

NASA JOHNSON SPACE CENTER ORAL HISTORY PROJECT

EDITED ORAL HISTORY TRANSCRIPT 8

SHANNON W. LUCID
INTERVIEWED BY JENNIFER ROSS-NAZZAL
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ROSS-NAZZAL: Today is July 1st, 2021. This interview with Shannon Lucid is being conducted for the JSC Oral History Project in Houston, Texas. Thanks again, Shannon, for inviting me over. I appreciate it.

LUCID: Happy to have you.

ROSS-NAZZAL: For this mission you were launching yet another IUS [inertial upper stage] payload. Was that starting to get boring for you?

LUCID: Oh, no, there was absolutely nothing boring about anything you ever did in space. I just can't imagine. It's like asking a pilot, "Do you ever get bored landing an airplane?"

ROSS-NAZZAL: It's almost the thirtieth anniversary of this mission; are there any interesting anecdotes from the flight that you would like to share?

LUCID: First of all, I can't believe it's almost 30 years. One of my major accomplishments, that I think is a major accomplishment on that flight, is that Dave [G. David] Low laughed during the flight. David was tons younger than I was, so you feel motherly interest in all these young people, and he was a super wonderful guy. We were talking and I was saying something about

how much fun we were going to have flying together, and as we were talking he said that he had never laughed on his first flight. I said, “You’ve got to be kidding me.”

He said, “No, no, no, no. Flying in space is serious.”

I said, “Okay, you are going to laugh out loud by the third day of this flight.”

He said, “There’s no way.” But there was a way. He laughed. I made sure everybody knew it.

ROSS-NAZZAL: What did you do?

LUCID: I have no idea, but it was a very very good moment. He even admitted so much.

ROSS-NAZZAL: I was looking at the patch and when I look at this patch it reminds me of a beaker; in this photo album you have, there is a picture of all the spouses holding up these beakers. But all the stories about the patch say it’s for Mercury and John [H.] Glenn.

LUCID: Yes. Mike [Michael E.] Baker designed the patch. Why he did it was because it was the anniversary of Mercury. It represented the Mercury vehicle. It was to commemorate that but turns out it does resemble an Erlenmeyer flask.

ROSS-NAZZAL: I thought it was interesting, because that was my first thought when I saw it, but then as I was reading I thought “Oh, okay, it’s supposed to be Mercury.” I just assumed that it was for science. That’s what I presumed it was.

LUCID: No, science on STS-43 was an add-on. As I remember it, the flight originally was a short flight just for launching the TDRS [Tracking and Data Relay Satellite]. But due to the flux of the program it was turned into a nine-day flight, I think. It was to add science to it, and also because NASA switched gears and they were thinking about using the Shuttle for longer flights. I think at that time that might have been the longest flight. I'm not sure. I haven't checked, but I think it was the longest flight at that point.

ROSS-NAZZAL: I think that your next mission took over that record.

LUCID: There was a lot of discussion about how the pilot and the commander could maintain their entry/landing skills, how long could they still remember how to land a Shuttle.

ROSS-NAZZAL: What did you think of those discussions? What did the crew think?

LUCID: Oh, we the crew had full confidence in our CDR [commander], John [E. Blaha]. But the program came up with a little simulator on the computer, and so the day before we landed, John and Mike went through a few scenarios.

ROSS-NAZZAL: John Blaha told us a story. I have to read it. He had a theory when you came back from space that you were psychologically changed in some way and became a different human being. He said that you and he—he had been told—gave similar debriefs to the flight docs, so he wanted to verify his theory. He said he planned to look you in the eye once you got

in orbit to ask whether he was different than he was on the ground. Do you remember anything about this philosophy or concept and if that happened on orbit?

LUCID: Not particularly. I know a lot of people when they flew and they'd come back, they would say how things had changed for them. I was the same person all my life. I just didn't see any of these big changes in people, but everybody's entitled to their opinion. John did like to discuss things, and what I remember most from that flight, talking to John—and I think this speaks very very well of John—is one day when we were floating around down in the middeck. John and I are essentially the same age. He went into extolling the virtues of growing up in the '50s. He was going on and on. Finally, I said, "John, let me tell you what it was really like growing up in the '50s."

I explained to him what it was like growing up in the '50s and being a female and not having all the male privileges. When I got done, he had this look of wonder or amazement on his face and he said, "Wow, Shannon, I never knew that. Thank you so much for sharing it with me." He was being serious. He really appreciated another viewpoint. John was one of the few people you could talk to like that. He was open and willing to think about things in a little bit of a different way. I just remember that, and I always appreciated that of John.

ROSS-NAZZAL: It obviously stuck with him because he also mentioned that to us.

LUCID: Oh, really?

ROSS-NAZZAL: Yes, that you had schooled him in the ways of the female experience. I thought, “That’s interesting.” He also mentioned that you were a twosome on the flight for a lot of activities, which I thought was interesting. Was that unusual for a mission specialist and a commander to be so active together on flight?

LUCID: Oh, it just depended. This flight, after we launched the TDRS, then there were a lot of different activities. That’s just the way it fell out.

ROSS-NAZZAL: It seemed unusual to me.

LUCID: No, it’s just the way it fell out. John was always very interested in being involved in the science activities. Or maybe he just remembers it more that way, because we had a lot more discussions than when he was working with somebody else.

ROSS-NAZZAL: He had very nice things to say about you. While I was flipping through this scrapbook, I thought this photograph was unusual because of the *Columbia* accident [STS-107]. Someone took a picture of the external tank floating away. Was that something that you regularly did on a mission before *Columbia*; take a picture of that event?

LUCID: As soon as you got in orbit then somebody had the task of taking an external tank picture. You tried to get the picture of the external tank as the Shuttle and the external tank were separating. Whoever’s job it was that did that. If they didn’t get it, then it always made them feel a little down for a while.

ROSS-NAZZAL: Do you know the reasoning behind it? Were they thinking at that point there was some concern?

LUCID: Oh, no. They wanted to have as much photographic evidence of everything that was going on.

ROSS-NAZZAL: Just documentary evidence.

LUCID: It had nothing to do with thinking about the tiles necessarily.

ROSS-NAZZAL: When I was watching videos of you in the middeck, because that was your lab at that point, it looked really cramped with all of you downstairs working on different experiments. Did it feel cramped to you while you were down there?

LUCID: There wasn't much room, but you didn't feel as cramped as when you were working in training, because you had the extra dimension. You could float. If you're just working side by side with somebody in a very small volume, it's cramped, but if you can float up and around it doesn't feel as cramped. So it didn't feel cramped.

ROSS-NAZZAL: It looked like it. I saw you up in a corner tucked away. What about the deployment of the TDRS? Would you talk about that?

LUCID: It went really slick. It was similar obviously to when we launched Galileo. I don't think we had the lockup problems on this one. Once again, that's what we did as soon as we got in orbit. You always felt very relieved when you got rid of the major payload, and everything went so well. It was nice looking out in the payload bay and seeing it all empty.

ROSS-NAZZAL: Did you have extra coverage because you had released that TDRS? Or did that not come online immediately?

LUCID: It took a while. They had to check it out and get it up to orbit. They did a lot of work after we got it out, because it had to get up to geosynchronous orbit.

ROSS-NAZZAL: There were quite a few launch delays on the mission. Were there any concerns for you as a crewmember, some of the items that they had found?

LUCID: No. The unusual flight was when things went off on time. You just expected there'd be launch delays. The family expected launch delays because it generally happened. What was so funny was the delay of STS-76. Michael, my son, was in college at that time, and so quite a while before the flight he said, "Mom, there's this trip to Costa Rica." He really wanted to do it because it had to do with what he was studying. He said, "It doesn't get back until the day that your Shuttle launch is scheduled."

I said, "That's okay. You just make up your mind, whatever you want to do." He said, "Well, I think I'll go ahead and go because Shuttle launches always slip anyway." So he did.

What was so funny, was that the STS-76 launch schedule just held perfect, all the way. We were getting ready to launch and Michael was coming back from Costa Rica, so I gave him a number. I said, “You call this number, and they’ll tell you the status of the flight.”

The night before we were to launch then the program went ahead and scrubbed it until next day because it was so windy. As soon as he landed in Miami, Michael called the number, and the guy said, “Well, it’s been delayed for a day.”

Michael says, “Oh, I knew NASA would come through. They always come through.” Later this person said, “I’ve never heard someone so excited to have a delay.”

ROSS-NAZZAL: Was he able to see that launch?

LUCID: Oh yes. See?

ROSS-NAZZAL: Oh, that’s funny.

LUCID: He figured.

ROSS-NAZZAL: He figured it out pretty quick. Was it challenging for your husband to constantly be at the Cape [Canaveral, Florida], oh, there was a scrub, come back, go back? Was that a challenge for him in his career?

LUCID: The nice thing was NASA paid for it. Where it came to be a problem was for the girls. They didn't go all the time, because of money. How many times can you afford trips down to Florida? But Mike's work was always very understanding.

ROSS-NAZZAL: That's great, so he was able to go to all your launches?

LUCID: Yes. He was able to go to all the launches. Mike was not able to take time off to do PR [public relations] stuff, so I think he only went on one trip I ever made, a PR where spouses were paid for. He couldn't take more vacation time off, because we had important vacations to take, not to waste them just going to some PR.

ROSS-NAZZAL: Did he go to the PR with you when you went to France? Did he go on that one?

LUCID: Oh, no.

ROSS-NAZZAL: I figured if there were any that's the one that stood out to me.

LUCID: No.

ROSS-NAZZAL: That's what I would go for.

LUCID: No. He didn't have a ton of vacation.

ROSS-NAZZAL: I understand that. One of these other pictures I was looking at, this is you in the tank at the KSC [Kennedy Space Center, Florida] launchpad. Would you talk about practicing those emergency egress exercises? Did you go in that basket?

LUCID: Oh yes, that was always so much fun. It was the Shuttle emergency escape system. It was like a little cable car that went down to the ground with a big cable from the top of the launchpad. Then you went down. You would practice getting into it. You never cut the wire and went down into the bunker. They had a bunker down at the bottom that you would have been in for a real emergency. It was a lot of fun. They had tanks down there that you could drive away in. It was great fun to do that training down at the Cape and get in the tank and drive around.

ROSS-NAZZAL: Did you get to drive the tank?

LUCID: Yes.

ROSS-NAZZAL: It looks like fun.

LUCID: It was. I would say most of the time when you were training or doing something you were having such a good time that you really felt guilty because you thought, "Ooh, I'm getting paid for this." I would have paid to do this if I had had any money.

ROSS-NAZZAL: You talked about this becoming a much longer flight focusing more on science. Did you notice any difference compared to your earlier flights, having a nine-day flight compared to a four- or five-day mission?

LUCID: Didn't notice so much difference. It was just very nice to be in space for a little longer because you had a little more time to look out the window and just enjoy yourself in general. I enjoyed the nine-day flight more. Then later I enjoyed SLS [Spacelab Life Sciences]-2, that was a 14-day flight even more. That's why I was really excited about the opportunity to fly on Mir and see what long duration flight was really like.

ROSS-NAZZAL: When you came back from this mission—I've heard some astronauts are just wiped out. They have a hard time getting off the Shuttle, and they rely on the team that's pulling them out. Was that an issue for you ever?

LUCID: No.

ROSS-NAZZAL: Just very strong woman.

LUCID: No, different people adapt at different rates, and it just happens to be the way that you were born.

ROSS-NAZZAL: One of the things that I thought was interesting is you started breaking spaceflight records on this mission.

LUCID: I didn't know.

ROSS-NAZZAL: According to NASA PAO [Public Affairs Office], you had the greatest number of hours in orbit as a female astronaut at that time, over 500.

LUCID: Really? I had no idea.

ROSS-NAZZAL: I was just curious if the media was really interested in that story, because they always seem to be interested in those kind of things.

LUCID: I had no idea.

ROSS-NAZZAL: No one had brought that up to you.

LUCID: No.

ROSS-NAZZAL: I had marked that. I also noticed that on the next mission it was the same thing—more missions than other women and more hours in orbit.

LUCID: I had never thought about that. I'll take your word for it.

ROSS-NAZZAL: I think it's worth asking. Something else that I found was on the day of reentry you had a wake-up call. That call was described simply as "sounds from Shannon Lucid's backyard."

LUCID: I've been wondering what flight that was. Yes. That was super. That was super.

ROSS-NAZZAL: What made it your backyard? What was so unique about that?

LUCID: Yes. Michael had taped the frogs in the backyard mating. It was all these frogs. Over the loudspeaker was all these frogs. The crew said, "What? What is that?" I just died laughing because I just figured it was something Michael had turned in. The *Wall Street Journal* actually had a small article on the wake-up music of that morning. It stated that Michael Lucid had sent sounds of frogs mating up to space as the wake-up music. That's the only time I know that wake-up music made the *Wall Street Journal*.

ROSS-NAZZAL: Did you encourage him to turn it in?

LUCID: Oh, no, he just came up with that on his own. Every family could turn in music.

ROSS-NAZZAL: I did not know that.

LUCID: Oh yes. If you were third shift CapCom [Capsule Communicator] your main job before flight was to get all the music together. You had to get it from the families, friends, and the training team. That was their choice. Somebody must have asked Mike, “What music would you like?” He would have asked the kids. The girls would have said they didn’t want anything to do with it. Michael would have said, “I have a tape.”

ROSS-NAZZAL: Did the girls ever send up any music for you?

LUCID: On STS-79, because I was coming home from Mir, they picked out “When the Roll Is Called Up Yonder,” because I had designated that as our family song years before. I said we needed a family song and no one else would vote, so I said, “Well, that’s going to be our song.” Then when Mike turned it in someone at NASA asked, “Well, is this really appropriate?”

ROSS-NAZZAL: I don’t think I’ve ever heard that song. What is that song?

LUCID: You haven’t? [Sings] “When the roll is called up yonder, when the roll is called up yonder.” Up yonder is in heaven.

ROSS-NAZZAL: Okay.

LUCID: So they were asking, “Oh, are you implying that they’re not going to make it home?”

ROSS-NAZZAL: I can see where they might not want it.

LUCID: Mike assured them that it was just fine.

ROSS-NAZZAL: Oh, that's funny. Were you surprised by both instances when you heard those or were you aware that this was going to happen?

LUCID: Oh, no, I didn't know it was going to happen. But obviously as soon as I heard frogs, I knew that they were from Michael. It was like a special message from my son. When I heard the song on 79, I knew that was from the family, and they were thinking of me and anxious for me to come home.

ROSS-NAZZAL: That's always nice. I was curious how closely you were following national events when you were getting ready for this mission and when you were on the flight. We had the Iraq War where there was the invasion of Kuwait. During Apollo people talk about how they missed the Civil Rights Movement, and they missed what was happening in Vietnam. Were you so immersed in what was happening with your mission that you didn't really know what was going on?

LUCID: No, no. Now on my first shuttle flights, news was not sent to you while you were on orbit, so for a few days you were out of it. Then at some point they started sending happy news. They didn't want to upset the pilot and commander. But no, we were well aware of what was going on.

ROSS-NAZZAL: For this flight you ended up landing at Kennedy. Was that any different from landing at Edwards [Air Force Base, California]?

LUCID: There's a different flavor to Kennedy than Edwards. But they were both very good.

ROSS-NAZZAL: Can you talk about that flavor?

LUCID: At Edwards it's out in the desert, and it's a test pilot school. That's where all the great test flights have happened. You just feel immersed in the history of it. It felt more routine at the Cape, I guess. Not that it was. Don't get me wrong, but that's what the Shuttle was designed for. They'd always thought it was going to land at the Cape. Things were set up and that was going to be the first choice. Only if you waved off would you go into Edwards. There was more at the Cape ready for a landing than at Edwards.

ROSS-NAZZAL: That makes sense. You had a chance to go to the White House after this mission. Was that commonplace after all your missions? Did you go up and talk to Congress?

LUCID: No, though I went several times.

ROSS-NAZZAL: What would you get to do? Did you go to the [Ronald] Reagan White House, the [George H.W.] Bush White House? I know you went to the [William J.] Clinton White House.

LUCID: I know this sounds terrible. Did I meet Reagan in person? I don't remember. I remember meeting Al [Albert A.] Gore. I remember meeting Bush. Now this is my little jaded view. PAO always tried to get a crew to go to the White House, because it gave publicity and put NASA forward in the public eye. If the president was there, it was like a PR. They always thought that they had accomplished something if they were able to get the crew to the White House. Don't get me wrong. It's a very nice thing, but it's basically to keep NASA in the public eye.

ROSS-NAZZAL: Any anecdotes that you remember from meeting George Bush? Did you get a chance to meet his wife or see the White House?

LUCID: Oh, Barbara? Yes, I remember Barbara was so nice. George was very nice too. They were both so nice. It was just sort of like going to visit your relatives that you hadn't seen in a long time in their mansion. Barbara was such a down-home person. It was just like running into your aunt. She took us around and showed us the White House. It was just as friendly and as homey as you could possibly be.

ROSS-NAZZAL: Did you ever go visit with Congress? I would imagine they would want you to visit with folks from Oklahoma. Was that common?

LUCID: At different times you would do that.

ROSS-NAZZAL: I imagine that wasn't one of your favorite responsibilities.

LUCID: What was it really going to accomplish?

ROSS-NAZZAL: I see Charlie [Charles F. Bolden] here. Was Charlie one of the Cape Crusaders for your flight?

LUCID: No. He might have been family escort, I don't know. I don't remember.

ROSS-NAZZAL: That's interesting how when you were at the White House—I don't know if you talked about this—you were all in red, white, and black.

LUCID: Oh, really?

ROSS-NAZZAL: Yes.

LUCID: I had no idea.

ROSS-NAZZAL: You must have coordinated.

LUCID: No, I just had one suit.

ROSS-NAZZAL: Did you go on any other PRs that stand out from this flight? Or you went to the White House, maybe you went out to Sunnyvale?

LUCID: I don't remember any special PRs.

ROSS-NAZZAL: In between this flight and your next flight, do you recall what some of your assignments were? It's hard to tell from the NASA biosheets because they never detail years.

LUCID: I know, they never say. It's just really hard. That was in '91. What would I have been doing?

ROSS-NAZZAL: You flew again in '93.

LUCID: Ninety-three? Maybe working in SAIL [Shuttle Avionics Integration Laboratory] again. That was always a fallback. I'll think about it. I can't place right what I was doing particularly in between.

ROSS-NAZZAL: I figured that would be hard to remember, especially with exciting missions.

LUCID: You're assigned different things and always changed around. It just runs together.

ROSS-NAZZAL: I can imagine. I did want to ask you about your next flight because you, as I pointed out, had held all these records. Were you disappointed that you weren't selected to be the payload commander of this next flight, STS-58? Was that something on your radar?

LUCID: No, not particularly.

ROSS-NAZZAL: Just given your background and that you had worked in a lab it might make sense for you to be the commander.

LUCID: No, I didn't really care what I was called as long as I got to fly.

ROSS-NAZZAL: This mission was different. We've talked a little bit about it, and Bill [William S.] McArthur talked with us about it, flying the Mission Specialist Training Aircraft. Would you talk about how that came about and your role?

LUCID: Yes, the Mission Specialist Training Aircraft, MSTA, that was most probably one of the best things that ever happened while I was at NASA. The MSTA program only existed for a short period of time. Someone had come up with the idea of the MSTA in order to provide less expensive flight time opportunities for MSs [mission specialists]. There was always this problem with where's the money going to come for the T-38s, to fly them. Of course they had to keep the money there for the pilots.

The military trained pilots, who were mission specialists that had been flying in the T-38s at NASA, were kicked out of flying in the front seat of the NASA T-38s because of money. I don't know who thought up the idea, but they decided to lease a Cessna Citation. The military pilot MSs could get their flight time in it, and the other MSs could get flight time flying with them. In addition, passengers could be flown.

So, they leased an aircraft from somewhere. Stephanie Wells, she was a pilot out at AOD [Aircraft Operations Division], and she was the first female pilot out at AOD—I think the only one so far. She was put in charge of it. They sent people like Story [Musgrave] and Norm [Norman E. Thagard] and Bill McArthur off to get checked out in the Citation. They sent those people off and gave them training so that they could fly the Cessna Citation. Then they sent Bill off. He was a helicopter pilot. He had not flown the T-38s, but he was a helicopter pilot, military, so they sent him off to get checked out as pilot in command.

He got assigned to STS-58 so didn't get enough hours to be single pilot; he had to have a copilot. One day I got a telephone call from Dave [David C.] Leestma and Dave said, "Shannon, would you be interested in being a copilot on the MSTA?"

I said, "Oh, absolutely." I had all the requirements. Because of the weight of the plane all you needed to be the copilot was your multiengine rating. At that point I had my commercial license and instrument rating, and I was multiengine-rated. I had gotten a multiengine rating before I came to NASA, when I was pregnant with Michael. It was basically no cost to NASA for me to be a co-pilot.

But then I said, "I really need at least five take offs and landings." According to FAA [Federal Aviation Administration] standards, if I remember right, I needed to make five takeoff and landings, so Dave said, "Go out with Stephanie and make five takeoff and landings and then you can be the copilot."

I said, "Well, Dave, if I'm really going to be the copilot it would be really good if once in a while I could do some refresher takeoff and landings."

He paused for a few minutes and he said, "Okay, you can go out with Stephanie and do some takeoffs and landings, but don't you push it, and let it be far and few between." It was just

absolutely wonderful. I went out with Stephanie, and we did takeoff and landings. It was just super. I just absolutely loved it.

Then one night she had called me up and said that she was flying some Navy ensigns over to Pensacola and wanted to know if I wanted to go along as copilot. I said, "Sure."

I jumped in the airplane, and she said, "Okay, this is your flight." Of course, she was the pilot but she said, "You just do everything." I took us off, and I flew over, and I landed us. I thought, "Oh, those poor ensigns in back, they have no idea." But it was great, and she never said a word the whole flight, because I handled the radios and did everything. It was super; it was one of the great highlights of working for NASA.

Then Bill McArthur needed a copilot because time had run out, and he didn't get enough hours so that he could be pilot in command by himself. It was perfect because we were on the same flight together and our training schedules worked. So we just flew all over. We had such a wonderful, wonderful time.

We flew everywhere, and it worked out really well, because we got to take our whole crew places. One time we were asked to pick up the Hubble crew who was training at Huntsville [Alabama, Marshall Space Flight Center]. We were coming in. I don't know where we'd been. We had flown somewhere. It was just like we were ferry pilots. We'd take everybody around. As we were flying to Huntsville we were coming from the east and the weather was so, so bad. With a Citation you flew at lower levels than the T-38. In a T-38 you would have been up above the weather, but in the Citation we weren't. But we had radar so we were using the radar.

As we were coming in, there were thunderstorms everywhere. Bill was flying and I was telling him headings to miss the thunderstorms. We were working so hard. At one point Bill said, "Oh, at least we'll land soon. We're picking up Story, and he can fly us on home." We

landed and the crew was out there at the airport. Story poked his head in. The first thing, Story said, “Oh, well, I’m getting in the back. I’ve had a couple of drinks, and we’ve been down in the tank. Take good care of us as we fly home.” Bill and I just looked at each other. The weather had settled down some so we got ourselves on home. But that was so funny because we were counting on Story. Our MSTA adventures were just such wonderful, wonderful times.

Then Bill worked so hard to try to get NASA to—he actually had arranged; I think it was from the Army. To get the Army to loan King Airs at basically no cost to NASA to use, but NASA wouldn’t continue the program.

ROSS-NAZZAL: How long did the program last?

LUCID: I want to say about a year.

ROSS-NAZZAL: That’s a short period of time.

LUCID: Very short period of time.

ROSS-NAZZAL: Why do you think it ended?

LUCID: Everybody always comes up with the reason, but then there’s always reasons behind the reasons why the reason was thought up. I think maybe the T-38 pilots were feeling a little challenged, because if this was working out so well then the T-38s would lose a little bit of their

justification. They were using MSs to justify that they needed all these T-38s, and if MSs could get training otherwise—but I don't know. It's just my cynical viewpoint.

ROSS-NAZZAL: Did you still have to fly on the T-38s, keep your hours up on that? Or was flying this plane enough?

LUCID: Oh yes.

ROSS-NAZZAL: So, you were getting a lot of flying in at that point.

LUCID: Oh yes. It was a good deal.

ROSS-NAZZAL: For you especially. Especially given that memo you read to me.

LUCID: If you want to look at it, in a way it was a really good deal for me. It was a really good deal. It wasn't obviously what you really wanted, but you take what you can get. Just this morning I saw that Wally [Mary W.] Funk is going to fly in space. Now that's not the way she would have wanted necessarily, but it's a good deal. She gets to see the Earth from orbit, which is what she wanted to do. I got to fly multiengine airplanes and land them. Now granted, I would have rather landed from the left seat. But I could legitimately land them and take off from the right. Right or left, what difference does it really make? Landing is landing.

ROSS-NAZZAL: You pulled out—before I got here—this Wally Funk stick. I thought it might be interesting to talk about, and then we'll wrap up. Would you talk about that?

LUCID: Wally Funk, she was one of the Mercury 13. Off and on over the early years she and I had talked on the phone and corresponded. She wanted to go into space. It made me always feel so bad because I was fortunate. I was a little bit younger and hit it just a little bit right, and all the 13 didn't. I always felt so bad.

At one point she had these sticks that she had marked off, and she called them the Wally stick. She used to give them out, because she was a flight instructor, to use in an airplane, to see how much oil you had. So I've had it all these years, sitting on my desk. Every time I saw it, I thought about her. Made me feel a little bad because I had hit it right and she hadn't. It was just the timing of life. I'm just absolutely thrilled that she's going to get an opportunity to see the Earth from orbit.

ROSS-NAZZAL: That's great news. I'm glad to hear it too. How about we wrap up? We can talk some more next time. Thank you.

LUCID: That sounds good.

ROSS-NAZZAL: Okay.

[End of interview]