



MARSHALL STAR

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July 31, 2008

RSA Commander General Myles discusses results of investigation of events leading to death of Marshall employee

By Jessica Wallace and Megan Norris Davidson

Marshall Space Flight Center Director David King held an all-hands meeting with participation from Redstone Arsenal officials Friday, July 25, to discuss the investigation of the events of May 30 that resulted in the death of Marshall employee Darren Spurlock.

Spurlock, 39, died when his vehicle was struck broadside at the intersection of Martin and Rideout roads by a car occupied by two women fleeing from area law enforcement officers. A second vehicle driven by Kathleen Lundy, a management support assistant in the Engineering Directorate's Space Systems Department, also was struck, injuring Lundy and her husband Rusty.

The report findings were shared with the Marshall team by Maj. Gen. Jim Myles, Redstone Arsenal (RSA) commanding general. Also participating were Col. John Olshefski, Redstone Arsenal Garrison commander; Keith Ryan, Intelligence and Security director for Redstone Arsenal; and Command Sgt. Maj. Ricky Yates.

*To read
investigation results,
please see page 3.*



From left, Maj. Gen. Jim Myles, Redstone Arsenal commanding general, answers questions from Marshall employees about the investigation results while Marshall Center Director David King listens.

King introduced Myles to Marshall employees, assembled at the Activities Building 4316, saying that Myles was there "to tell you what he can about the results of the investigation," which is a

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GLAST Burst Monitor Team hard at work fine tuning instrument and operations

By Jennifer Morcone

While only on orbit for 40 days and still in the process of a two-month checkout, NASA's Gamma-ray Large Area Telescope has already detected 12 powerful gamma-ray bursts, an encouraging harbinger of good things to come for this mission. The gamma-ray bursts were detected by the GLAST Burst Monitor, or GBM, one of two instruments on the spacecraft.

"We are thrilled to be detecting gamma-ray bursts so early in the mission. GLAST and the GBM are off to a great start!" said Charles "Chip" Meegan, GBM principal investigator at the Marshall Space Flight Center. "The detectors are working well and we're really pleased with how the instrument is working. That said, we're using this checkout period to scrutinize the data coming down from the detectors and to fine tune flight and ground software and our daily operational processes."

GLAST will observe gamma rays ranging in energy from a few thousand electron volts to many hundreds of billions of electron volts or higher, the widest range of coverage ever available on a single spacecraft for gamma-ray studies. By detecting gamma-ray bursts, GBM

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Investigation

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classified document due to security reasons.

"I can tell you that I met with Major Gen. Myles this week," said King, "and have reviewed the report in full. The investigation was thorough, and I support the Army's efforts. I am confident in the ability of the Redstone Arsenal command to take the necessary steps to ensure our safety."

Myles told employees at the all-hands meeting that the Army followed the proper procedure during the chase, but was not informed of the pursuit by the Huntsville Police Department until after the fleeing vehicle had passed through Gate 1 on Martin Road. "By the time the Huntsville Police Department reached us about the incident, there was not enough time to react," said Myles.

The guards responded to the incident appropriately said Myles. "I have been asked why the guards did not fire their weapons. The answer to that is there were people all around ... the last thing we needed to do was introduce bullets," he said.

Military police officers that guarded the gates after the Sept. 11, 2001, terrorist attacks were called to active duty in Iraq, Afghanistan and other locations, and were replaced by contractor gate guards. Myles assured employees that the stringent standards and procedures required after Sept. 11 continue today and that the guards undergo extensive training.

Myles addressed the question of what would have happened if the vehicle was occupied by terrorists. "Fighting terrorism is a multilayered effort. We rely on many organizations, including intelligence and defense, to understand and determine what possible threats are."

Myles said measures already have been taken to improve

security at RSA gates and that security will be enhanced further by implementation of a \$1.5 million plan that was already in place prior to the events of May 30. The new security measures will be able to be deployed in seconds and will be very effective in stopping any vehicle attempting to drive through the gate without authorization.

According to the investigation results, the Huntsville Police Department will now notify the Redstone 911 Center of any pursuit regardless of location. Redstone will also monitor all Huntsville city emergency communication traffic on an HPD radio.

Myles asked for the patience and cooperation of the workforce as work at the gates is performed. "To better protect our installation, the security measures being put in place at the gates will take time," Myles said. "The lines will

be longer; traffic might be a little tight. But this is all in the best interest of your security. What happened May 30 was unacceptable and intolerable, and we are striving to make sure that doesn't happen again."

Myles spoke about his personal reaction to the events of May 30 and the impact they have had on the Spurlock family. He expressed his sympathy for the family and concern for their well being. Similar sentiments were expressed by the Marshall Center director.

"Our thoughts and prayers continually go to Kelly Spurlock and her family, as well as to the Lundys," said King. "It was all very personal to many of us. This is a difficult time in the life of the NASA family, and I appreciate what you all have done in response to the families involved."

For the details on Redstone's investigation results, see page 3.

The writers, employees of AI Signal Research Inc., support the Office of Strategic Analysis and Communications.

"What happened May 30 was unacceptable and intolerable, and we are striving to make sure that doesn't happen again."

***— Maj. Gen. Jim Myles,
Redstone Arsenal commanding general***

Marshall summer intern 'Poster Day' to be held July 31

Summer interns across the Marshall Space Flight Center will be in the spotlight July 31 when the center hosts its annual Intern Poster Day from 1-3 p.m. in the Activities Building 4316.

Some 120 college and university interns from around the country will showcase their work on science and engineering research projects. Marshall's Academic Affairs Office, which

organizes the event and manages the internships, will award prizes for the best poster presentations. Lockheed Martin, the corporate sponsor of the event, is providing the cash awards.

All civil service and contractor employees are encouraged to attend. This event provides an opportunity for Marshall organizations and support contractors to meet new talent that have worked at Marshall this summer.

Redstone announces investigation results

Redstone Arsenal news release

Maj. Gen. Jim Myles, commanding general of Aviation and Missile Command, and Redstone Arsenal, announced July 25 the results of the investigation into the Friday, May 30, incident in which two drug suspects in a vehicle fleeing from the Madison-Morgan Strategic Counterdrug Team unlawfully entered Gate 1, Martin Road East, and caused a wreck, which killed Marshall employee Darren Spurlock.

Agencies included in the STAC Team are the Huntsville Police Department, Madison County District Attorney's Office, Madison County Sheriff's Department, Madison Police Department and the Decatur Police Department.

"In a situation like this it is important that we, the Army, thoroughly investigate all matters related to an incident to ensure it does not happen in the future," Myles said. "The Army is stringent in its investigation of itself and holds itself to high standards. We have already embraced some of the lessons learned from this report."

For security reasons, the entire final report cannot be released; however, the key lessons learned and actions taken are noted below. In the final report of the investigation, a number of recommendations were made that Team Redstone leaders began reviewing and implementing immediately.

The investigation confirms that at the time of the incident, security measures at Gate 1 were in place with current Force Protection conditions. These measures allowed for the normal flow of vehicles because the known terrorist/criminal threat at the time didn't justify stricter protective measures.

As a result of the investigation, we can confirm that Redstone was not notified in ample time to implement stricter Force Protection measures at Gate 1. Telephonic notification of the pursuit by the Huntsville Police Department 911 Center to the Redstone 911 Center was made after the suspects' vehicle and HPD undercover chase cars had passed through Gate 1.

Since learning this we have worked closely with HPD to improve our Memorandum of Agreement as it pertains to pursuing criminal suspects. This work will ensure we are doing things in the most effective manner. For example, HPD will notify Redstone 911 Center of any pursuit regardless of the pursuit location.

The Arsenal is also streamlining the communication process between HPD and Redstone's Directorate of Emergency Services. For example, Redstone's 911 Center monitors all Huntsville city emergency communication traffic on an HPD radio. If there is a potential for Redstone involvement, HPD acknowledges the

task to positively notify Redstone 911 Center. This was put into place immediately following the incident.

The investigation also proved that the guards at the gates were in compliance with the existing rules of engagement. In this case, deadly force would not have been appropriate because of the lack of information and short response time. To further sharpen the guard's skills, additional training will focus on use of gate security systems and no-notice exercises at each gate.

The investigation identified additional gate requirements. Below are examples of some of the recommended protective measures put into place or planned for imminent implementation:

- Completion of the restructuring of additional concrete barriers outside each gate to slow down incoming traffic.
- Adding improved security measures such as tire shredders at gates until scheduled upgrades are in place.
- Continuing to ensure that each gate has the most up-to-date countermeasures in place through scheduled upgrades. Before the incident, a series of upgrades had already been scheduled. The upgrades include: Fortified booths and lanes for better lane control through the gates and Grab-it Net Systems.
- Improving line of sight at each gate. Immediately following the incident, trees were removed to improve the overwatch guard's line of sight at Gate 1. Gate leaders at other gates will also identify potential future improvements so that leadership can take action to remedy them.

Although gate security is key, it's only one element of an overarching force protection strategy. Stopping a terrorist (or anyone without authorization to enter the installation) is not just about securing a gate; it's about understanding the threat to the installation. Arsenal officials partner closely with federal and local organizations that are responsible for combating terrorism.

"Our daily challenge is safely allowing 48,000 cars on and off the installation each day while maintaining the mandated level of security," Myles said. "We will continue to work daily with our partners on Redstone Arsenal and our partners in the community to support soldiers and civilians everywhere. Through the findings and recommendations of our investigation, we will continue to improve the quality, and maintain the security of our installation to ensure the safety of those who work and live on the arsenal."

GLAST

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will help GLAST crack the mysteries of these stupendously powerful explosions.

One of the priorities of the GBM science team during checkout has been to diligently validate burst location information provided by GLAST against independent observations made by NASA's Swift spacecraft, another instrument dedicated to the study of gamma-ray bursts. GBM can see the entire sky, but Swift's field of view is more limited. Even so, Swift spotted four of the 12 bursts detected by GBM. The GBM science team compared Swift burst location information against that provided by GBM and found it matched.

This is important because once GLAST becomes fully operational, when the GBM spots a gamma-ray burst, the spacecraft will relay near real-time burst locations to ground-based telescopes or space-based observers, including the Large Area Telescope — GLAST's primary instrument. Gamma-ray bursts are fleeting events, lasting only a fraction of a second to a few minutes. Signaling other observers to capture complementary data about these powerful explosions is essential to learning more about these mysterious events.

"GBM is performing beautifully and when we're fully operational, we'll know with confidence we're providing the correct address for the location of bursts to scientists all over the globe," said Meegan.

Once fully operational, scientists and operations personnel at the GBM Instrument Operations Center will report the burst locations just seconds after they are detected. The operations center is located at the National Space Science Technology Center, which is a partnership between NASA, the state of Alabama and several universities. Wider notification of the burst will be sent through

the Gamma-ray Coordination Network to interested ground-based observers.

Another challenge for the GBM team during this checkout period is to practice and rehearse team operations and make sure all members of the team are in sync and working together smoothly. The Huntsville-based GBM team collaborates closely with astrophysicists at Max Planck Institute for Extraterrestrial

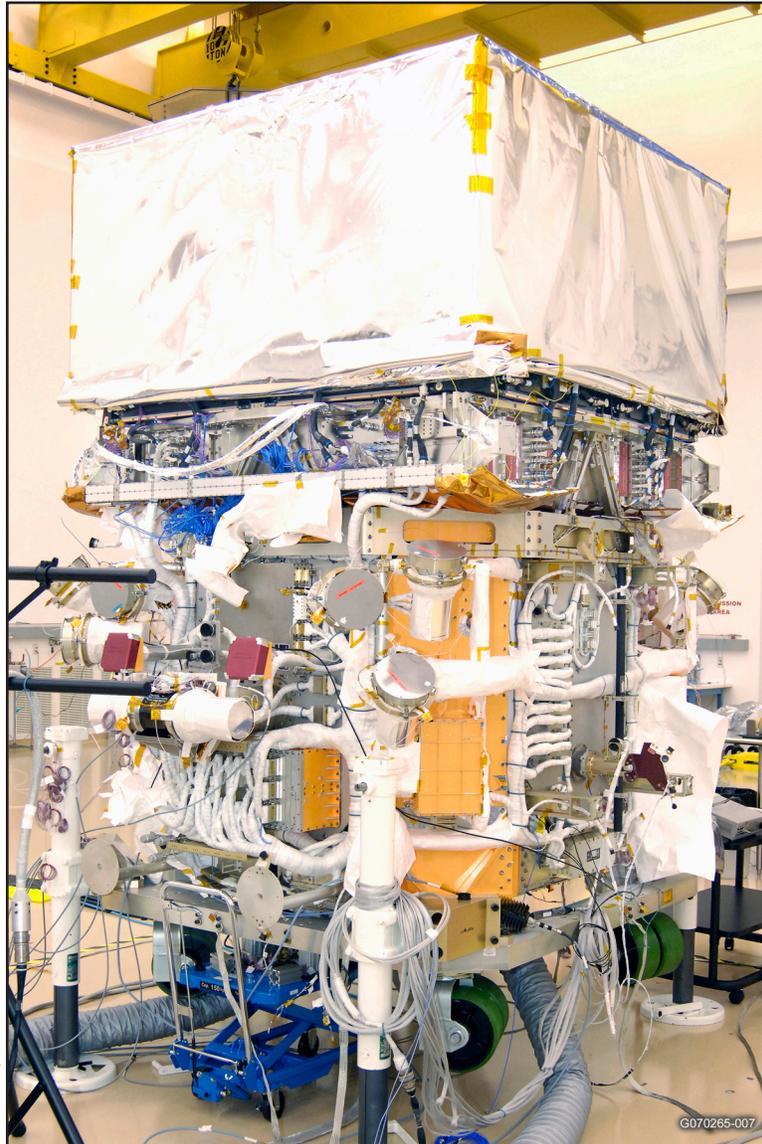
Physics in Garching, Germany. NASA collaborated with the institute through an agreement with the German Aerospace Center to design the GBM. The institute built the monitor's power supply and crystal detectors — the main component for intercepting gamma rays. German colleagues look at real-time data during their normal work day, offset seven hours from Huntsville. They therefore provide additional coverage in monitoring instrument performance and interpreting data from gamma-ray bursts. Each morning, the entire team meets for a cross-Atlantic teleconference, exchanging information about new bursts and planning for future operations.

"The whole team is really coming together and we're in good shape to begin poring over the 100 megabytes of data we're receiving daily from the spacecraft," said Meegan. "The most exciting part of the mission is still ahead — when we,

hopefully, begin to answer long-standing questions about how these fantastically powerful gamma-ray bursts are produced."

NASA's GLAST mission is an astrophysics and particle physics partnership, developed in collaboration with the U.S. Department of Energy, along with important contributions from academic institutions and partners in France, Germany, Italy, Japan, Sweden and the United States.

Morcone is a member of the Public & Employee Communications Office in the Office of Strategic Analysis & Communications.



The GLAST observatory after the integration of the GLAST Burst Monitor.



Moving toward NASA's 50th anniversary ...

Almost 50 years ago, on Aug. 8, 1958, President Dwight D. Eisenhower announced that Dr. T. Keith Glennan from Case Institute of Technology in Cleveland, Ohio, would become the NASA administrator when the new agency opened Oct. 1, 1958.

Glennan's legacy included planning for the Marshall Space Flight Center, which was created in 1960 when more than 4,000 Army Ballistic Missile Agency employees in Huntsville transferred to NASA.

In 1958, NASA had absorbed the National Advisory Committee for Aeronautics, including the Langley Aeronautical Laboratory in Hampton, Va.; Ames Aeronautical Laboratory in Moffett Field, Calif.; and Lewis Flight Propulsion Laboratory in Cleveland. Goddard Space Flight Center in Greenbelt, Md., and the Jet Propulsion Laboratory in Pasadena, Calif., were also added to NASA under Glennan, who served the agency until the end of the Eisenhower administration. He died in 1995.

Classified Ads

To submit a classified ad to the Marshall Star, go to Inside Marshall, to "Employee Resources," and click on "Employee Ads — Submit Ad." Ads are limited to 15 words, including contact numbers. No sales pitches. Deadline for the next issue, Aug. 7, is 4:30 p.m. Thursday, July 31.

Miscellaneous

KHS tandem cross bicycle, red, aluminum frame, 24 speed, \$300 obo. 882-1566

Sears car top carrier, \$100. 837-3158

Baby bunnies, white, various markings, \$10 each. 651-3802

Pro Form 520x folding treadmill, pulse/heart sensor, distance, time, incline, programs, \$350. 883-0313

Computer, monitor, keyboard, printer, speakers, \$150 firm. 533-2287

Heritage Collection convertible crib, mattress, bumper pads, sheets, \$100; changing table, pad, cover, \$100. 656-2965

Chihuahua puppies, three females, two males, 8 weeks old, ready, \$150 each. 460-2390

Ping Eye 2 golf clubs, nine clubs, Greendot, steel shaft, \$250; Ping walk bag, \$15. 683-3397

120-gallon fish tank, oak stand, hood, lighting, \$500. 895-8514

0.86-carat round diamond solitaire ring, white gold, \$1,700. 599-0209

Mirage speakers, two OM-7 towers, two Omnisat satellite speakers, stands, \$1,500. 679-2165

Three-cushion microfiber sofa, dual recliners, ivory, \$300. 883-1096

Pearl Bell kit, for beginning band percussion students, \$200. 882-3753

Snapper riding lawn mower, \$100; 39-piece Mikasa Garden Poetry dishes, tea pot, \$20. 270-9113

Kenmore Series 90 washer, white, \$150; washer, dryer set, \$300. 345-9555

2007 Honda EU 3000is generator, \$1,200 firm. 318-2511

Sleep Number queen pillow-top mattress, memory select comfort, \$999. 658-6514

Video card, ATI Radeon X800XL, 256MB, \$50. 656-6464

Longaberger 4-quart casserole dish, sage, \$80 obo. 509-2536

Prevue bird cage, 22x25, \$20; Jenny Lind portable baby crib, mattress, wooden, rollers, \$45. 652-5177

Ashley leather couch, burgundy, recliners on both ends, \$600. 513-2350

Utility trailer, 5x10 tilt, metal grate flooring, needs paint, \$450. 975-0068

1.5-carat diamond engagement ring, \$1,500; 0.25-carat diamond channel wedding band, \$300. 425-3727

Coffee table, pictures: <http://home.mchsi.com/~jscottm/furniture.htm>, \$100. 828-9651

1983 Peavey Special 130 guitar amplifier, \$225 obo. 828-0815

Miscellaneous items in multi-purpose building, \$1,000 for all. 658-6353

Vehicles

2008 Nissan Titan, V8, four door, 4WD, dark green, 2,600 miles. 931-937-7094

2006 Hyundai Sante Fe, 31k miles, \$12,500. 852-4375

2006 Honda CRF230F dirt bike, \$1,950 obo. 776-4741

2003 Acura RSX, gray, five-speed manual, alloy wheels, moon roof, leather, \$9,900. 652-5274

2001 Honda CRV LX, black/gray, new timing belt/battery, 104k miles, \$8,000. 883-6894 or 468-6894

1999 Toyota 4-Runner Limited Edition, white, brown interior, sunroof, CD, A/C, \$7,000. 694-1260

1999 Ford F-150 XLT, bedliner, extended cab, 99k miles, \$8,825 obo. dannypugh110@hotmail.com or 468-6813

1999 Suzuki Intruder 800 motorcycle, helmets, leather, 10k miles, \$4,000. 837-6776

1997 Jeep Grand Cherokee, 2WD, new tires, 22 MPG, 224k miles, \$1,000 obo. 466-6855

1995 Nissan Maxima GLE, 160,400 miles, \$3,500. 355-8808

1994 Mazda Miata M-Edition, five speed, hard top, 115k miles, \$3,600. 652-6050

1989 Honda Prelude, manual transmission, \$3,400. 714-8115

1980s Yamaha gas golf cart, rebuilt engine, lift kit, big tires, performance clutch, \$1,600 obo. 325-2919

Wanted

Racquetball opponents, skill level not important. 658-3990

Tree work, tree removal, trimming limbs, stump grinding. 881-6209

Tile work, houses, kitchen/bathroom floors, backsplashes, tubs, showers. 679-5799

Electrical work, wiring houses, adding/removing switches, plugs, lights, circuits. 468-8906

410-gauge shotgun shells, any shot size or slugs, 2 1/2 or 3 inches. 828-1234

Modem, to use with Comcast high-speed Internet service. 883-2757

Small push lawnmower, in working condition. 880-9025

Tennis mixed doubles substitute needed, 3.5 level, male or female. 859-9165

NASA successfully tests parachute for Ares rocket

By Craig Dunn

NASA and industry engineers have successfully completed the first drop test of a drogue parachute for the Ares I rocket. The drogue parachute is designed to slow the rapid descent of the spent first-stage motor, cast off by the Ares I rocket during its climb to space.

The successful test is a key early milestone in development and production of the Ares I rocket, the first launch vehicle for NASA's Constellation Program that will send explorers to the International Space Station, the moon and beyond in coming decades. The drogue parachute is a vital element of the Ares I deceleration system and will permit recovery of the reusable first-stage motor for use on future Ares I flights.

Engineers from NASA's Marshall Space Flight Center managed the team that conducted the first Ares I drogue chute test on July 24 at the U.S. Army's Yuma Proving Ground near Yuma, Ariz. This is the sixth in an ongoing series of tests supporting development of the Ares I parachute recovery system, which includes a pilot chute, drogue and three main parachutes. The next drogue parachute test is scheduled for October, and testing will continue through 2010. The drogue parachute also will be used during NASA's first test flight for the Ares rocket, the Ares I-X, scheduled to take place in 2009.

Researchers dropped the 68-foot-diameter drogue parachute and its 36,000-pound load — simulating the first-stage motor — from a U.S. Air Force C-17 aircraft flying at an altitude of 25,000 feet. The parachute and all test hardware functioned properly and landed safely.

The parachutes that serve as the Ares I recovery system are similar to the four-segment space shuttle boosters, but they have been redesigned to accommodate new requirements of the Ares I first stage. Dramatically larger and more powerful than the shuttle's

boosters, the Ares I will have a five-segment solid rocket booster — causing it to fall faster from a much higher altitude after separation from the launch vehicle.

During launch, the Ares I first-stage booster will separate from the upper stage at an elevation of 189,000 feet, approximately 126 seconds into flight. After freefalling to approximately 15,740 feet,

the booster's nose cap will be jettisoned, releasing the pilot parachute, which in turn releases the drogue, slowing the stage's descent from 402 mph to 210 mph and maneuvering the booster into a vertical position. Finally, a cluster of three main parachutes, each 150 feet in diameter, will be deployed. The main parachutes continue to slow the booster to splashdown in the Atlantic Ocean.

Beginning in 2015, the Ares I rocket will launch the Orion crew capsule and six astronauts, and small pressurized cargo payloads, to the International Space Station. The Ares I rocket, an in-line, two-stage rocket configuration, will be powered

by the first stage solid rocket motor for the first two minutes of launch.

ATK Launch Systems near Promontory, Utah, is the prime contractor for the first-stage booster. ATK's subcontractor, United Space Alliance of Houston, is responsible for design, development and testing of the parachutes at its facilities at NASA's Kennedy Space Center, Fla.

NASA's Johnson Space Center in Houston manages the Constellation Program, which includes the Ares I rocket, the Ares V heavy-lift launch vehicle, the Orion crew capsule, and the Altair lunar lander. The Marshall Center manages the Ares Projects. The U.S. Army's Yuma Proving Ground provides the test range, support facilities and equipment to NASA for parachute testing.

Dunn, an AI Signal Research Inc. employee, supports the Office of Strategic Analysis & Communications.



NASA conducted the first test of the redesigned drogue parachute July 24 at the U.S. Army's Yuma Proving Ground near Yuma, Ariz.

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