



Safe harbor

The snow-white desert at White Sands Space Harbor is JSC's shining homecoming spot for the space shuttle. Story on Page 3.



Shore leave

Crew members for the M/V *Anastasis*, an international mercy ship, visit JSC to pick up educational materials. Story on Page 4.

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NASA Photo

With cooling packs running, the STS-34 crew awaits the start of an emergency egress test at Kennedy Space Center's Shuttle Landing Facility during terminal countdown demonstration test activities last week. From left are Pilot Mike McCulley, Mission Specialists Franklin Chang-Diaz, Ellen Baker, Shannon Lucid and Commander Don Williams.

Hurricane strike seems unlikely; Atlantis poised

By James Hartsfield

Kennedy Space Center began batten down the hatches Monday for a potential strike by Hurricane Hugo, but by Thursday predictions for landfall put the storm well north of Cape Canaveral.

Even so, *Atlantis*—poised on launch pad 39B

—was to remain prepared to be placed in a "ride-out" configuration should the pad area see strong enough winds. Earlier in the week, Kennedy officials had prepared the shuttle for a roll back to the Vehicle Assembly Building (VAB). But by Thursday, they had concluded that there was no credible scenario that would require the roll back.

Even if a ride-out configuration is required, an Oct. 12 launch date may remain firm. At the beginning of preparations for Hugo, KSC workers had five spare days in the processing time schedule for launch of STS-34. Those days should keep the slowdown caused by storm preparations from having any effect on the projected launch date.

The forecast Wednesday was for KSC to experience minimal effects from Hugo, with the storm center passing more than 200 miles to the east. Despite the storm problems, servicing and testing of the cooling system for Galileo's radioisotope thermoelectric generators was completed Monday. Checks also were completed on *Atlantis*' forward and aft reaction control system regulators.

Work began Wednesday on the

frequency response test of *Atlantis*' main engines.

To shorten the amount of time required to roll *Atlantis* back to the VAB, the payload bay doors were

closed early in the week, launch pad platforms were retracted and loose items were secured. To make room for

the STS-34 stack in the VAB, the left aft segment of the solid rocket boosters targeted for STS-32 was taken off of its mobile launcher platform. The mobile launcher platform was then moved outside of the VAB until Hugo had passed.

Shuttle managers said it is too early to tell what effect, if any, the lost work on STS-32's boosters may have on that mission's projected Dec. 18 launch date.

A crawler transporter was left at the gates to Pad 39B to be ready in case a decision was made to roll back. These preparations put KSC in a position to have the STS-34 stack secured inside within 24 hours after a decision.

Shuttle managers planned to keep the stack in this configuration and review the situation every six hours until any potential danger from Hugo had passed.

Shuttle hurricane criteria calls for a vehicle on the launch pad to be moved back to the VAB if sustained winds are forecast to be above 64 knots. However, Wednesday's forecast for the Cape predicted Hugo's maximum effects there to be wind gusts to 25 knots.



STS-34

Galileo

A pound of computer virus prevention

Users learn to protect, disinfect

By Kelly Humphries

Personal computer security is an issue of growing importance at JSC, and protection from computer "viruses" was one of the main topics at this week's User Workstation Security Exposition.

At the exposition in the Bldg. 12 Product Demonstration Facility, personal computer (PC) users had an opportunity to learn how to recognize and protect themselves from dangers such as viruses, unauthorized access and data tampering.

Exhibitors also displayed products useful for file encryption, data storage,

access control, keystroke auditing and local area network security at the forum sponsored by the Mission Support Directorate's (MSD) Data Processing Systems Division (DPSD).

Much attention focused on viruses, one of the most insidious computer security problems today. Viruses are small programs designed to infiltrate other computer systems through program sharing or network communication. They attach themselves to application programs and are executed without the user's knowledge as the application is executed.

Sometimes, the viruses are relatively harmless, but at other times they can wreak havoc on the infected computer's data and programs.

Don Simanton, MSD assistant director for Information Resource Management, estimated that in the past few years 2 percent of the personal computers at JSC have been infected by one virus or another. While the Apple Macintosh has been the principal target, IBM-compatibles using the MS-DOS operating system also have been infected. The cost of disinfection activities and impact to

Please see **COMPUTER**, Page 1

Recycling pilot program may save JSC \$100,000

By Linda Copley

JSC should realize between \$60,000 and \$100,000 credit annually on its custodial contract by the implementation of a paper recycling program, according to Ron Williams, chairman of the recycling committee.

If successful, the program will be extended after Jan. 1 to include more JSC buildings.

"Our goal is to have the entire center

participating in the paper recycling program by fall of 1990," said Williams.

Beginning Oct. 2, separate receptacles for recyclable paper will be located at each desk and in each copier room in Bldgs. 45 and 227, the two "test" buildings. Custodians will collect the paper located in these bins daily.

Specially marked, watertight dumpsters will be outside these

buildings to collect the recyclable waste. Acceptable paper will include white writing, typing, and photocopied paper, tabulating and index cards, computer printout paper (white and green bars acceptable), and the Roundup—with or without staples. Acceptable paper types will be listed on the side of the dumpsters.

Unacceptable paper will include envelopes, carbon and blueprint

paper, film, photographs, tape or glue, metal objects such as spiral binders or fasteners, newspapers, magazines, books or cardboard, file folders, cups, lunch bags, wax paper or smoking materials.

"It is important that only the paper listed on the side is inserted," Williams stressed. Posters, bearing the program's insignia of a child hugging a tree, will appear in the two designated

buildings to remind employees about the program.

Regular trash pickup in the affected buildings will be curtailed to an as-needed basis, due to the high proportion of daily trash that should be deposited in the recycle bins. There will be daily pickup of "wet garbage," including food items, from the trash receptacles in the janitorial closets

Please see **RECYCLING**, Page 4

Hispanics celebrate heritage this month

Military leaders, heroes to be honored in JSC program

The achievements of Hispanic military leaders and heroes will be honored during this year's Hispanic Heritage Month at JSC.

This year's activities will center around a new Hispanic Heritage Luncheon at 11:30 a.m. Tuesday in the Gilruth Recreation Center. They will culminate with a keynote address by retired Maj. Gen. Dionel E. Aviles, now the head of Aviles Engineering Corp., and remarks by Congressional Medal of Honor recipient retired Army Master Sgt. Roy P. Benavidez.

Rosie Hernandez, chairwoman of the sponsoring JSC Hispanic Advisory Committee, said she hopes the changes to this year's program will enable more people to attend. Last year's program occurred one day before Hurricane Gilbert was expected to strike.

"These are role models for children of all ages growing up in a world of advanced technology," Hernandez said. People of Hispanic descent also are making important contributions to America's space program, she said.

"For the first time, we've got two Hispanic astronauts," she added. "We've got more Hispanics joining the workforce and they are all making outstanding contributions to NASA and to JSC."

In kicking off Hispanic Heritage Month, Sept. 15-Oct. 15, the luncheon will foreshadow the Hispanic Engineer National Achievement Awards Conference in downtown Houston Oct. 12-14.

Academy Award nominee Edward James Olmos, star of the movie "Stand and Deliver" and television's "Miami Vice," will be master of ceremonies for

the conference at the Hyatt Regency.

The conference is cosponsored by JSC, Xerox Corp., and AT&T Bell Laboratories.

Seven JSC employees are in the running for awards: Nitza Cintron, Ph.D., Elena Huffstetler and Frank Moreno for professional achievement; Rafael Garcia, Franklin Chang-Diaz and Ed Bach for outstanding technical contribution; and Meri Sanchez for most promising engineer.

Recruiter seminars will dominate the Oct. 13 program, and professional and student seminars will be featured Oct. 14. The awards banquet will begin at 7 p.m. Oct. 14 in the Hyatt's Imperial Ballroom.

For more information about JSC Hispanic Heritage Month or the awards banquet, call Lupita Armendariz, x30604.



CONCRETE PROGRESS—The pouring of the foundation for the Bldg. 28 Auxiliary Chiller Facility is under way and work proceeds on schedule for completion by July 1990. Harrop Construction is building the 8,400-square-foot facility, which will provide 4,000 additional tons of chilled water to the 14,000 tons currently available to cool JSC.

SPACE HARBOR

ONE MAN'S DREAM BECOMES REALITY

By James Hartsfield

They say desire and determination, if they come from the heart, can move mountains, and White Sands Test Facility's (WSTF's) Al Paczynski is living proof—the strength of his dreams turned a lonely, snow-white desert into a shining homecoming spot for those who leave Earth.

White Sands Space Harbor is as much a part of Paczynski as it is a piece of New Mexico or a standard of the space shuttle program. In the mid-1970s, standing on a short, lumpy makeshift runway on the fringe of the White Sands National Monument, he somehow envisioned a shuttle landing there. On March 30, 1982, he watched it come true with his heart in his throat. No matter who you are or where you're from, you can't listen to him tell it without feeling a streak of pride in it all.

"That landing was the fulfillment of everything I could have ever wanted," he said. "They were actually going to use the place ... for what I wanted to use it for. After the deorbit burn, I knew it couldn't go anywhere else. I finally knew for sure it was going to happen. It had to happen."

Surrounded then by more than 900 journalists from around the globe, by 1,000 VIPs, and watching the world focus on two seven-mile long, gypsum runways, Paczynski was a far cry from that foregone barren desert. Northrup Strip, located on the Army's White Sands Missile Range (WSMR), originally was built by Northrup Aviation Corp. as a landing area for target drones. Called Northrup Strip at first, the name changed due to a typographical error in a widely circulated early press release.

Paczynski, a NASA employee for 25 years, was working with propulsion and radar testing at WSTF in 1976. He was acquainted with the 10,000-foot long Northrup Strip through several brief operations NASA had conducted there, among them tests of electronic landing aids and balloon releases.

"I heard that several pilots were looking for a place to fly the Shuttle Training Aircraft (STA)," he said, "so I contacted them to see if we could get some additional part of the shuttle program here, in New Mexico. It seemed like a good place to do STA activities because they could fly every day of the year. I really had a shuttle landing site as an ulterior motive; Northrup could be expanded."

NASA saw the benefits of conducting STA training at Northrup: the protected air space and eager cooperation of the missile range; the excellent climate; and the close proximity of WSTF and Holloman Air Force Base. Holloman personnel provide a professional crash and rescue team for the airfield, among a host of other cooperative tasks.

"It just seemed like a natural," Paczynski said. The decision was made quickly, and the original Northrup Strip was smoothed, widened and lengthened to 15,000 feet by

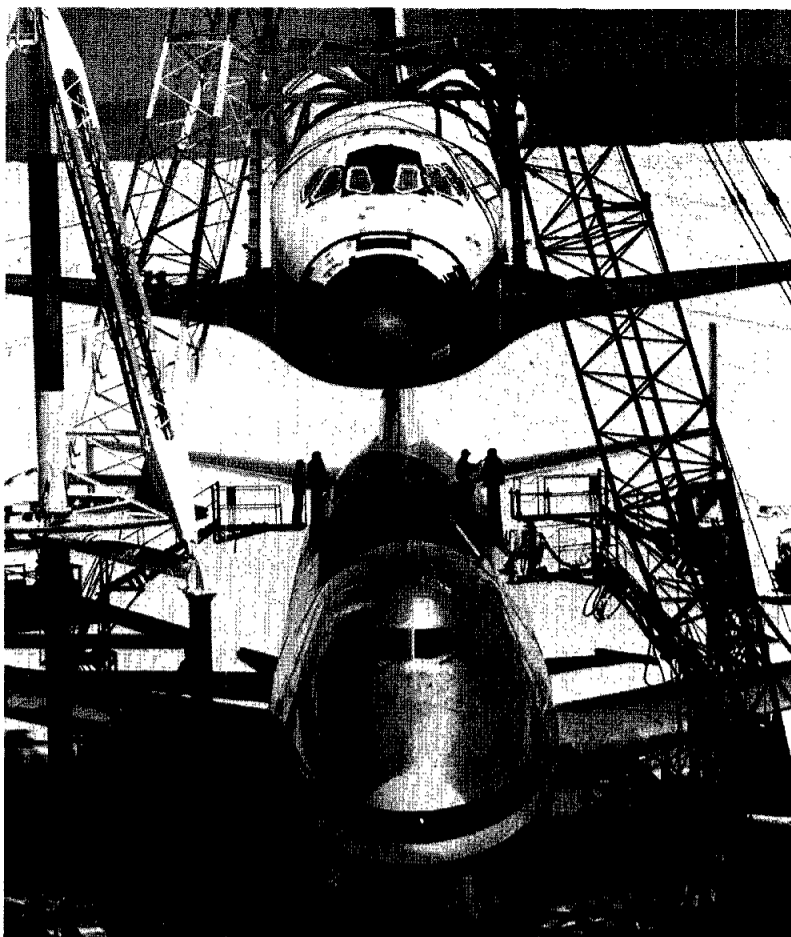
May 1976. The first STA flew there three months later, with astronauts training for the shuttle's Approach and Landing Tests.

"We started out on a real shoestring. It was very primitive," Paczynski said. "We had no control tower; we used an old control cab from an Apollo Lunar Landing Training Vehicle project set on the ground. We borrowed a UHF radio and other communications equipment from the Army. We bought windsocks, and the range installed some phones. We added a portapotti and we were in business."

In 1978, a second runway was constructed, intersecting the original runway to reduce crosswind problems. Shortly afterward, Northrup was designated as an alternate shuttle landing site, to be used if the lakebed at Edwards Air Force Base in California was wet. Both runways were lengthened to 35,000 feet in 1979 following that decision.

"The nicest thing about operating at Northrup Strip is that it's so easy to build runways," Paczynski said. The area's terrain is simply flat, hard-packed gypsum, and runways basically require only smoothing and marking to be complete, he added.

A towway from the runways to a cement pad outfitted with a 75-ton crane also was built to allow for mating an orbiter to a 747 carrier.



Left: The Space Shuttle *Columbia* is mated with a Boeing 747 for ferrying back to Kennedy Space Center following its March 30, 1982, landing at what was then called Northrup Strip. Above: Al Paczynski looks out over a runway at White Sands Space Harbor (WSSH). Below top: Paczynski removes a piece of debris from the area where *Columbia* was about to be mated with the Shuttle Carrier Aircraft. Below bottom: Shuttle Training Aircraft (STA) are framed in the hangar door at El Paso International Airport.

The strip's control cab was raised to become a control tower by setting it atop a scrap Apollo propulsion test stand from WSTF, and Northrup was ready to support STS-1.

Both STS-1 and STS-2 almost launched at times when Edwards' lakebed was wet, but launch slips delayed each and the California runways dried sufficiently.

WHITE SANDS

"It looked like we were never going to get one," Paczynski said. But, five days before the launch of STS-3, a decision was made to land in New Mexico at the end of that mission due to wet conditions at Edwards.

"They couldn't predict when it would dry," Paczynski explained. Preparations began quickly at Northrup for the landing. The convoy equipment from Edwards was shipped to New Mexico by train.

Portable buildings and other necessities were brought in courtesy of the Air Force.

"In every part of the airfield you had a massive effort going on to construct facilities," Paczynski said. "We wondered if we were going to be able to pull it off, but we did. There were no delays at all due to assembly of equipment. We were ready."

STS-3's landing was scheduled for March 29, 1982, but a raging dust storm at Northrup caused a one-day wave off. But at 9:05 a.m. the next day, *Columbia* landed. A subsequent bill put forth in Congress by then U.S. Senator from New Mexico and former Apollo astronaut Jack Schmitt changed Northrup Strip's name to White Sands Space Harbor. Also, an engraved survey monument was set at the point where astronauts Jack Lousma and Gordon Fullerton met their families and the spot was named "Columbia Site" by Major General Alan Nord, head of WSMR.

No other shuttle landing has been made at WSSH, and the landing field's flight role had diminished some following the first missions and the advent of landings on concrete runways at Edwards and Florida's Kennedy Space Center. But, for the return-to-flight in

1988, WSSH was again designated the prime alternate landing site for the shuttle, a role it retains today.

Several modifications were made to WSSH during the 32 months following the *Challenger* accident, including laser-smoothing of the main runway and a new mating and servicing area located away from areas threatened by blowing sand, a problem experienced during STS-3, Paczynski said. This year, a third runway, an almost exact duplicate in size and appearance to the runway at Ben Guerir, Morocco, was built to allow astronauts to train for Trans-Atlantic Abort Landings (TALs).

"This is a JSC landing site, not many people realize that. It's not Dryden's, not WSMR's, the Air Force's, not the Cape's," Paczynski said. "This is a JSC private airfield for training and orbiter landings."

Although only one shuttle has landed there, WSSH always has been an indispensable training field, scheduling an average of 10 STA sessions a week for use by up to three planes flying concurrently. The STAs are Grumman Gulfstream II aircraft that have been highly modified to mimic the flight characteristics of the shuttle during landing, and training flights simulate the descent of the shuttle from 10,000 feet to touchdown. The planes used at WSSH are housed in NASA facilities at the El Paso International Airport.

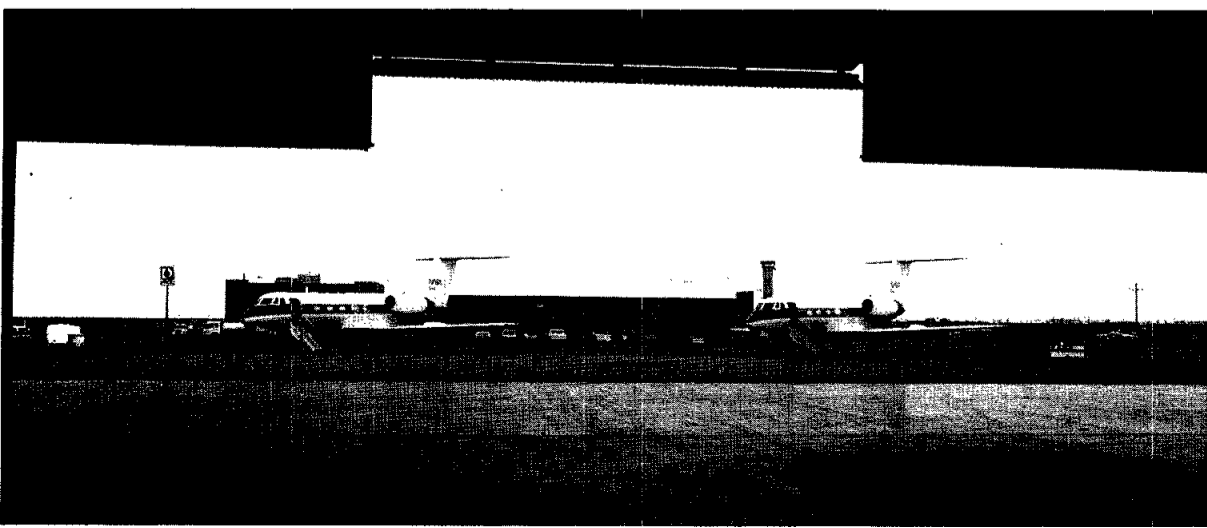
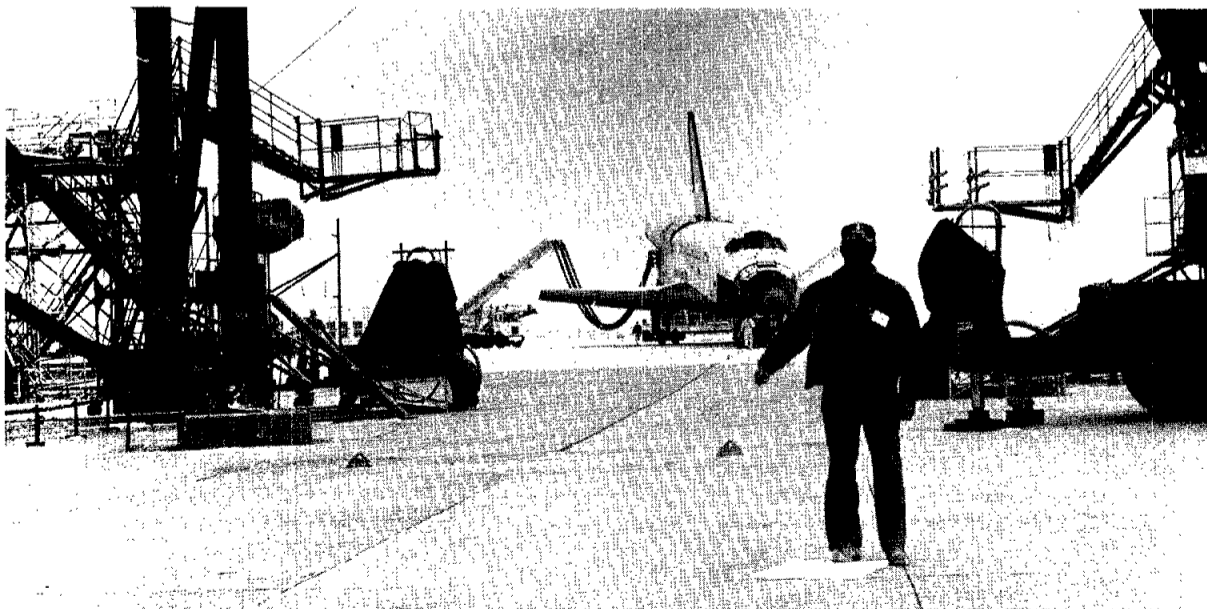
The Space Harbor operates for two shifts daily and is staffed by 17 Lockheed Engineering and Science Corp. technicians, two quality assurance personnel, five Holloman crash and rescue team members, and four Kennedy Space Center employees. The KSC workers maintain WSSH's convoy equipment, machinery that was transferred to WSSH from the halted Vandenberg launch complex.

WSSH's future assignments may include roles as a recovery site in the Reusable Reentry Satellite Project, the Crew Emergency Return Vehicle Project and the National Aerospace Plane Program, Paczynski said. But roles as the prime training ground and an alternate and contingency landing site for shuttle pilots will remain top priority.

Training is done both day and night at WSSH, thanks to lights that can blare a total of more than 11 billion candlepower across the desert.

"At night, it really looks fantastic, like a Christmas tree," Paczynski said. "There are red and white PAPI (Precision Approach Path Indicator) lights. There are strobes flashing. There are approach lights that are white, reflectors that are yellow, blue distance-to-go lights, almost every color you can think of."

"This place has been a bomb drop area; it's been any number of things," Paczynski added. "I think its highest use has been as a spaceport."



Scioneaux heads Logistics Division

Alfred A. Scioneaux Jr. has been appointed chief of the Logistics Division within the Center Operations Directorate.

Scioneaux will manage a complex logistics program involving acquisition, accountability and disposal of all supplies and equipment, moving, hauling, shipping and personnel travel. He will lead four branches and directs the efforts of 63 civil servants and about 200 contractors.

The Logistics Division operates on an annual budget of \$17 million, watches over a supply inventory that exceeds \$25 million, and provides accountability for \$400 million in equipment throughout JSC.

Scioneaux succeeds Elsie M. Easley, who retired from NASA.

JSC People

Kohrs to receive Gilruth Trophy

Richard H. Kohrs, director of the Space Station Freedom Program, will receive the North Galveston County Chamber of Commerce's Gilruth Trophy on Oct. 5.

Kohrs, a Dickinson resident, will be honored as a North Galveston County citizen making substantial contributions to continued progress in space flight at the chamber's second annual

Space Flight Banquet at the South Shore Harbour Resort and Conference Center in League City.

NASA Administrator Richard H. Truly will give the keynote address at the banquet. Mission Operations Director Eugene Kranz, 1988 recipient, will present the trophy to Kohrs.

Before moving to Headquarters, Kohrs was deputy director of the NSTS Program Office at JSC.

Walker gets Brand's space station work

Astronaut David M. Walker has been appointed to replace Vance Brand as assistant manager for space station assembly in the Space Station



Scioneaux

Kohrs

Walker

Tarpley

Projects Office while Brand is training to command STS-35.

Walker, a Navy captain and veteran of STS-51A, will be responsible for managing all JSC space station assembly efforts and integration of JSC line organizations and Work Package 2 contractor support. He will serve as the JSC interface for assembly operations with the Level II program Office and other centers.

Tarpley earns award

Jean T. Tarpley, secretary to the director of Space and Life Sciences, received August's Marilyn J. Bocking Secretarial Excellence Award.

Tarpley, who is responsible for all secretarial and clerical duties within the directorate, received a plaque and \$500. She was cited for boosting productivity by building a team spirit among the secretarial and clerical staff.



JSC Photo

Tom Holladay, Teacher Resource Center Coordinator for Omniplan Corp., helps mercy ship crew members Karen Madden and Richard McDonald order NASA educational materials.

Mercy ship gets space lessons

By Barbara Tomaro

Many teachers from a variety of backgrounds have visited the JSC Teacher Resource Center (TRC) over the years. On Sept. 13 however, a group arrived to obtain educational packages and videos for a very special classroom, the international mercy ship M/V Anastasis.

The nine educators and crew members who visited the TRC requested materials on aerospace activities, the Solar System, and the shuttle for children from kindergarten age through the eighth grade.

"They came to gather materials to teach children from third world countries the benefits of having a space program," said Tom Holladay, TRC coordinator. "For example, they wanted their students to have a clearer picture of the Solar System, and to be able to talk about new and better medicines and experiments."

The interdenominational mission ship's crew is made up of volunteers from 30 countries who take food, supplies, construction help and medical aid to persons in underprivileged or disaster-stricken coun-

tries. Crew volunteers pay \$150 a month for room and board.

The crew tries to spread its message through deeds rather than words, according to teacher Karen Madden, a member of the crew. "It's difficult to give people a belief in God when they are barefoot and hungry," she explained.

After being invited to visit a country, a mercy ship like the Anastasis arrives with donated supplies and volunteers to aid in whatever way they can. Doctors, dentists and construction engineers volunteer their time to help.

Board announces senior promotions

JSC's Senior Promotion Board approved 28 nominees for dual career ladder promotions in September, based principally on expanding job responsibilities and scientific and engineering impact.

The promotions to the GS-14 and -15 levels were made separate from those selected through the Competitive Placement Plan in an effort to ensure that nominees in both paths receive consideration.

Those receiving promotions, which become effective Sunday, are:

Mission Operations Directorate: William H. Gerstenmaier.

Engineering Directorate: Maurice C. Brooks, Robert G. Brown, A. Reid Farley, Melvin H. Kapell, Edward T. Kubiak, Fred W. Martin, Carl D.

Scott, Paul E. Shack, Charles R. Thomas and Charles F. Whitsett.

Mission Support Directorate: Ellis W. Henry.

NSTS Program Office: Rafael G. Gonzalez, Jene A. Richart.

NSTS Operations Integration Office: Gary C. Wilson.

New Initiatives Office: Barney B. Roberts, Lewis C. Wade and Robert J. Williams.

Space Station Projects Office: Patricia A. Bahr, J.T. Chapman and Bobby K. Kyle.

Space and Life Sciences Directorate: Charles T. Bourland, John B. Charles, Martin E. Coleman, Michael C. Greenisen, Fred Horz and Gordon A. McKay.

Orbiter and GFE Projects Office: John M. Crockett.

Child care group seeks aid

Space Family Education Inc. has begun the first of many donation drives to totally outfit the JSC Child Care Center in necessary equipment and supplies needed by its scheduled opening in May 1990.

A complete list of equipment items needed for the center's start-up is available from Mary Allen, at x33087. Needed items are listed according to area, such as infant and pre-toddler room, toddler and 2-year-old room, preschool room, kitchen and laundry, office and reception area, and general facilities.

Donations of used items in good condition, or monetary donations to be used toward the purchase of new items are welcome, according to Mary Allen,

Child Care Center Committee adviser.

"We're hoping people will check their attics and garages to see which of the items on our list they might be willing to donate," said Allen. "If an individual or group would like to donate the purchase amount of a particular item, we will find a way to give them credit for their donation, with a small inscribed plate on the item. That way they can feel more a part of the child care center itself."

Items needed run the gamut from appliances to toys, bedding, kitchen items, children's furniture, playground equipment and office items. Purchase prices and the person to contact appear on the list. For more information, contact Allen at x33087.

Computer virus disinfection team ready to assist

(Continued from Page 1)

users is approaching \$200,000, he said.

"Computer viruses have been around for years," Simanton said. "Historically they go back into the '70s, but the popularity of the PC and the transportability of data has made the computer virus in the last few years a very dangerous thing."

The problem is serious enough that JSC managers are developing a policy statement that will restrict users from bringing unapproved programs on-site. That policy should be announced within two months. The center already has a policy that prohibits public domain or shareware from being loaded onto any mission critical device.

There are two basic types of vir-

uses—one that is transferred by computer disk and another that spreads through communications networks. Either may be relatively harmless or have the ability to destroy or alter data, or to take up so much of the computer's memory that it becomes unusable, he said.

Sometimes, even a relatively harmless virus can cause serious problems, he said. One such virus that has affected JSC was known as the Christmas tree virus because it made a Christmas tree appear on the computer screen. This in itself was not a big problem, but then the virus would look at the user's distribution list and send itself to everyone on the list. Some users had very large lists. The activity bogged down communication net-

works and consumed work time.

With a disk-spread virus, a user who loads a new public domain or shareware program on his or her PC also loads a hidden virus that infects the computer's hard disk memory. Whenever that user shares one of his or her programs, the virus is shared as well.

JSC has established a Virus Disinfection Team, he said, which is on call to diagnose and disinfect PCs that have been exposed. If a user thinks his computer may have been infected, he should report it to the JSC Help Desk at 280-4800, which can dispatch the team.

Steve York, a Computer Sciences Corp. employee who serves as the team's leader, said the best way to

protect yourself against viruses is to refrain from downloading programs from bulletin boards or other sources of public domain programs unless you are sure of the source. Also, he said, don't copy software between machines.

Simanton said JSC computer users are urged to install only approved, packaged software obtained through DPSD or JSC Procurement.

York said there are several good virus checking programs that are public domain and available on bulletin boards. Users can run the program on itself and then go from there. His group, in fact, currently uses public domain packages when it goes out to disinfect a machine.

"But the virus hackers out there are

always working to beat the latest and greatest anti-virus programs," he said. "Someone's building a fence and someone's coming along and tearing it down."

York recommended that anyone who suspects their computer has a virus call the DPSD Help Desk and ask for the virus team. The team will disinfect the user's machine, then try to determine where it came from.

Virus signs to watch for in a Macintosh are changes in icons in the system folder, problems running large applications or problems printing. Signs to watch for in IBM-compatible machines are unexpected slowdowns, more frequent system crashes or programs suddenly becoming too big to fit into memory.

Recycling group sets sights on entire center

(Continued from Page 1)

each floor. Employees are encouraged to throw away food items there to prevent problems with roaches and other pests.

"If the pilot program is as successful as we think it will be," said Williams, "the next buildings on our list, chosen for their high computer, and/or white paper usage, include 46, 16, 5, and 4."

Williams noted that computer paper provides the greatest value to the

center, with a return of approximately \$200 per ton. In comparison, the return for white paper is about \$60 a ton.

The JSC Recycling Committee was formed in response to a memo by John Young, assistant to Director Aaron Cohen for engineering, operations and safety, urging the adaptation of conservation programs at JSC. Based on a three-month study, the committee, made up of Williams, Vice Chairman Mike Scott, Mary Mueller, Jim Doyle, Joe Zamaitis, Dale Martin

and Bob Nooney, recommended to management including a building with a large volume of paper (227) and one of the largest multi-user facilities on site (Bldg. 45) in the initial test program. Research indicated there was a market for recycled waste paper, pinpointed the types of papers that were the most feasible to recycle, and that JSC could benefit directly from the project by having the return on the recycling credited to its custodial account with Best Waste Inc.

Space News Roundup

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Associate Editor Linda Copley

Mishap simulation set

JSC medical, emergency, aircraft and security personnel will simulate a mishap involving a T-38 aircraft Wednesday at Ellington Field.

The simulation will exercise the JSC Mishap Plan, said Dr. Philip Stepaniak who is coordinating the simulation.

Participants will include Aviation Safety, Aircraft Operations Division, Ellington Fire Department, Ellington Crash and Rescue, JSC Security Division, JSC Television Office, JSC Photography Support Branch and JSC Medical Operations Branch.

NASA-JSC