interview trip, talking with people about the *Enterprise*. We had lunch with someone who mentioned seeing her there. I thought oh, I didn't know that.

HAUCK: This doesn't need to be part of the interview, but I've found that a lot of people remember that a recognizable woman was involved in something, but if it was Sally they might say it was Judy. Or if it was Anna they might say it was Rhea. All they remembered was that they met a female astronaut. In many cases the person they were talking about was actually another person.

ROSS-NAZZAL: Kathy Sullivan mentioned that in one of her interviews. When she flew with Sally she actually had some sort of—not a nameplate—but her patch for her name had some sort of symbol for not Sally or something. Because everyone always thought that she was Sally of course because all women look the same I guess.

HAUCK: You mention the symbol. I don't know if we talked about it or if you noticed on the STS-7 patch. There's a glowing sun with four male symbols and one female symbol as part of the starburst I guess I'll call it.

ROSS-NAZZAL: I hadn't noticed that. I'll have to go back and look at that. I wanted to ask about your second flight as well. You flew of course with Anna Fisher. Can you give me a sense of who she is and your relationship with her?

HAUCK: Sure. Anna is a very focused person, can be. She has a great sense of humor too. Her background was as a physician, and as an emergency room physician, as was her husband Bill [William F. Fisher]. I certainly recognize that anyone that can first of all wend their way through the training involved in becoming a physician but then practicing your trade in a very dynamic fast-moving environment as an emergency room earns a special admiration from the beginning. So Anna of course is very petite, and I'd say very feminine in her own right.

In some cases, no matter what flight you're on, you'll come across issues that require resolution. Some person may have one way of approaching it, and another person may have another way of approaching it. There were certainly a couple of times that Anna would say, "I think we ought to do something this way," and either I or Dave [David M.] Walker or Dale [A.] Gardner or Joe [Joseph P.] Allen would offer another solution. I recall Anna was very tenacious, especially if it were a procedure or task that was under her purview. She was very firm and very strong in her opinions, not offensively. "Well, I think we ought to do it this way." So she earned the nickname of the Ayatollah. It was back in the days when Ayatollah Khomeini was certainly totally in charge of the country of Iran. I guess we each had our nicknames. I don't know if we mentioned that in the previous interview. That was an affectionate nickname. Matter of fact, when the flight was coming to a close my four crew members took a piece of teleprinter paper and each signed it to their commander and Anna signed it Ayatollah. So I think that's a good

insight into her personality. Very confident. She was certainly a team player. Very strong in her opinions, and her opinions were respected.

ROSS-NAZZAL: So of course I have to ask what were the nicknames of the rest of the crew? Do you recall?

HAUCK: Yes I do. Dale Gardner was known as—he was a mission specialist. I think the flight engineer was MS [mission specialist]-2 so that was Anna. So Dale was MS-3 and we just called him MS3. Joe was called Tiny Little Rodent. I have received an e-mail from Joe within the last two weeks signed TLR.

ROSS-NAZZAL: In his interview I think he talked about [how] Dave Walker gave him a butter cookie and made some comment about him being a rodent, which explains it now.

HAUCK: Also explains why Joe was the one that could fit into the vacant space left where some lockers would normally be. You know what I'm referring to?

ROSS-NAZZAL: Yes, I asked him about that because I saw in the video, and I wondered how he was able to do that, because it was such an interesting trick.

HAUCK: Well, Susan and I leave for Washington a week from today, and we're going to be spending the night with Joe and Bonnie as we celebrate the *Discovery* at a dinner at [the Smithsonian National Air and Space Museum] Udvar-Hazy [Chantilly, Virginia].

ROSS-NAZZAL: Wonderful. It'll be nice to see the old ship, huh?

HAUCK: Yes.

ROSS-NAZZAL: So what was your nickname?

HAUCK: Commander. I'm sure there was another nickname of sorts that they would have preferred. They were very loyal.

ROSS-NAZZAL: Very respectful, yes. What about the pilot?

HAUCK: Red Flash Walker. That was his nickname from his Navy days.

ROSS-NAZZAL: One of the things that I found interesting about this flight is that Anna Fisher was going to be the first mother in space. So there was a great deal of interest in that. What are your recollections of the media interest on Anna? Could you compare that with Sally?

HAUCK: Well, the media interest in Sally was enormous. In fact to the point where there really had to be some ground rules set by the commander, Bob Crippen, and George Abbey, NASA in general, as to the press's access to Sally. It was really extraordinary, the amount of interest. As I understand it, there were even some political things that arose from the administration. "Hey, we want Sally to do X or Y." There was some concern that it should not let Sally's training get too

disrupted by other demands that would take away from her training. I don't recall that level of press interest in Anna's case. Certainly there was interest, but you'd already had Kathy Sullivan fly. Sally had already flown her second flight, I believe. Judy had flown. So that certainly was a topic, but I don't recall there being a level of press interest that required my getting involved in the management of it.

ROSS-NAZZAL: Was there any interest in the issue of fatherhood? Or was that just not an interest for the media? It was just the motherhood angle? Did anybody ask about your kids or some of the other members? I think Dale Gardner had a baby about the same time that Anna did.

HAUCK: I don't recall that at all.

ROSS-NAZZAL: When I spoke with Anna Fisher a couple years ago, she mentioned that sometimes she would bring her baby Kristin with her to training sessions. Was that something new for you, having flown on STS-7, and then having a baby come to training every once in a while?

HAUCK: It was new, but I don't recall it happening very often. Nor do I recall it being in any way intrusive. So matter of fact, if you had asked me if she had ever brought her baby to a training session I would have said I don't recall that happening, but I'm sure it must have.

ROSS-NAZZAL: Did your children ever attend any training sessions when you were working at NASA?

HAUCK: I don't believe so, but then it was hard to fit a 16-year-old and a 14-year-old into a stroller.

ROSS-NAZZAL: If I remember correctly you had an older daughter.

HAUCK: Yes, daughter Whitney.

ROSS-NAZZAL: Did she ever babysit for any of the families who had younger children?

HAUCK: Oh yes. Yes, she was, I think, one of the favorites. She babysat the Coveys, the Boldens. Let's see—at least Adelle Brandenstein. I'm sure many more. I remember some of them saying Whitney was their favorite babysitter. Parenthetically, not part of the interview I guess, she was just named Teacher of the Year at her school in California.

ROSS-NAZZAL: Oh, wonderful. Congratulations to her.

HAUCK: Thank you.

ROSS-NAZZAL: What do you think was the impact of the first six women on either the Shuttle program or the Astronaut Office or NASA in general? I'm just curious about your thoughts on that.

HAUCK: Well, that's an interesting question, and in fact it may have some resonance with current events, stuff that was going on in the Secret Service down in Colombia. By that I mean some have suggested—I think Senator Susan Collins of Maine, whom we are very proud of—suggested that if there were more women in the Secret Service and in various arms of the Secret Service, there would be less likelihood that the embarrassing situations that took place in Colombia would have happened. I think there may be some truth to that. I don't recall any really inappropriate behavior going on in the environment that was populated so prominently by women, both astronauts and trainers. A lot of our training team of course were female. I forget what picture Mike Mullane painted about military aviation, but certainly when I was flying combat in Vietnam off aircraft carriers, there was—in certain environments—a level of language that I would never consider using in the environment that I was in at NASA.

ROSS-NAZZAL: Jeff [Jeffrey A.] Hoffman had told me he thought that the women had changed the office when your group came in, because apparently all the guys liked to refer to each other by their last names, but they didn't feel comfortable calling the women by their last names. So they started calling them and everyone else by their first names. Do you recall any other changes that may have been instituted as a result of women coming on board?

HAUCK: Jeff is very observant. I hadn't thought of that. I'm sure that's true. I reported to NASA directly from being second in command of a squadron of A-6 pilots in Whidbey Island, Washington. Matter of fact, Dan Brandenstein, for a lot of the time I was there, was in that squadron. That was a totally male environment in the professional workday. As executive officer and number two in command I think I was sensitive to the need to set a good leadership

example. Although I'm sure I used my share of foul language, I don't recall setting bad examples in behavior. You can read some of the books about the older Mercury, Gemini and Apollo [astronauts]. At least there's a certain amount of that attributed by the authors of some of those books, but I don't know. I guess Mike Mullane has a different take on that. I just thought it was a very wholesome, lovely, wonderful environment to work in.

ROSS-NAZZAL: Would you share a little bit about the socialization that your class was involved in? Maybe softball games or picnics or other outings that you did?

HAUCK: Sure. We would periodically have a party at one or the other's house. I recall my wife Dolly and I hosted several at our house. It might involve buying a keg of beer from Alan [B.] Shepard at his Coors distributorship. I recall Brewster [H.] Shaw and others put together a fun scavenger hunt. Had a lot of fun with that. I do recall a party at John [O.] Creighton's house. He had a hot tub. I don't know if I mentioned this at the previous interview. I think we had eighteen people in his fairly small hot tub. I believe Sally stuck her leg in to make at least part of a nineteenth.

I do recall there was a drink that Dan Brandenstein had discovered in Seattle, Washington, called a Moose River Hummer, which was a toxic concoction of Metaxa brandy, Galliano, and 150 proof rum. I don't believe any of the women ever tried to drink while it was flaming. But some of the men felt, including myself, that for some reason it made sense to drink it while it was flaming. Maybe we thought that would impress the women. You know how boys are.

Yes we enjoyed red and blue tag football games, participated in by all concerned. George Abbey had a black-and-white striped referee shirt. I recall him refereeing at least one or two of those games. There were always celebrations after a spaceflight. STS-1, STS-2, every time a flight came back there was a party at some point afterwards. A lot of good camaraderie built up there.

ROSS-NAZZAL: I guess one of the last questions I have for you is about the wives and what their thoughts were about the women flying with you in such tight quarters. Obviously you had flown, but you had been flying with men. What were your wife's thoughts, or what were the opinions of some of the other wives?

HAUCK: I really can't speak for any other wives. My wife Dolly was very supportive. I don't recall her ever expressing any concern about the close proximity of males and females. I do know that when we went on our European trip [after STS-7] that was initially [to be] a goodwill tour by Sally because she was such a prominent person. I think the State Department proposed that. Then it was felt it would be a good idea if one of the other crew members were to accompany her just to be a known quantity, and I think to be helpful to Sally in what could be expected to be some very high profile, perhaps stressful environments.

Then I recall both Sally and I approached NASA management and said we thought it would be really very helpful if our spouses could go. So in fact Steve [Steven A. Hawley] and my wife Dolly went with us. I think Steve was there for the whole trip. Dolly had to come back because she had something that she had to be part of before we visited the last two cities. I do know that both Steve and Dolly were very aware of how people were interested in the astronauts

and they weren't interested in the spouses at all, and were often subjected to elbowing out of the way as paparazzi or journalists or people who happened to be at a reception would basically ignore the spouses, which they intellectually understood, and in some ways I think appreciated and enjoyed. On the other hand it's like the astronaut gets all the attention, and the spouse is ignored. That's a negative message in itself. So I know some of the spouses felt that way.

ROSS-NAZZAL: After *Challenger* [STS-51L] it's my understanding there was a change. There was the creation of a document, I think the family support plan.

HAUCK: Yes. I don't know if it was created or amended. My memory of that is not that good. But certainly if it wasn't in existence it certainly needed to be. If it was, it certainly needed to be revised. I was only peripherally involved in that I think.

ROSS-NAZZAL: Can you talk about the difference between preparing for your first two flights and then of course STS-26 and the involvement of being able to bring your children and how all that worked? Did you notice any major changes?

HAUCK: We were able to bring our children to STS-7. I'm not sure what you're referring to.

ROSS-NAZZAL: It's my understanding that you had paid for them to fly commercially and that that changed. Also the condominiums.

HAUCK: Jennifer, I think you're right. There certainly was more emphasis placed on making sure that the families were in an environment that if something bad happened NASA was in the position to do all it could do to help with the situation. I recall being told that [S.] Christa McAuliffe's parents were certainly invited to observe that launch from the family viewing area, which had a certain amount of security and a certain amount of contingency planning set up for it. If what I was told is correct, they opted rather to be in the friends area where they could be with their friends and therefore were not in as closely controlled an area as they might have been.

ROSS-NAZZAL: Well, I think I have gone over all the questions that I had thought of. Is there anything in your mind, something that comes to mind that you think, "You should have asked about this," or there's an interesting anecdote?

HAUCK: Well, I do recall as I was getting ready to leave NASA. I'm trying to get the timing right on this. Anna had been assigned to a flight with Mike [Michael L.] Coats as commander. I forget where in the training they were, but it was clear that they weren't going to fly any time soon. Most crews that had been formed prior to the *Challenger* accident—well, all crews were in a state of limbo for a while. It wasn't until, I think it was January of '87 that our flight crew was named to fly the first flight after the accident. So there was a lot of uncertainty. A lot of desultory training that was going on.

I recall Mike Coats came to me, and he said, "Rick, you flew with Anna. I've got an issue with Anna. She is not showing up for some of our training and seems to have the opinion that she's needed more at home than at work, and that's a problem." He asked me if I would speak to her. I agreed with Mike that that was a problem.

I recall having a conversation with Anna saying, "You're getting paid a full salary by NASA to do whatever NASA thinks you should be doing. To unilaterally decide that you're going to go home and spend time with your family, which is admirable, is not part of the contract." My advice to Anna was that she work out a better arrangement than what apparently had or had not been worked out up to that point.

So here you had everyone involved trying to do what they passionately felt was the right thing to do: Anna to spend time with her very young family, and Mike trying to hold together a flight crew which had an uncertain future. It was an interesting situation.

ROSS-NAZZAL: I believe she took some time off after that.

HAUCK: Yes, I think so. I've had some lovely e-mail exchanges with Anna within the last few weeks. We all reflect on the retirement of the Space Shuttle, and in particular *Discovery* at this time.

ROSS-NAZZAL: Will Anna Fisher also be joining you and Joe for this *Discovery* event?

HAUCK: I don't know. I don't know if Anna will be there. Her daughter is a newscaster in Washington. I know she was planning to go up for the flyover. She told me she was or for the arrival. She told me a week ago in an e-mail that she was planning to be there. We were hoping that there might be a crossing of paths at some point. I gather she's not going to be at the dinner. I think Joe and I are going to be it.

ROSS-NAZZAL: Do your two crews ever maintain anniversaries, get-togethers, things like that?

HAUCK: Well, STS-7, we had an anniversary get-together in I guess it was, I think it was 2003. We all got together and went to the Cape [Canaveral, Florida] and had an anniversary cookout at the beach house. That was lots of fun. The [STS]-51A crew, we had a get-together, 20 years would have been 2004. So 2004 we got together in Washington. Stephen Merrett, who was the Lloyds underwriter who was very much involved in WESTAR and PALAPA and the suggestion that NASA try to salvage them, Stephen and his wife flew over from London [England] to be with us for that.

That was lots of fun. So let's see, thirty years, we've got 2013 next year, '83, that's right, thirty years for first flight.

ROSS-NAZZAL: Big anniversary. I'm sure NASA will do something.

HAUCK: Well, I hope so, because it's always fun to get together. I'm going to see Bob Crippen. We're sitting at a table together in Florida at a gathering of old naval aviators next Friday, three days from now.

ROSS-NAZZAL: Well, I think I have expended my questions. I just thought of a few on the fly there. But unless you have anything else to add, I'll turn off the recorder.

HAUCK: No. I'd just say that I felt it was a privilege to be part of that group of thirty-five astronauts. It was a privilege to be a colleague of the first six American female astronauts. So it was a unique opportunity.

ROSS-NAZZAL: Well, thank you very much for your time today.

HAUCK: Thank you, Jennifer. Did I tell you the anecdote about Sally and me in Norway?

ROSS-NAZZAL: I think you told me about the king, who would giggle a lot.

HAUCK: Did I tell you about the ambassador?

ROSS-NAZZAL: That one is not ringing a bell.

HAUCK: Well, stop me if you heard this one. We were invited to the ambassador's home for a luncheon reception. That was apparently the first day of parliament for the Norwegian parliament or government of whatever form it was. So the ambassador was going to have to excuse himself at some point after the luncheon, but he welcomed us to his home. There were a large number of people there. He said, "Well, before we go in to meet everybody, would you like a short tour of the house?" We said that would be nice. He pointed out on the walls were [historical] paintings. Ambassadors can request paintings that aren't otherwise spoken for by the national galleries to be hung on the walls. He said, "Well, this is your last stop, isn't it?" We

said yes. He said, "Well, I'm sure it's been a tiring journey for you." He said, "I guess it's like rape. If it's inevitable you might as well lie back and enjoy it."

ROSS-NAZZAL: Oh no.

HAUCK: Sally looked at me. I looked at Sally. Our jaws dropped. We were speechless. You could see the color drain from the ambassador's face as he realized he'd just made a very big mistake. Anyhow, we went into the luncheon. It was a buffet as I recall. We sat at a table with the ambassador. At the time that he had to, the ambassador said, "Well, I've got to leave to go to be part of the first day of parliament."

Sally, to her credit, said, "Mr. Ambassador, before you leave I have a word of advice for you."

He said, "Yes. What is that?"

She said, "Back in the United States, rape jokes aren't funny anymore."

ROSS-NAZZAL: That's an interesting story. Not amusing in the slightest.

HAUCK: I guess that wraps it up.

ROSS-NAZZAL: Okay.

[End of interview]