

Mission: STS-79 on Atlantis.

Landing date, time: Sept. 26, 8:13 a.m. at KSC's Shuttle Landing Facility.



Mission: STS-80 on Columbia.

Launch date, time: No earlier than Nov. 8, 2:47 p.m. from Launch Pad 39B.

Primary payloads: Orbiting Retrievable Far and Extreme Ultraviolet Spectrograph-Shuttle Pallet Satellite (ORFEUS-SPAS-2) a telescope aimed at unraveling the life cycles of stars and understanding the gases that drift between them. And the Wake Shield Facility- 3, which will use the vacuum of space to create advanced semiconductors for the nation's electronics industry.

Landing date, time: Nov. 24, 7:31 a.m., at the Shuttle Landing Facility.



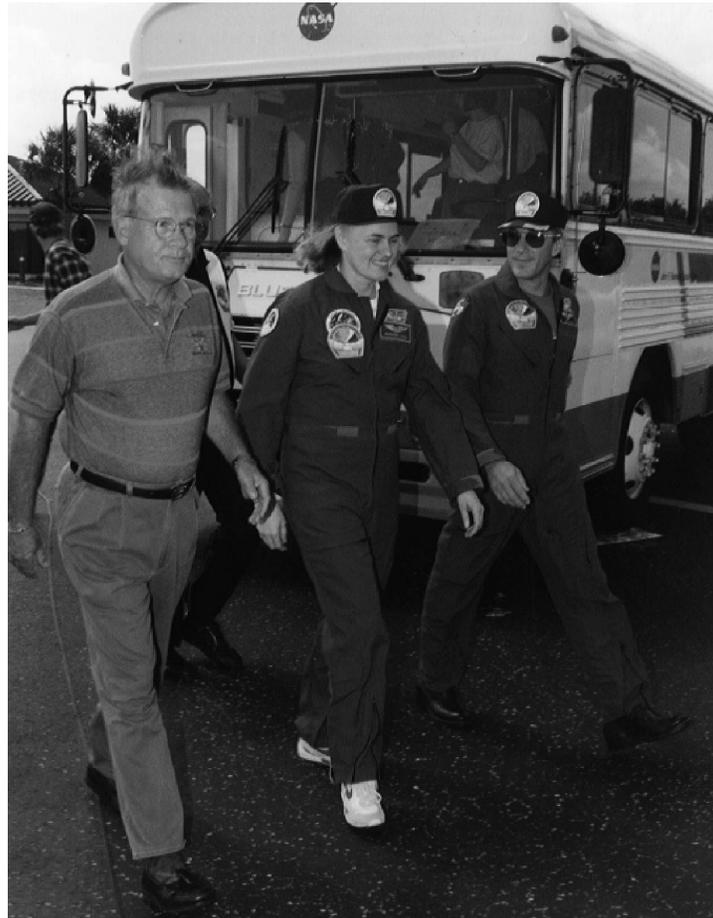
Mission: STS-81 on Atlantis.

Launch date, time: Jan. 12, 1997, 4:17 a.m.

Spaceport News

America's gateway to the universe. Leading the world in preparing and launching missions to Earth and beyond.

John F. Kennedy Space Center



At the Skid Strip on Cape Canaveral Air Station, U.S. astronaut Shannon Lucid gets a personal escort from KSC Director Jay Honeycutt, left, and STS-79 Pilot Terrence Wilcutt as she prepares to return to Johnson Space Center in Houston. Lucid embarked to Mir on March 22 and returned to Earth Sept. 26. Her 188 days on-orbit represent a U.S. human spaceflight record as well as the longest stay in space by a woman.

NASA, USA begin new era with SFOC

NASA has begun a new era in the Space Shuttle program this month by consolidating much of the ground processing and in-flight operations of the Shuttle under a simplified contract signed with a single company, United Space Alliance.

The six-year, \$7 billion base contract includes two, 2-year extension options that could bring the total estimated contract value to about \$12 billion over ten years.

While maintaining safety as the top priority and keeping the current annual flight rate intact, the new contract is expected to reduce the cost of flying the Space Shuttle. The contract assigns greater responsibility to the contractor, reducing the government's role in overseeing day-to-day, routine shuttle operations.

Following a transitional period, NASA's involvement in the work accomplished by USA will

(See SFOC, Page 8)



ELLIS



FAIREY



FRANCOIS



KING



REYNOLDS



TALONE

7 KSC leaders named to SES

Seven Kennedy Space Center employees have been named to Senior Executive Service po-

sitions, pending final approval by NASA Headquarters. The new appointments are:

Larry Ellis will serve as director of Process Integration, Shuttle Processing Directorate. He currently serves as acting manager for Process Integra-

tion. Previously he served as manager of the Shuttle Processing and Operations Office.

John "Chris" Fairey is designated as director of Quality Assurance in the Safety and

(See SES, Page 8)

KSC seeks approval for new buyout plan

Kennedy Space Center is submitting a buyout plan offering up to \$25,000 to eligible civil service employees to Headquarters for final approval.

As soon as approval is received, probably by Nov. 1, applications will be accepted from employees interested in participating in the opportunity, said James L. Jennings, director of the Administration Office.

Details on the structure of the plan will be available at that time, he said.

Initially, 325 employees have expressed an interest in taking part in a buyout, Jennings said. Experience has shown that about 60 percent of those who express interest actually follow through with the buyout, which would mean about 200 KSC employees could actually separate under the plan.

The buyout authority was included in a budget agreement signed by President Clinton last month.

Employees of the month

HONORED IN OCTOBER are, from the left, Rich Deakins, Safety and Mission Assurance Directorate; Roslyn McKinney, Administration Office Directorate; Marc Seibert, Payload Operations Directorate; Kathleen Harer, Engineering Development Directorate; Zack Byrns, Space Shuttle Program Office; and William Patrick, Shuttle Operations Directorate. Not pictured are Mary Poitier, Office of the Chief Financial Officer; Michael Brown, Installation Operations Directorate; Valarie Franklin, Logistics Operations Directorate; and Elizabeth Brown, Procurement Office.

KSC kicks off CFC campaign with inspirational effort

The Combined Federal Campaign (CFC) was created more than 30 years ago to bring a diversity of fund-raising efforts under one umbrella. From a modest total of 50 initial fund recipients, the program has grown to include more than 1,100 agencies today. The CFC's annual campaign represents a unique opportunity for federal workers to pledge funds to the national or local charitable organization(s) of their choice.

The assistance provided by CFC-funded agencies extends to every aspect of society and in Brevard County includes 48 organizations that receive CFC funding.

There are two levels of participation in the annual campaign. The Office of Personnel Management is responsible for the screening and approval of all CFC recipients registering at the national level, while Brevard County organizations register with a Local Federal Coordinating Committee that is responsible for the county-wide campaign.



KSC ASSOCIATE DIRECTOR Al Parrish looks on as Merrit Island High School's Island Singers entertain during the Combined Federal Campaign kickoff rally Oct. 7 at the KSC Training Auditorium.

The local committee is a six-member group that represents all federal agencies in the county. This year's committee members are employed by the

45th Space Wing, the Social Security Administration, the Defense Contract Management Organization, the Postal Service, the U.S. Coast Guard and

NASA. This year's committee chairperson is KSC's Bobby Bruckner of the Payload Ground Operations Directorate.

Each applicant for inclusion in the CFC is required to meet a series of stringent qualification requirements that includes the submission of a budget and a full disclosure of what percentage of monies received are required to cover administrative overhead. Generally, no more than 25 percent of monies received can be used to cover administrative expenses.

County-wide employee participation percentages in the annual campaign has dropped nearly 28 percent in the past five years.

However, the average amount collected has only dropped a little more than 6 percent during this same time period.

This year's slogan is "KSC - Keep Showing Compassion" and your participation is needed to help restore CFC's positive trends. The campaign concludes on Nov. 1.



NSRS provides extra measure of KSC safety

By Howard Sterling

The NASA Safety Reporting System (NSRS) is a confidential, voluntary, and responsive channel to notify NASA's upper management of any concerns employees have about NASA programs or projects. The NSRS was established shortly after the Challenger accident based on a recommendation by the Presidential Commission to enhance communication. Originally designed for the Shuttle program, it has since been expanded to all of NASA's programs.

Anyone who is aware of any hazard to a NASA operation, mission, or personnel, should notify a supervisor immediately, and use the standard NASA and contractor problem reporting system. If no satisfactory response is received, the concern should then be reported to the NSRS. Reports will receive prompt attention and will be handled confidentially. Concerns may be in engineering, manufacturing, administration, maintenance, support or operations.

Any NASA or contractor employee may use the NSRS by picking up an NSRS reporting form at any of the more than 75 display locations throughout the center. Forms are also available through the KSC NSRS chairperson at 867-3163. The forms should be filled out as specifically as possible, including part numbers and other information. Names, addresses and phone numbers should be included so that the independent NSRS contractor, Research Planning Incorporated (RPI), can contact the reporter for additional information. A summary of the concern is sent to the Safety office at NASA Headquarters; however, the reporter's identity is not included.

In an emergency, a concern can be reported by calling 911, then mailing a report to the NSRS Office.

'Mission Safety - Round Trip' theme of annual Safety Day

While safety is always an issue during Kennedy Space Center's launch processing activities, it will be highlighted Oct. 23, NASA Safety Awareness Day, when a Safety Appreciation Day is observed.

The appreciation day will feature the theme "Mission Safety - Round Trip," processing safely from the ground up, through deployment and back to Earth. The goals of Safety Awareness Day are to heighten awareness of potential safety hazards at work and to promote safety. Center Director Jay Honeycutt has encouraged supervisors to take time to express appreciation to employees when they are observed to be doing their jobs properly and safely.

Activities on center to emphasize the event include videos which will be shown on NASA Television channels 59 and 60 throughout the day, safety contests and programs sponsored by directorates and contractors.

For more information on safety events or to obtain brochures, videos or other materials, contact Don Vycital at 867-6553.

Plastic bed liners, gas create an explosive mix

The Kennedy Space Center has issued a safety awareness notice based on reports of combustion caused by the fueling of gas cans in the back of pickup trucks with plastic bed liners.

During the past six months there have been 23 reports of injuries or deaths nationwide from the phenomenon.

Several companies, including Ford Motor Corporation, Standard Oil Company, and Chevron Oil Company have issued technical bulletins giving warnings about explosions and fires from sparks that can be caused by electric static discharge.

Investigations have determined that the incidents were caused by static electricity buildup from the flow of fuel into the containers sitting on the plastic bed liners, which were not grounded.

The technical bulletins recommend removing the cans from the pickup trucks and setting them on the ground away from the vehicle for filling.

In addition, the containers should be properly sealed and secured to prevent sliding and spillage while they are being transported.

Top ten safety tips

1. Extension cords are to be used for periods of less than six months and should not be used to replace permanent wiring.
2. Do not use homemade extension cords. Use only those in the KSC stock system.
3. Extension cords should not be linked together in tandem as circuits could become overloaded.
4. Means of egress should be a minimum of 32 inches and should be kept clear.
5. Work areas should be kept clean and orderly.
6. Files, books and other materials should not be stacked too high or on top of cabinets that could fall over.
7. Flammable and hazardous chemicals should be stored in approved or certified lockers or cabinets.
8. Hand/guard rails on steps and platforms should not be loose. Intermediate rails should be installed where required.
9. Fire extinguishers should be maintained in a working condition and access to them should not be blocked.
10. Show appreciation for areas maintained in a safe manner.

Shuttle insulation in race cars gets seal of approval

Space Shuttle insulation will soon be commercially available to protect race car drivers from the searing heat they endure during competition through an agreement between NASA, Rockwell Space Systems, the insulation's developer, and BSR/TPS Products Inc., Mooresville, NC.

Kennedy Space Center Director Jay Honeycutt placed a special space certification seal on the first kit to be made from Space Shuttle orbiter Thermal Protection System (TPS) materials Oct. 8 at BSR's Lakeside Park facility.

The BSR thermal protection kit is the first commercial use of Shuttle TPS insulation. It also is the first product to bear the Mission HOME (Harvesting Opportunity for Mother Earth) official seal, an indicator that a product was developed directly from U.S. space program technology. Mission HOME is an effort by the U. S. Space Foundation, the National Space Society and major aerospace companies to inform Americans of the benefits of space.

The certification initiative was created as part of the Mission HOME's "Take Up Space" program, chaired by Apollo 13 Commander Jim Lovell. Companies earn the right to use the certification seal by undergoing review by a panel of technology experts.

The TPS tiles and blanket material protect the orbiters from temperatures as high as 3,000 degrees Fahrenheit experienced as they re-enter the Earth's atmosphere during the final phase of a Shuttle mission. BSR will manufacture blanket insulation kits for installation on stock cars that race in NASCAR events, as well as other types of race cars, through its nationwide catalog distribution system. Rockwell Space Systems developed the TPS material for NASA's fleet of Shuttle orbiters at KSC.

The insulation is the same type that has been tested and race-proven on Penske Racing Inc.'s No. 2 Ford Thunderbird driven by veteran NASCAR driver Rusty Wallace. Wallace has raced several times with the material and participated in an instrumented test at Daytona International Speedway in April 1996. KSC workers applied a prototype TPS insulation system on the car at the space center through a Space Act agreement in October 1995.



VETERAN NASCAR driver Rusty Wallace, left, checks out a piece of Space Shuttle insulation that was installed on his Ford Thunderbird race car after a fully instrumented test was conducted at Daytona International Speedway to determine how well the heat reduction system would work under race track conditions. To his left are Rockwell International project engineer Suzanne Hodge and NASA/KSC Thermal Protection System Facility (TPSF) manager Bruce Lockley. The official HOME seal is shown below.



During the Daytona test, the insulation reduced temperatures in the cockpit of Wallace's car by 30 to 50 degrees. Without such protection, experts have estimated that temperatures inside the driver's cockpit during a race can reach up to 160 degrees.

Although drivers are cooled with forced air systems and protected by fire-retardant suits, they have been burned and blistered by the tremendous heat transferred through the engine firewall, transmission tunnel and floor.

"This is a breakthrough," Wallace said at a press briefing after the Daytona test earlier this year. "I am totally impressed with this material. I feel that the TPS material helps the whole car run cooler, and the cooler the car is the better the performance."

Cooler cars will also increase the safety factor, since drivers will have better con-

centration and will be more alert, Wallace said.

"This is a win-win situation, both for NASCAR and the space agency," Wallace said. "I want to give a huge endorsement to the racing community about what NASA has done to help us."

Space Act agreements are a part of NASA's Dual Use program, where the agency partners with industry to develop technology for use by the space center that also has potential for the commercial market. The original effort to install TPS material on Wallace's car at KSC was brought about through an agreement between Penske Racing, Rockwell and the space center's Technology Programs and Commercialization Office.

Honeycutt, a racing fan, first recommended TPS insulation to NASCAR race team manager Bobby Allison. Allison then passed the concept along to Roger Penske. KSC employees worked with Penske's team to develop and perfect the final insulation kit design.

"We have a real opportunity to reach a group of Americans who otherwise don't realize how space impacts their lives," Honeycutt said in reference to the racing community and racing fans. "This is a great opportunity for us to promote space and respond to commercialization outreach."

Success stories document savings, efficiency during Quality Month

As in past years, October has been designated Quality month. Kennedy Space Center is again planning several activities to reaffirm its commitment to Continual Improvement and quality.

Quality month events include:

* The eighth annual KSC Teams reception which was held at the Radisson Resort at the Port on Oct. 8. Associate Director Al Parrish and motivational speaker David Crocker were scheduled at press time to address the group.

* Astronauts will visit NASA and contractor employees during the month.

* Posters displaying quality quotes and photographs will be displayed in KSC cafeterias and lobbies.

* Pyramid style paperweights will be distributed to all employees.

* KSC billboards will display quality awareness information throughout the month.

Success stories recognizing quality contributions by KSC improvement teams will be presented in Spaceport News in two parts. The first series begins below:

NASA

X-33 Program Environmental Assessment Team

Mission: Develop an assessment to determine the environmental impacts of the X-33 program.

Method: Consolidated the resources of the Marshall Space Flight Center Environmental Engineering and Management Office and the KSC Environmental Program Office, Natural Resources Program Group which provided technical support and writing for much of the document.

Results: This cooperative effort saved NASA approximately \$250,000 in contract costs by utilizing in-house NASA expertise.

KSC Travel Team

Mission: To identify customers of the Travel Office, provide timely, efficient and accurate processing of travel orders, vouchers and various information as requested.

Method: Flowcharted travel processes, implemented the use of Automated Teller Machines (ATMs) and Direct Deposit (DD).

Results: Through flowcharting, streamlining was achieved by reducing applicable reports by 83 percent, saving time and labor costs. ATM implementation offered convenience, while Direct Deposit ensured reimbursements are received in 48 hours versus a week. Direct Deposit usage increased by 98 percent.



EG&G Florida Inc.

Financial Management Team

Mission: Improve NASA/contractor financial management report (Form 533) process.

Method: Team improved upon previous process, which involved manual efforts including redundant typing, data entry, proofing and copying, by producing an electronic form which can be retrieved by user, viewed, printed and downloaded to any other spreadsheet as necessary.

Results: The improved process accomplishes a single point of entry ensuring that the same data is reproduced throughout the system.

Facility Project Team

Mission: Improve facility project management process.

Method: Improved project estimates and established and implemented methods of reviewing and improving project requirements based on regulatory compliancy and operational value.

Results: Improved communications and teaming in operations, engineering, contracting, construction, resource management and program integration which have resulted in reducing project schedule variance from 30 percent to less than 10 percent and reducing cost performance variance to less than five percent.

United Space Alliance

Automated Pen-based Problem Reporting System Team

Mission: To develop and implement an automated inspection problem reporting system for the Thermal Protection System (TPS) on the Space Shuttle orbiter.

Method: The team acquired hand-held pen-based computers and customized software to improve the problem/discrepancy report process.

Results: The handscribed post-flight inspection process was reduced from 65 to 40 days per flow.

Tracer Pattern Specialists Team

Mission: To eliminate obsolete and dilapidated tracer patterns for orbiter tiles, improve storage, reduce recall time and improve records.

Method: The team transferred Thermal Protection System (TPS) tracer pattern storage from logistics to the Pattern Shop, reviewed and disposed of dilapidated and aged patterns, and developed a database to manage storage information.

Results: Tracer pattern processing time was reduced from six hours to 33 minutes a pattern, which results in a 2,970 hour yearly savings. The team also found old tiles that could be used for training material and public relations demonstrations. This resulted in a \$500,000 savings.

McDonnell Douglas Aerospace Space & Defense Systems - KSC

Credit Card Implementation Team

Mission: To provide a more cost-effective method of acquiring low dollar, high volume material and services.

Method: The team developed requirements, procedures and a cardholders manual outlining the credit card purchasing process. The team interfaced with General Electric (GE), McDonnell Douglas Corporate and cross-directorate teammates and customers to perform system developments, enhancements and modifications.

Results: The credit card usage provided a new approach to purchasing and reduced expenses and cycle times. Cash flow and overall efficiencies of accounting and procurement were improved. The three month pilot program affirmed a successful implementation of the mission.

Operations Support & Depot Maintenance ISO Pilot Project Team

Mission: To serve as a test team for transition to new benchmarks for quality and performance set by the International Organization for Standardization (ISO 9001) and adopted by NASA.

Method: The team developed an 11-step approach upon completion of initial fact-finding. The keys to the success of the approach were technical and familiarization training, internal gap analysis, an action plan to close the gaps and development of a graphic tree for monitoring compliance.

Results: The project was completed in six months and the division achieved compliance in January 1996.

Disability Awareness Month focuses on technology, education

Vernon Sylvia has been in just about every building at the Kennedy Space Center during his nearly 16 years as a design engineer.

Over the years he has found it easier to get into many of them, thanks largely to the efforts of the Disability Awareness and Action Working Group (DAAWG) and federal laws requiring accessibility to those with disabilities.

Sylvia was born with cerebral palsy. The condition is caused by damage to the brain and usually occurs before, during or shortly after birth. It is characterized by an inability to fully control motor function and can result in spasms, tonal problems, involuntary movement, disturbance in gait and mobility, seizures, abnormal sensation and perception, impairment of sight, hearing or speech, and mental retardation.

Despite seven operations to straighten his legs and ease his gait, Sylvia still struggles to make it up stairs and to walk long distances. He wore braces on his legs until he was 13.

The challenges he faced as a child were nearly overwhelming.

"You can imagine the teasing that goes along with wearing leg braces and walking funny," he said. As he prepared to graduate from Jones High School in Orlando, a teacher asked him what his plans were for the future. "I hadn't really considered that I could go on and make something of myself," he said. Encouraged by his teacher he went on the University of Central Florida where he majored in engineering design technology. In January 1979, he started his KSC career with the Planning Research Corporation. He now works for United Space Alliance.

The challenges Sylvia faced in his early life gave him a perspective he says he wouldn't have developed otherwise. "I'm acutely aware of people with disabilities," he said. "We take it for granted that we have healthy bodies until we don't have healthy bodies."

That awareness is being extended to the work force through groups like DAAWG, he said.

"There are little things that start to be noticed. You have to be keenly aware at all times to determine whether we're excluding people just because they're disabled. When you notice little things at work you should make your supervisor aware of them."

In his position, which requires him to conduct walk-throughs and inspections of buildings throughout the center, Sylvia has noticed that many of the things that would have been potential problems in the past have been rectified at KSC.

"NASA has a good attitude about meeting needs," he said.

Just in the last several years parking lot access for those with disabilities has been tremendously improved; ramps have been installed to give access to trailers and facilities with stairs; restrooms have been modified to allow wheelchair access; many doors have been equipped with automatic openers; and kickplates have been placed on the bottoms of glass doors. Technological developments have opened up a whole new range of improvements by offering voice command computers and telephones, video aids such as head sets which will magnify images on a television screen, scanners for the hearing impaired and pagers and buzzers that can be used to supplement audio weather announcements. Some of those features and others will be on display at a technology fair to be

DAAWG keeps current on issues, technology related to disabilities

A group at Kennedy Space Center works diligently to keep current on programs, products and issues that affect people with disabilities at KSC.

The Disability Awareness and Action Working Group advises the center director on matters relating to employees with disabilities and serves as a resource for the Equal Opportunity Program Office, the Administration Office and others.

The group, which includes both NASA and contractor employees, works to serve as an effective advocate for hiring individuals with disabilities; to enhance awareness of the capabilities and value of employees with disabilities; to remove barriers that hinder employees with disabilities from working at their full potential; and to provide a forum for discussion and resolution of issues concerning people with disabilities.

Sterling Walker, director of Mechanical Engineering, is the chairman of DAAWG and Leon Wichmann of the Procurement Office is co-chair.

Besides high-visibility work such as structural changes and building modifications, the DAAWG has been working on developing the educational aspects of their mission. One of the latest innovations is an Internet Home Page which should debut during the Technology Fair at the following address: <http://www.ksc.nasa.gov/groups/daawg>.

held by the DAAWG Oct. 16 in the Headquarters lobby area and Oct. 17 in the Operations Support Building lobby.

Sylvia said he joined the DAAWG last year and has been impressed by the group's progress in improving accessibility and awareness.

While working a job that requires balancing seven to eight things at a time, Sylvia said he appreciates not having to worry about daily concerns that foresight and consideration can eliminate.



SCOTTY CARNAHAN, center, has contributed to KSC's focus on Disability Awareness Month by loaning the KSC Visitor Center a wooden Space Shuttle he built as a high school project. Carnahan, who has cerebral palsy, met Shuttle Processing employee Jan Zysco, pictured at right, at the Lakeland Air Show last spring and sent him pictures of his work. Zysco, after seeing the pictures and hearing about Carnahan's other accomplishments, including skydiving, arranged with his co-worker Cindy Coddington, at left, for Carnahan to show his model through October.

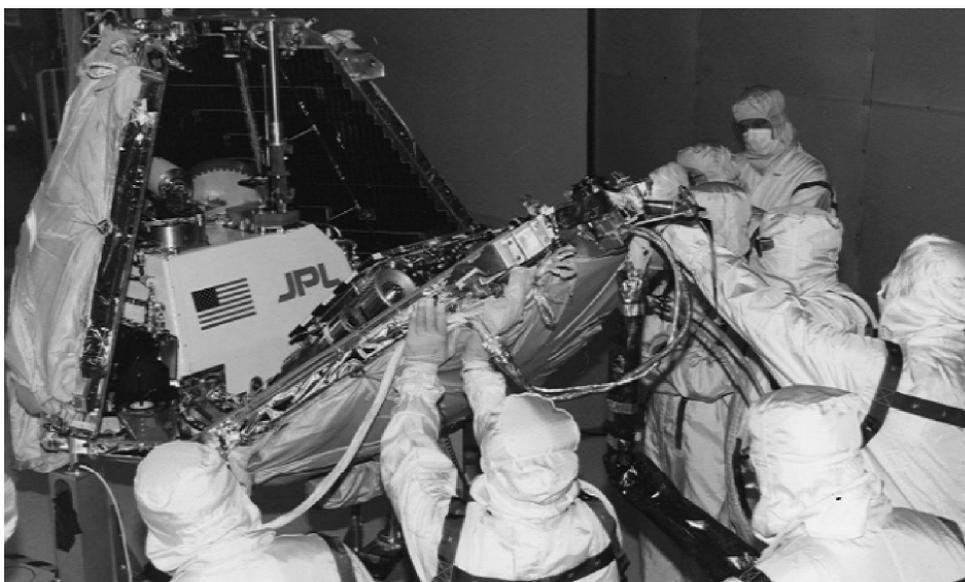
Pathfinder petals gently closed in preparation for Mars mission



IVAN VELEZ, left, receives a NASA Certificate of Recognition from Rudolf Seiffer, a technical assistant in Process Engineering.



LEWIS LINEBERGER, left, receives the Certificate of Recognition from Seiffer.



PETALS ON THE Mars Pathfinder lander were closed Oct. 5 by Jet Propulsion Laboratory (JPL) engineers and technicians in KSC's Spacecraft Assembly and Encapsulation Facility (SAEF-2). When the lander touches down on Mars next year, a pyrotechnic system will deploy its three petals to open like a flower and allow the Sojourner autonomous Rover to explore the Martian surface. The Pathfinder is scheduled for launch Dec. 2.

Engineers recognized for 'Tech Briefs' stories

Two Processing Engineering employees have been recognized by NASA's Technology Transfer Office for articles accepted by NASA's prestigious technological publication *Tech Briefs*. Ivan Velez wrote a piece titled "Relative-Height Monitor Aids Maneuvering of Large Objects" which appeared in the August edition of the publication.

The article addresses the use of a laser to measure the vertical distance between two horizontal planes. His second article, "Optical Horizontal-Displacement Sensors for Crane Payloads" discusses how a laser light source can give a crane operator knowledge of whether a crane hook is vertically right below a crane, eliminating potential erratic movement in the transfer of payloads. It will appear in a future edition.

Lewis Lineberger's article "Spreadsheet Fourier Analysis of Repetitive Data Signals" in the September edition focuses on a formula that can be adapted to spreadsheet applications to provide an analytical tool for looking at repetitive data strains.

Child Development Center director named



DENISE SULLIVAN-JOHNSON has been named director of Kennedy Space Center's Child Development Center. Before accepting the Child Development Center position, Sullivan-Johnson served as general manager of the Discovery Zone Children's Fun and Fitness Center in Melbourne. She has also worked as program administrator/preschool director at the Bear Hugs Childcare & Preschool in Palm Bay and as preschool director for the Apollo Preschool in Palm Bay. Sullivan-Johnson has a bachelor of professional science degree in human services from Suny College of Technology in Utica, New York. She lives in Melbourne. The KSC Exchange Council began operation of the Child Development Center Sept. 30. An open house is scheduled for Oct. 15. Fees range from \$80 a week for preschoolers (from 3 to 5 years old) to \$100 a week for infants. Sibling discounts of 10 percent a week for a second child and 15 percent a week for a third child are available. There is also a one-time registration fee of \$50. A special sign-up offer through Dec. 31 waives the registration fee and includes one week's free tuition. For more information, call 867-KIDS.

SFOC...

(Continued from Page 1)

be geared more to managing unusual and critical issues that may occur during shuttle processing. NASA will retain ultimate responsibility for safe Space Shuttle operations and will continue to direct high-level management of the Space Shuttle program and flight operations. A variety of mechanisms — such as structured surveillance and audits, reviews of unusual "out of family" problems, safety performance grading that is linked to the contract's award fees, and a detailed system of metrics — will be used to ensure that safety always remains the contractor's highest priority.

The new single prime contract, called the Space Flight Operations Contract (SFOC), replaces 12 previous individual contracts, the largest two of which had covered shuttle ground processing work at Kennedy Space Center, performed by Lockheed-Martin Space Operations and shuttle



CUTTING THE CAKE during an Oct. 4 picnic for USA employees at KARS I are, from the left, Mike McCulley, USA's vice president and associate program manager for Ground Operations at KSC; Kent Black, USA's chief executive officer; Dan Goldin, NASA administrator; Bob Sieck, director of Shuttle Operations, and George Abbey, director of the Johnson Space Center.

operations work performed by Rockwell Space Operations Co. at the Johnson Space Center, Houston. USA is a joint venture announced last year by Rockwell and Lockheed-Martin in preparation to compete for NASA's request for a single shuttle operations contract.

This is the first phase of the SFOC, and its content includes preparatory work for operation

of the International Space Station as well as the Space Shuttle. A second phase of the SFOC that may be negotiated with USA could include another 16 contracts covering the supply of such critical Space Shuttle components as the main engines, external tank and solid rockets. The second phase of consolidation may result in even greater cost reductions for the government.

The Phase I contract includes a unique incentive that rewards USA for cost savings. The incentive allows the contractor to retain 35 percent of any cost savings, while 65 percent of the savings go back to the government. Conversely, the contractor will be penalized in a similar fashion for any cost overrun.

The SFOC's provisions for

NASA's semi-annual grading of the contractor's performance -- grades which determine the amount of fee, or profit, awarded to the contractor each six months -- are designed to emphasize safety. As part of the standard contract provisions that have NASA grade the overall performance of the contractor each six months, SFOC contains the first-ever provision for a performance grade based solely on safety. Any safety grade less than "very good" also would eliminate the cost-reduction incentive feature for the past six months, a provision designed to guard against the possibility of an overzealous contractor cost reduction effort impacting shuttle safety.

To ensure safety is maintained, the transition of responsibilities from NASA to USA for day-to-day shuttle operations will be performed on a highly structured, job-by-job basis.

For each task where the lead responsibility is changed from NASA to the contractor, oversight will be provided by NASA until the government has determined the contractor is ready to assume responsibility for the task. Other contract stipulations include a requirement that USA inform NASA immediately about all problems encountered with highly critical shuttle components and any abnormal "out of family" problems.

SES...

(Continued from Page 1)

Mission Assurance Directorate. He has served as acting director of Quality Assurance since June 1995. He served previously as deputy director, Ground Engineering in the Shuttle Processing Directorate.

Stephen Francois is designated as director, International Space Station Launch Site Support in the Payload Processing Directorate. He previously headed the Space Station Launch Site Support Office and is currently serving as acting director, International Space Station Launch Site Support.

David King is designated deputy director of Shuttle Processing. He has served as deputy director of Installation Operations since September 1995. He served as flow director for the Space Shuttle Discovery from 1992 to 1995.

Joel Reynolds will serve as

director, Safety and Reliability in the Safety and Mission Assurance Directorate. He has been assigned as acting director, Safety and Reliability since April 1995. He served previously as deputy director, Safety and Reliability.

Ralph Roe, Jr. is designated director, Process Engineering in the Shuttle Processing Directorate. He is now acting director, Process Engineering. Prior to this assignment he served as chief, Fluid Systems Division in Processing Engineering. Roe was out of town and not available to be photographed.

John (Tip) Talone, Jr. is designated director, Space Station Hardware Integration Office. He has served as acting director, Space Station Hardware Integration Office, since its inception in April 1996. He previously served as flow director for the Space Shuttles Columbia, Discovery and Endeavour.



John F. Kennedy Space Center

Spaceport News

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