Sehirra, Eisele, Cunningham –
Second Manned Apollo Crew Selected

Astronauts Walter M. Schirra, Jr., Donn F. Eisele, and Walter Cunningham yesterday were named as the crew of the second manned Apollo flight. Schirra will be command pilot. Eisele senior pilot and Cunningham will be pilot. Backup crewmen are Frank Borman, command pilot; Thomas P. Stafford, senior pilot; and Michael Collins, pilot.

The flight, scheduled for 1967, is presently planned as an open-ended, earth orbital mission of up to 14 days. Increased emphasis on scientific experiments as well as the repeating of some activities from the first manned flight will characterize the mission.

Schirra, 37, a Navy captain, is one of the original seven astronauts. He flew the 6-orbit Mercury-Atlas 8 mission in the “Sigma 7” spacecraft and was command pilot of the Gemini 6 spacecraft which performed the world’s first rendezvous with another orbiting spacecraft.

Eisele, 36, an Air Force major, was named as one of the third group of astronauts in October 1963. Cunningham, 34, is a civilian. He was named in the third group of astronauts.

Borman, 38, is an Air Force colonel. He was command pilot of the 14-day Gemini 7 mission.

Stafford, 36, an Air Force lieutenant colonel, was pilot of the Gemini 6 and command pilot of Gemini 9.

Collins, 35, is an Air Force pilot. He was the pilot of the Gemini 10 mission, in which he performed extra-vehicular activity.

The first Manned Apollo crew is comprised of Virgil I. Grissom, command pilot; Edward H. White, senior pilot and Roger Chaffee, pilot.

Grissom is a veteran Mercury and Gemini pilot. He flew the Mercury-Redstone flight, the second manned flight in “Liberty Bell 7” and was command pilot on GT-3, the first manned Gemini flight.

White, pilot of Gemini IV, was the first American astronaut to perform extra-vehicular activity. It is Chaffee’s first space flight.

Gemini XI astronauts Charles "Pete" Conrad and Richard Gordon this week gave the press the “low down” on man’s highest venture into space.

During a two hour press conference in the Auditorium, Conrad and Gordon detailed their record breaking flight, including the precision first orbit rendezvous, the spectacular 850-mile high Apogee, and men’s first tethered-vehicle exercise. They also revealed their disappoint-ment when they had to curtail Gordon’s umbilical EVA when he complained of being tired.

George Low, Deputy Director, used Conrad’s own words to describe Gemini XI. He said "the flight was truly fantastic.”

Command Pilot Conrad described the M-1 rendezvous by stating “we were right on the money.” He said “As soon as the ground told us we were in an 87 by 151 which is what we were shooting for, we knew that the rest of the rendezvous was going to be very smooth.”

Conrad stated “the most significant factor of the M-1 rendezvous is that we had good information from the ground we accomplished the rendezvous totally with information within the spacecraft.”

He said the rendezvous put Gemini XI in station keeping position with the Agena. “We were quite pleased.”

“Our next biggest thrill,” Conrad told the press MSC officials, friends and family members, was “fighting that 16,000 pound thrust engine (Primary Propulsion System of the Agena). I don’t think Dick and I will ever forget that. That was our longest steam cat-shot backwards that either one of us ever had.”

Pilot Gordon admitted he was tired even before he egressed from the spacecraft to start his scheduled 115-minute umbilical EVA. He said he worked pretty hard in getting the gold plated EVA visor in place and he had to call upon Conrad to help get it affixed properly.

“Tell the story,” Gordon related “that I was tired and had a pretty high heart rate before 1 ever opened the hatch. And this probably put us a little behind as far as my expenditure was concerned.”

When the hatch was opened, Gordon said “all the debris and junk we had found in the spacecraft went out the window, or out the door, really. And I was right along with the rest of the debris.”

Conrad added here, “I remember that. The only thing I saw was his feet going out the hatch.”

“Hey, grab me. I’m leaving you,” Gordon called to Conrad.

Gemini XI Crew Face The Press
Give Details Of Flawless Flight

AT 850 MILES over Australia, Gemini XI astronauts exclaimed to the entire world “It’s fantastic...we can’t believe it.” “I see all the way up the top of the world.” This photo, which was made when Gemini XI reached its 850 mile apogee, shows the Western half of Australia from Perth to Port Darwin.
Second Manned Apollo Crew

2nd MANNED APOLLO—Astronauts Walter M. Schirra, Jr., Donn F. Eisele and Walt Cunningham. The crewmen were named yesterday by the National Aeronautics and Space Administration. Schirra is a veteran pilot from both Mercury and Gemini manned flights. This marks the first space flight for Eisele and Cunningham. The second manned Apollo flight is scheduled for 1967.

Armstrong And Gordon To Take South American Goodwill Tour

Astronauts Neil Armstrong and Richard Gordon begin a three week goodwill tour of South American countries on October 7.

This makes the fourth overseas goodwill trip for Gemini astronauts. Gemini IV crew members James McDivitt and Edward H. White made a quick trip to Paris and astronaut Gordon's wife and astronaut White will accompany their husbands on the 10-nation trip.

Gemini X spacecraft is scheduled to take a 60-day tour of the Japanese Islands during the next several weeks.

XI Crew Press Confab

(Continued from Page 1)

Gordon explained in detail how difficult it was for him to hold onto the TDA and detach the tether line. He described the work load in this area "as the biggest shock of my life." "And this was a very tiring operation in itself in that I had to use my feet wedged between the spacecraft and the TDA to hold myself in place." He was forced to hold onto the TDA handhold with his left hand and work with his right hand and hand with right to free the tether line.

"Well, a little simple task that I had done many times in training to the tune of about 30 seconds lasted about 30 minutes," Gordon stated. The unexpected work load in releasing the tether from the TDA and then attaching it to the docking bar on the Gemini tired him out.

Gordon stayed with the tether until he had secured it to the docking bar on the Gemini. He said "I am sure all of you that heard part of the air-ground can probably imagine the amount of work that it was. Well, I was so single minded at this time that I was going to get that tether on come hell or high water."

Conrad recounted the PPS burn. He said the 26-second burn was "just a fantastic ride in itself, going from Zero G to about 1 G, eyeballs out, and it reaches full thrust in about five milliseconds... It's just a big bang out there.

The Gemini XI record setters then took turns in narrating films and still photographs which they took during the record making 850 mile ride into space.

The tether exercise followed. Conrad described the gyrations of the TDA at the end of the 100-foot tether and how the two vehicles spun and rolled together for nearly three hours.

After completing the tether exercise and performing the D-15 experiment, Conrad explained "we finished the longest day we'd ever spent, and that was a long day. We got it all done and we're real happy."

The final exercise prior to reentry for the Gemini XI crew was the "fly-by" of the TDA. Following the completion of the tether exercise Gemini XI trailed the TDA throughout the final night in space.

Gordon described this final rendezvous maneuver as a "piece of cake." He said they came close enough to the Agna to dock with it again.

Conrad concluded by describing the automatic reentry as being "on the money."
BLOOD DONOR—Mrs. Elizabeth Underwood, RN, of the Blood Services of Houston, makes preparations for blood donor Dr. Edward L. Beckman, Dr. Beckman Chief of Occupational and Environmental Medicine Office, was one of 47 MSC donors on the bloodmobile’s recent visit to the center. The MSC Group Blood Deposit Program, which is sponsored by the EAA, has scheduled another bloodmobile visit for October 5-6, 1966. MSC employees interested may contact their nearest EAA committeeman: Ed Stelley, 3278; Don Bray, 4768; Howard Allison, 4611; Sandy Burgdoll, 5156; or Hall Bishop, 5321.

### Help to Oilmen, Farmers—Space “Spin-Offs” Could Benefit Nation, World

Basic research in space exploration has already yielded better frying pans and welding techniques, but now it augurs even more practical benefits of widespread application for John Q. Public.

Those who are in a position to know are fully agreed that the “potential applications” of space technology could have a greater effect on earth than is now generally apparent to the average layman.

In fact, Dr. Robert C. Seamans, Jr., the National Aeronautics and Space Administration’s deputy administrator, in discussing these “spin-offs” as they are known in the trade—said: “They could well alter the history and economics of every nation of the globe.”

Dr. Seamans explained that this is possible by the use of remote sensors handled by astronauts which measure the light waves reflected from the earth’s surface—not just the visible spectrum, but also in the infrared and ultraviolet regions. “This,” he says, “can give a clear-cut indication of the existence and location of mineral and petroleum reserves.”

Seamans also points out that farmers, now already enjoying better and faster weather satellites, can expect some crop tips from manned spacecraft.

Photographs, using a variety of filters, can disclose crop conditions or detect diseased trees in a forest. By the same technique, predictions can be made on when the spring run-off will take place from melting snow in a mountain region.

Pointing to gains already made by navigation and geodetic satellites, Dr. Seamans said: “Our maps and charts, particularly in ocean areas, are far more accurate than ever before was possible.”

He foresees the day, as a direct result of technology gained in navigation satellites and manned spacecraft, when manned spacecraft will function as control towers in space to help handle the ever-increasing speed and volume of traffic on the world’s airways.

### Batter Up!

PICNIC CAPTAINS—Lt. Belin, Office Assistant Director for Flight Operations, warms up her batting eye as Charlotte Maltesse, Office of the Special Assistant to the Director, adds her suggestions. The two girls are captains of the softball teams scheduled to be part of the 1966 MSC Picnic tomorrow, October 1, at the Galveston County Park in League City.

This year’s event will have an old-West motif.

### EVERY DROP COUNTS

Dr. Seamans explains that the nation’s space commitment, Dr. Edward C. Welsh, executive secretary of the National Aeronautics and Space Council, sees the nation’s space commitment as not only one of scientific and technological progress, but also spiritual and political in character. He sees the space program as “...a seedbed of invention, a spur to our productivity, a source of insurance for our national security, a stimulus to learning, and a world-wide ambassador for space.”

“Because of it (space research),” Dr. Welsh says, “our chances of improving medical research and finding a cure for cancer or heart disease are greater—never less.”

According to Dr. Welsh, the space program contributes importantly to advances in practically all other lines of endeavor, and stimulates the national economy at the same time. “We are wealthier, not poorer, because of the space effort,” he said.

Dr. Welsh would agree with Dr. Seamans in the prediction that advanced communications satellites will one day provide television and radio broadcasting for the entire world, and that advances in weather satellites will one day make it possible to program the earth’s entire atmosphere on a computer.

### Scientists Sought For Astronaut Role

The National Aeronautics and Space Administration and the National Academy of Science earlier this week announced they are seeking applicants for a second group of scientist-astronauts for NASA’s manned spaceflight program.

The Academy, in a joint announcement with the NASA, stated it is seeking experienced scientists of exceptional ability “to conduct scientific experiments in manned orbiting satellites and to observe and investigate the lunar surface and circumterrestrial space. The announcement follows a request from NASA Deputy Administrator Robert C. Seamans, Jr., that the Academy recruit and nominate a second group of scientists to NASA for final selection and training as astronauts.

The Academy is inviting applications from U.S. citizens and persons who will be citizens on or before March 15, 1967, no taller than six feet, born after August 1, 1930, and having a doctorate in natural sciences, medicine, or engineering. Applicants will be required to meet physical qualifications for flight crew members, but exceptions to any of the above requirements will be allowed in outstanding cases.

Selection procedures will be similar to those used in choosing the first group of scientists as astronauts in 1965. Applications from candidates who meet preliminary educational and physical requirements will be ranked by an Academy panel on the basis of scientific qualification. From this list, NASA will make its final selection following thorough physical examinations of the candidates and a limited program to determine their ability to function under simulated conditions of space flight.

Deadline for applications has been set for Midnight, January 8, 1967. Successful applicants will be asked to report to the Manned Spacecraft Center on July 15, 1967.

### GIVE THE UNITED WAY

The Co-Op of the Month—Ted L. Turner, Jr., is a co-op employee of the Flight Analysis Branch of the Mission Planning and Analysis Division. He is a mathematics major and is in his junior year at the University of Houston.
Sights and Sounds of Gemini XI
Captured at Mission Control
—and Recorded on Film

Flight Director Clifford E. Charlesworth...

... and DOD Recovery personnel view Gemini XI.

Mrs. Jane Conrad is briefed by George M. Low, Deputy Director

... and Astronaut Gordon’s wife and mother were also on hand.

America’s first “Space-jockey” affixes tether.
On the way up to record heights, Gemini XI passes 400 miles above Arabian Peninsula and Africa.

... and at 700 miles over the Indian Ocean and Australia.

The start of space tow-job...

... which saw gyrations described by Gemini XI crew like "skipping rope."

Then down to a pin-point landing and Navy swimmer's welcoming hand.

A big "Thanks" to all from Pete and Dick.
Bridge Clubbers Will Hold Olympiad Oct. 11

The MSC Duplicate Bridge Club will hold a special Master Point game; the International Olympiad needs from this game will help defray the expenses of the American team in the next international games competition.

The regular Club Master Point game will be on October 25 and the club will hold its annual Open Pairs Championship Tournament on November 1 and 8. Winning the Championship Tournament will receive a trophy.

Winner of the third 1966 series award, which ended with the September 20 game was Joe Snyder with Bob Wiley placing second. The 1966 season will commence with the October 4 game.

"Lunafins" Sponsor Scuba and Senior Life Saving Courses

The MSC "Lunafins" Skin and Scuba Diving Club is offering a Scuba training course and Regional Cross Senior Life Saving Course.

The Scuba course begins October 4 at 7 P.M. and meets twice weekly. The course consists of lectures and training sessions.

Those interested in the Scuba course may contact Jim Peacock by Ext. 537.

MSC Aero Club Meets Oct. 4

The MSC Aero Club begins an eight-week一年一度 school on October 4. A training aircraft is now available for students.

The Aero Club will hold its monthly meeting October 11 in Building 6 at 5:15 P.M. Items on the agenda include the club's fiscal plans and the club's new aircraft which was recently purchased.

Those interested in joining the Aero Club should contact Don Bray at ext. 4766.

"Moonlight" Offers 66 Tickets On Sale October 10

Tickets for "Moonlight 66" will go on sale Monday, October 10. Admission is $1 per person.

This year's edition includes a wide variety of new talent. Betty Midgett, of Procurement and Contracts Division, will sing an operatic aria; the "Astronettes" will perform a precision tap routine and a jazz dance; John Boynton, Flight Operations Directorate, will play a piano solo; Helen Ragusa, Administrative Services Division, will entertain with folk songs.

The acts will be accompanied by the Sam Rayburn High School Stage Band under the direction of Bob Guinn and Fred Baege.

The stars of Texas, twenty-two years of age, accompanied by the direction of Anthony Zimunti, will be back again, continuing the year they played a medley of songs from "The Sound of Music" which they took to the Music Festival in Kansas City this summer and scored a perfect score of 100 points.

Set aside November 10 and 11 or 12 to see MSC personnel in "Moonlight 66".

OUT OF TEXAS' PAST -

Clear Lake Indians Discover Hot Wells Early, Houston Resident

In an earlier briefing on the earliest recorded history of the Clear Lake country, we followed the adventures of the first Europeans set foot on this part of the Alamar Nunez Cabeza de Vaca, the Spanish explorer who was shipwrecked on Galveston Beach in November of 1528.

Alvar, you remember, came a slave of the commandant to Karankawa Indians. But he escaped to the bayshore, where he found the Indians friendly. When he finally got to the City of Mexico, he suggested that Spain give the Galver Bay area back to the Indians.

You still hear tales about the finks, Juan Moril, in his Mission, called them a vile nation, pusillanimous, treacherous and extremely cruel.

Noah Smithwick reports: "They lived mostly on fish and alligators, with a man for four days. Many were six feet in height, with bows and arrows in proportion. Their faces were rendered hideous by the systems and dirt with which they were besmeared from head to foot as a defense against the cold. Not much is known about the Clear Lake Indians. They were called Orocucquas, and they were related to the Tejas. Not only were they semi-agricultural, but they were too finicky to use the mosquito repellent that the Crooks found so successful, and so the Orks were always coming down with encephalitis.

A legend says that once when an epidemic was decimating an Orocucquiac village the chief's beautiful young wife, White Doe, took sick. As she lay dying she promised that when she got to the happy hunting ground she would intercede for her people with the Great Spirit. When she got to the hunting ground she was found by a young dogwood-white deer walked out of a thicket and walked and walked until she reached the wife. Making a sign with her head, she indicated that the people were to be spared.

This they did, following the white doe up the San Jacinto River and Buffalo Bayou (which is southeast of Captain-Chief Cano's Landing) and far across the prairie to Cypress Creek. There she diplomatically lured the Crooks into the bayshore. The Orks found healing springs that cured their sickness. Captain-Chief Cano was identified as Hot Wells, in the northwestern part of Harris County, which was once a spider's nest for the Orks. After that discovery the Orks never shot another white doe.

Spain disregarded Cabeza de Vaca's advice and continued to regard Clear Lake as a sphere of Spanish influence. By 1755 the French were beginning to push into the bayshore, and both they and the Spanish tried to build a settlement.

The top ranking chief around Clear Lake was an opportunist named Cano. First the Spaniards gave him a captain's commission with emoluments. The French then gave him an all inclusive, all expense mission to Clear Lake and there showed him with gifts. When the Spanish sent a diplomatic mission to Clear Lake with two packhorses loaded with potlatch, they found Captain-Chief Cano wearing a suit tailored on Canal Street.

Regional historians seldom mention it today, but as early as 1729 when Spain was preparing for the American Revolution - a great overland commercial route that ran from New Orleans to the south of Houston's North Side, meeting the San Jacinto River somewhere near the site of the present Clear Lake and the mouth of Buffalo Bayou. This road was called the Camino Real Orocucquas. It was the main route from New Orleans, now Laredo, on the Rio Grande, to a Spanish Mission-Fort at the mouth of the Trinidad; the Mission Nuestra Senora de la Luz and the Presidio de San Augustin de Ahualinda.

In 1756 the Spanish governor, Jacinto Barrios, decided to move the mission fort and to a place 20 miles west of the San Jacinto and there settle 25 Spanish colonists at a cost of 45,000 pesos.

That would have been a boost for the Cypress-Hot Wells area, but as things turned out the Spaniards made no Clear Lake. Anyway, Mexican politics intervened, and a year later Barrios changed his mind.

In a letter to the viceroy, the governor pronounced the whole project impracticable in near future; for "settlement." Cano, the Ork chief who dressed like a Frenchman, was still the head man from the source of Clear Creek to April Fool Point.

-Sigman Byrd

PAGE 6 SEPTEMBER 30, 1966 SPACE NEWS ROUNDUP

The SPACE NEWS ROUNDUP, an official publication of the Manned Spacecraft Center, National Aeronautics and Space Administration, is published for MSC personnel by the Public Affairs Office.

Director, Dr. Robert R. Gilruth
Public Affairs Officer, Paul Honev
Editor, Terry White
Staff Photographer, A. "Pat" Patnesky

Cost Reduction Corner

In previous years, most supplies not available from General Services Administration were acquired through procurement channels from commercial sources. The carrying cost of the inventory inventory was high because the lengthy procurement lead time that was required tied up large amounts of capital in the pipeline. For FY 65, under this method of procurement, the carrying cost (commitments) for sales of $2,378,000 was $2,077,000 or 87 percent of the sales.

THANKS

MSC EMPLOYEES

REMEMBER DONNA KAY WILLIAMS?

Last spring MSC employees took time out for a moment to lend a helping hand to the nursing home which had been severely attacked by a pair of dogs. Donna Kay suffered severe facial injuries which required extensive surgery. A fund was set up to help with the huge medical and almost overnight MSC and contractor employees contributed $400. For the last six months the young lady has responded well to medical treatment. Here she is in her latest photo.

U.S. SAVINGS BONDS

WHERE YOU WORK OR BANK

BONDS

STAFF PHOTOGRAPHER

A. "Pat" Patnesky
Fire Prevention Cooperative Effort

Until Mrs. O’Leary’s cow kicked over a lantern (a theory many purists say) that night in October 1871, fire was considered to be something you cooked with. But the $186 million property damage and 250 deaths by fire in the great Chicago fire brought public attention to the potential disaster that fire can bring.

October 9 to 15 is National Fire Prevention Week. That a week should be set aside to call attention to the dangers of fire is the result of a yearly tally of 11,700 fire deaths in this country – 30 percent of whom are children. Each day fire snuffs out 312 lives, 1,520 homes, 14 schools, eight churches, five hospitals and nursing homes, 120 stores and 135 industrial plants. Property losses by fire average about $1.6 billion annually.

Here at MSC we have been fortunate in having limited losses to fire, primarily through the efforts of the employees, but this is no reason to become complacent and adopt an “it couldn’t happen here” posture. Fire exists; it is up to these same efforts of fire prevention and control.

MSC’s Fire Station has some of the most up-to-date equipment available, including three pumps of 150 gallons per minute, 750 gpm and 250 gpm; a rescue unit equipped with jacks, power saws and torches; a 10-foot aerial ladder truck and a special truck carrying 40 75-lb cylinders of carbon dioxide plus 800 pounds of “Purple K” dry-chemical extinguisher for fires in electronic gear where water might do more damage than the fire.

The cooperation of MSC and contractor employees has helped keep the fire toll low, but it is up to these same employees to continue to reduce the inherent hazards.

If, but it does happen...

Fire breaks out, dial 312-9119 pronto and report the fire. Rescue and ambulance service is also available at the same extension.

If your car gets 15 miles to a gallon, you could drive 18 miles in any million or around the world 700 times on the propellant required for the Apollo V launch landing missions.

Help MSC reach its quota in the 1967 United Fund Campaign by pledging your fair share.

MSC BOWLING RUNDOWN

Mimosa Men’s League

TEAM
WON LOST
Road Runners 3
Whirlwinds 11
Strikers 10
Tejas 7
Real Riders 9
Agitators 8
Fabricators
Alley Oops
Hustlers 6
Foul Five
Chizlers

WEIGHTLESS 4

AFGE 2284
Meets Oct 10
The American Federation of Government Employees Lodge 2284 will hold a meeting in the Webster State Bank at 5 P.M. on October 10. Members are urged to attend.

1966 MSC/EAFB
Flag Football League Schedule

American Division
I & P F-PD-Haulers 7
2. CANT 8
3. MPAD-GSP 6
4. FSID 2
5. IFOH 1
6. Lochhead
7. Phoenix/Tr
8. Greenman
9. ANG
11. 257thb

National Division
12. SSO 6
13. SMD 6
14. FCD 6
15. PAPD 6
16. MPAD-FSB 6
17. IBO 6
19. TRW 6
22. USCG 6
23. 747thb


F. H. H. 4-3 H. 0 2-0 5-7 0-4 0-0 0-0 0-1 4-3 0-0 0-0

For Rent
For Rent in Ann Arbor, 63 acre country estate. Home $3,400, detached, air unit, storage, garage, barn, fenced, Absolutely private. $150. Call 560-8662.

Rider Pool is 2 for $6.00. The rider pool is for the rider wishing to play beginning Sept. 6 from 2007 Cedar Drive, La Marque, Texas 77568. For further information, contact Charles, Box 607, Bay City, Texas 77731.

For Rent
For Rent—Safford Road, 63 acre country estate. Home $3,400, detached, air unit, storage, garage, barn, fenced, Absolutely private. $150. Call 560-8662.

Coral Ridge is 2 for $6.00. The rider pool is for the rider wishing to play beginning Sept. 6 from 2007 Cedar Drive, La Marque, Texas 77568. For further information, contact Charles, Box 607, Bay City, Texas 77731.

For Rent
For Rent—Safford Road, 63 acre country estate. Home $3,400, detached, air unit, storage, garage, barn, fenced, Absolutely private. $150. Call 560-8662.
Edward’s Pilot Receives Top Award for M-2

Milton O. Thompson, NASA Research Pilot at Edwards Flight Research Center, California, was recently awarded the Society of Experimental Test Pilots Ivan C. Kincheloe Award for the flight testing of the wingless M-2 lifting body.

Vice President Hubert H. Humphrey presented the 1966 Kincheloe Trophy to Thompson in private ceremonies held earlier in Washington. The trophy was formally presented to Thompson at the S.E.T.P.'s 10th Annual Awards Banquet, Saturday night, September 24, 1966.

Thompson was selected for the award "in recognition of outstanding professional accomplishment in the flight testing of the wingless M-2 lifting body. Thompson is NASA's chief project pilot on the lifting body program. He made the first flight in the plywood M-2 in 1963. Earlier this year, Thompson made the first flights of the three-ton M-2 lifting body. NASA's Flight Research Center is flight testing the M-2 to establish the technology needed for the design of future spacecraft capable of maneuvering flight in a smooth landing pilot control. Thompson has made the first five flights in the heavy weight M-2 that was constructed for NASA by the Northrop Division of the Northrop Corporation. The M-2 is a lift from a B-52 flying at 45,000 feet. Powerless, it descends at a rate of two miles a minute to a 200 mph glidelanding, approximately four minutes after launch. In addition to his piloting duties, Thompson has been responsible for significant engineering and design contributions of the M-2 lifting body. The Ivan C. Kincheloe Award is made in memory of Captain Ivan C. Kincheloe, a former Air Force test pilot who lost his life in an aircraft accident. It is awarded by the test pilots' association yearly to the top test pilot in the world. Thompson is the second pilot from NASA's Flight Research Center to receive the Kincheloe Award. In 1961, the late Joe Walker shared the award for his efforts in the X-15 flight program. Thompson has also piloted the X-15 rocket aircraft.

First Lunar Module Undergoing Pre-flight Tests

The first Apollo flight-tested Lunar Module (LM) is undergoing preparations at Cape Kennedy Space Center, Fla., for launch aboard a Saturn V next year.

The 32,500-pound spacecraft, essentially a boilerplate (dummy) of later modules to land Americans on the moon, is the largest of three segments of the Apollo spacecraft. The boilerplate will be launched aboard NASA's first Saturn V. It is instrumented to measure vibrations, acoustics, and structural integrity at 36 positions, and to telemeter these measurements to ground stations the first 12 minutes of the Apollo/Saturn 501 flight.

As 501 flight is suborbital. The Saturn will propel an unmanned Apollo spacecraft into space, then send the command module earthward to test its heat shield during reentry. The LM will remain with the last stage of the launch vehicle and will disintegrate during reentry, since it is designed to operate only in space, and has no heat shield.

The lunar module was flown to KSC last week aboard the Super Guppy.

Surveyor II Crashes; Trouble In Decent Rocket

Surveyor-2 which was launched September 20 and developed problems early in the flight crashed onto the surface of the moon at speeds in excess of 6,000 miles per hour.

A Jet Propulsion Laboratory official at Pasadena, Calif., said: "We kept firing the third rocket attempting to stabilize the spacecraft, but the rocket wouldn't fire, and the tumbling increased. "We dumped the helium, turned on the radar adapter system and ran a few experiments before firing the 10,000 pound thrust retro engine. It burned for about 30 seconds before we lost radio contact with the craft."

First Stage Giant

Man is dwarfed alongside the mammoth first stage of the Saturn V space vehicle. Workmen at the Michoud Assembly Facility prepare to transfer the first stage section to the Manufacturing Building at the National Aeronautics and Space Administration’s Michoud Assembly Facility at New Orleans, La. This is the third Saturn V flight booster assembled at the Michoud facility.

Sustained Superior Performance

SSP AWARDS — Three members of the Landing and Recovery Division were recent recipients of Sustained Superior Performance Awards, left to right: Fred D. Koons, Paul T. Chaput and Jerry E. Hossingten.

Gemini XI Photos Feature at AIAA

Richard Underwood, Photographic Technology Laboratory, will discuss Gemini XI photography at the October 10 meeting of the AIAA.

Underwood will also explain potential uses of space photography in geo-scientific fields, and will review benefits already realized from space photography. His presentation is to be held in the MSC auditorium at an 8:30 P.M.

The meeting will be preceded by a dinner in the MSC cafeteria at 6 P.M.

CAPS and EGGS — Gemini XI Richard Gordon and Charles "Pete" Conrad sported baseball caps complete with saltie tradition of scrambled eggs when they stepped onto the deck of the USS Guadacanal following their successful three-day flight. Conrad and Gordon, each with the rank of Navy Commander, carried the baseball caps aboard their spacecraft, and donned them just before they stepped onto the deck of the carrier.