



MARSHALL STAR

Serving the Marshall Space Flight Center Community

Aug. 30, 2007

An interview with Robert Lightfoot, Marshall's deputy director

Understanding commitments means managing risks to enable Marshall's mission

As the new deputy director of the Marshall Center what are your key responsibilities?

I help Dave King and Robin Henderson in running the center. That means running the center as a proper institution, but also managing the commitments we have for the agency — programmatic and technical. We work with all our external stakeholders, whether it's folks at Headquarters or in the community.

I feel one of my biggest roles is enabling the workforce at Marshall to get their jobs done. Our job is not to get in their way, but to clear the path when they need help dealing with issues. We do that through the three management councils we have in place at the center. We can see what employees in programs and projects are dealing with and how we as a management team can address those.

See Lightfoot on page 4



Doug Stoffler/MSSC

Robert Lightfoot discusses how the Marshall Center's trio of management councils help "clear the path" when dealing with issues — enabling the workforce to do their jobs and accomplish Marshall's mission.

Discovery remains on target for October launch

From Combined Reports

Work now in progress on the next shuttle's external tank will still allow a launch Oct. 23, the current planning date for the STS-120 mission, said Space Shuttle Program Manager Wayne Hale.

Foam loss from one of the five liquid oxygen feedline brackets on STS-118's tank during launch Aug. 8 caused thermal tile damage to Endeavour. While a change to the brackets was already in progress on tanks now in production, the problem on the tank being used for STS-120 will be remedied by using a different foam configuration on the brackets, Hale said in a media teleconference Aug. 24.

Video from the STS-118 mission indicated the debris from the feedline bracket consisted not only of foam, but also possibly

super lightweight ablative, or SLA, along with ice on the foam.

Foam and super lightweight ablative are being removed from the first four of the five brackets and replaced with foam only, Hale said. Less foam on the brackets is acceptable for the shuttle's ascent, he added. Bracket foam is about one-inch thick while the underlying super lightweight ablative is about one-half-inch thick, but denser than foam. The final shape of the replacement foam is still under review.

The five feedline brackets on ET-120 were X-rayed and small cracks in the super lightweight ablative were noted, a condition associated with the manufacturing process, Hale said.

See STS-120 on page 5

Stephen F. Cash named manager of Marshall's Shuttle Propulsion Office



Stephen Cash

Stephen F. Cash has been appointed to the position of manager of Marshall's Shuttle Propulsion Office. Cash has served as acting manager of the Shuttle Propulsion Office since May 2007 and as deputy manager since August 2006.

As manager of the Shuttle Propulsion Office, Cash will be responsible for directing the project activities of the shuttle's primary propulsion elements, including the main engines, reusable solid rocket boosters and external tank. He will also be responsible for directing the overall transition and/or retirement of assets and capabilities no longer required by the Shuttle Program and for identifying synergies between the Shuttle Program and the Constellation Program.

Appointed to the Senior Executive Service in June 2006, Cash has a long history of involvement in the Shuttle Program. He began his NASA career in 1982 as a stress analyst in Marshall's Structures and Propulsion Laboratory. Following the Challenger accident in 1986, he was assigned to the Solid Rocket Booster Redesign Team where

he was in charge of the transient pressure full-scale test article. Cash became manager of the Advanced Solid Rocket Booster Case Subsystem in 1989. He returned to the Redesigned Solid Rocket Motor Office in 1993, where he served as a subsystem manager, branch manager and chief engineer. He was named deputy manager of the Reusable Solid Rocket Motor Project in 2000. Following the Columbia accident in 2003, Cash spent one year at Kennedy Space Center in Florida serving as assistant to the launch manager and working on Return-to-Flight launch issues. He was appointed NASA Engineering and Safety Center chief engineer in 2005, leading a Marshall team assisting NESC personnel in performance of independent and in-depth technical reviews.

Throughout his 24-year career, Cash has distinguished himself throughout the center and the agency as a subject-matter expert in the design, development, test, and manufacture of large and complex space propulsion systems. He has consistently broadened his leadership perspective and versatility by accepting developmental assignments and leading numerous interagency, international and cross-functional teams. Cash has participated in numerous project management and advanced leadership classes at prestigious institutions such as Harvard University's John F. Kennedy School of Government in Cambridge, Mass., and the Massachusetts Institute of Technology in Cambridge.

Cash earned a bachelor's degree in civil engineering from the University of Alabama in Tuscaloosa. He has received numerous awards for his dedication and service to NASA, including a Director's Commendation, a Silver Snoopy Award and the NASA Exceptional Achievement Medal.

NASA selects Ares I upper stage production prime contractor

From NASA Headquarters

NASA has selected The Boeing Co. of Huntsville as the contractor to provide manufacturing support for design and construction of the upper stage of the Ares I rocket. Ares I will launch astronauts to the International Space Station and eventually help return humans to the moon. The Ares I upper stage development is managed by the Marshall Center for NASA's Constellation Program.

Boeing will provide support to a NASA-led design team during the design phase and will be responsible for production of the Ares I upper stage. Boeing will manufacture a ground test article, three flight test units and six production flight units to support NASA's flight manifest through 2016. Final assembly of the upper stage will take place at NASA's Michoud Assembly Facility in New Orleans.

The contract type is cost-plus-award-fee and the period of performance is Sept. 1, 2007, through Dec. 31, 2016. The estimated contract value for design team support and the manufacture of the test units and six production flight units is \$514.7 million. The selection resulted from a full and open competition.

Ares I is an in-line, two-stage rocket that will carry to low Earth



A concept image shows the Ares I crew launch vehicle during ascent.

orbit the crew exploration vehicle Orion, which will succeed the space shuttle as NASA's primary vehicle for human exploration in the next decade. The Ares I upper stage, with an engine and an avionics unit procured separately, will provide the navigation, guidance, control and propulsion required for the second stage of the rocket's ascent.

The Ares I first stage will consist of a five-segment solid rocket booster and motor similar to those used on the space shuttle. The second, or upper, stage will consist of a J-2X main engine, a fuel tank for liquid oxygen and liquid hydrogen propellants, and associated avionics.

THE FACE OF MISSION SUCCESS IS:

Chris Cianciola

Chief safety officer and team lead for Marshall's External Tank Project team in the Shuttle Propulsion Office, and Shuttle Assurance Department in the Safety & Mission Assurance Directorate

Standing alongside the shuttle on the launch pad is the 153.8-foot-long orange external tank, the largest single element of the space shuttle system. Filled with propellants, the external tank is also the "backbone" during launch, providing structural support for attachment with the twin solid rocket boosters with their reusable solid rocket motors and the orbiter. Chris Cianciola — chief safety officer and team lead for Marshall's External Tank Project team in the Shuttle Propulsion Office, and Shuttle Assurance Department in the Safety & Mission Assurance Directorate — and his team ensure that the tank is ready to play its vital role as part of NASA's space shuttle missions.

What is your education background?

I attended the University of Mississippi where I obtained a Bachelor of Science degree in civil engineering in 1983. I also attended graduate school, earning a Master of Administrative Science degree from the University of Alabama in Huntsville in 1986.

How many years have you been at the Marshall Center?

I started my civil service career at Marshall in the fall of 2000 with the Safety & Mission Assurance Directorate. My first experience with the center dates back to 1983, where I began my career as a payloads engineer, working shuttle payloads and experiments with Teledyne Brown Engineering.

What are the key responsibilities of your job?

The key responsibilities of my job include the safety, reliability and overall quality assurance of the external tank and its contribution to the overall shuttle mission success.

What services does your job provide in support of the center's mission?

The primary function of our team is to provide the Safety & Mission Assurance Directorate expertise in support of the External Tank Project office in Marshall's Shuttle Propulsion Office. This includes performing review and evaluation of engineering design changes on

the tank and shuttle systems, conducting technical assessments and analyses, supporting tank production operations through our team members at the Michoud Assembly Facility in New Orleans, supporting material review activity, supervising final hardware acceptance, and providing pre-launch and mission support.



David Higginbotham/MSC

Chris Cianciola

What do you hope to accomplish in your role this year?

This year, I hope to continue success in the performance of the external tanks that support the agency's Space Shuttle Program. We have identified several design improvements to minimize the debris potential from the external tank. Implementation of these modifications will be a significant accomplishment for the overall safety and reliability

of the program. By the end of the year, we hope to have completed improvements in two critical areas of the external tank — the liquid hydrogen tank ice frost ramps and the liquid oxygen feedline support brackets. These areas prevent ice formation on the tank.

What is the biggest challenge you face?

The biggest challenges our team recently faced was recovery from the hailstorm event that crippled the external tank slated for STS-117, which flew in June 2007. The mission was originally scheduled for late March of this year. Those plans were abruptly interrupted Feb. 26, when the thermal protection system on the tank was heavily damaged in a hailstorm at the launch pad at the Kennedy Space Center.

Efforts over the next three months were nothing short of spectacular. The damage assessment started with roll back to the Vehicle Assembly Building at the Kennedy Center followed by evaluation and documentation of the condition of the tank. With this data in hand, we basically re-engineered the tank.

In order to return the tank to flight-worthy condition, several different repair options were developed for varying degrees of damage at multiple damage sites. This included local sanded repairs, injected foam repairs to small strike areas, and two large manual sprays to the most heavily damaged areas. To support the

See Cianciola on page 7

Lightfoot

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You have held significant management positions at Headquarters, Marshall and Stennis Space Center. What have you learned from those assignments that you will bring to bear in your new role?

It's easy for us to stovepipe as a center and only consider what we are doing at Marshall. When you go to another center or to Headquarters, you recognize those folks are just trying to do their jobs, too, and that helps to not become too focused on one center and forget the bigger picture. Try and understand the other person's point of view and imagine yourself in the other person's shoes.

Being in different positions across the agency also has taught me what a tremendous workforce there is at NASA. The talent pool is amazing, and we are all pulling in the same direction.

Have you encountered any surprises, and what have you learned or what new insights have you gained?

The biggest surprise or insight to me so far is the Marshall science activity. It's pretty amazing what we do as a center in the science arena. Wernher von Braun said years ago, that you have to have a mixture of exploration and science — they go together. They aren't really separate tasks and Marshall is uniquely positioned to work in those areas based on the excellent science community we have here.

I continue to be amazed at this workforce. I was presenting at the recent afternoon Honor Awards ceremony. If you read what these folks are doing, it is just incredible. There are a lot of neat things going on here at Marshall.

What are some of the biggest challenges facing you as deputy director?

I see one of the biggest challenges as understanding the

commitments we have as a center. If we can understand all the center, then we can see how we are doing to honor those commitments.

We have some big ones, and it's a balancing act. One of our big ones is flying out the shuttle. We have to do that while still enabling the Ares I work. Additionally, we have to be looking at what we are going to do to get to the moon and what we will do when we get there. Each one of those is a commitment we made as a center to the agency.

We use the Center Management Council as a way to monitor our commitments and see what risks are associated. I use the phrase "eyes wide open" a lot. We may not be able to fix everything, but I want to know what risks we have so we as a team can manage those risks appropriately. The biggest challenges that will make the center successful are understanding commitments to shuttle and its transition, Ares projects and getting to the moon and what risks are associated with each, and managing it all in an integrated fashion.

What specific things do you intend to do as deputy director to help the center to continue to accomplish its mission and to prepare for the future?

One is to continue to strengthen the path on which Dave, Charles Chitwood, Robin Henderson and Rex Geveden started us — focusing the management councils on the right things. What I intend to do is strengthen our understanding as to how we are performing as a center. I want to better understand the risks we have as a center and enable this team to accomplish its mission.

Something else we have to do is address our workforce needs. The shuttle will be a huge workforce transition. The Ares projects will be there for us to transition to with a lot of work to do, but

we have to start laying the groundwork for 2015 and 2020 right now. We have to bring in diverse, enthusiastic people. We have to recognize the generation like my daughter's, who does YouTube, MySpace and Facebook, and incorporate their interests to bring out spirit and innovation that they will bring to Marshall. If you think about 10 years from now — 2017 — the kids who will be getting out of college are 12 to 14 years old now. How do we engage that crowd so they want to come work for us? These are the people who will get us to Mars and beyond.

The present is meeting our commitments today. We have to fly the shuttle out safely and finish the International Space Station. We have a lot on our plate at Marshall, and we have to have people who will speak up if something isn't right. You have to have a passion, an enthusiasm for this work.



Doug Stoffer/MSC

Lightfoot believes it is important for the Marshall team to fully understand all of its commitments and risks and strive to manage them in an integrated way.

See Lightfoot on page 5

Lightfoot

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Coming from the Shuttle Program, what is your perspective of the transition of shuttle to Constellation?

It hasn't changed since I was managing the transition. It has become even more apparent that it is a balancing act. We are going to have to balance between finishing the shuttle manifest and getting the workforce engaged in the next program. We have skilled folks who can contribute on both sides.

What improvements would you like to see at the center in the next five years?

The biggest one for me is our ability to understand how we are performing as a center against all of our commitments. We are getting a lot better at that. How do we know we have an issue that we need to attack? We need early warning. It's always frustrating to realize something needs to be addressed way past where you can affect any real recovery or mitigation plans. The new governance model has been set up to give us that kind of insight.

Marshall has an important role in NASA's exploration missions. In your opinion, why is exploration important to Marshall, Huntsville and the nation?

History is filled with countries that chose not to explore or to take the next step. And how those countries basically vanished — not completely, but from a global economy perspective they disappeared for some time. It's also filled with countries that did choose to explore.

I think that we, as a nation of explorers, want to see what is out

there and continue on our quest for knowledge. We have to keep learning. If you are not continually learning as a society, in my opinion, you are dying. I think that is why we explore, and the next place to explore is off this planet.

Huntsville has been involved with space exploration since von Braun came here. As a city, what NASA is doing is important to this town. It's not only advancing our knowledge base and satisfying that thirst to explore, it's pride. There is pride in being part of something that is bigger than me or you.

What message would you like to convey to the Marshall team as we go forward to support exploration of our solar system?

One of the neatest things about this job and being in this office is that I am reminded every day where I started — on the test stand you can see from my window. I remember times standing on that test stand, looking back at Building 4200 and thinking, What are "they" doing? What are "they" thinking? I am part of "they" now, and I want to try to make sure we enable our workforce to be successful.

We have the privilege to work on something really special — something important to our nation and community. This team and their expertise, passion and commitment to the missions we have here at Marshall inspire me every day. I believe, together, we are going to make that next giant leap and further humankind's knowledge of this planet and this universe. That is an awesome responsibility we carry, and I can't imagine any place that I would rather be than right here with this team.

Rita Roberts, an ASRI employee in the Office of Strategic Analysis and Communications, contributed to this article.

STS-120

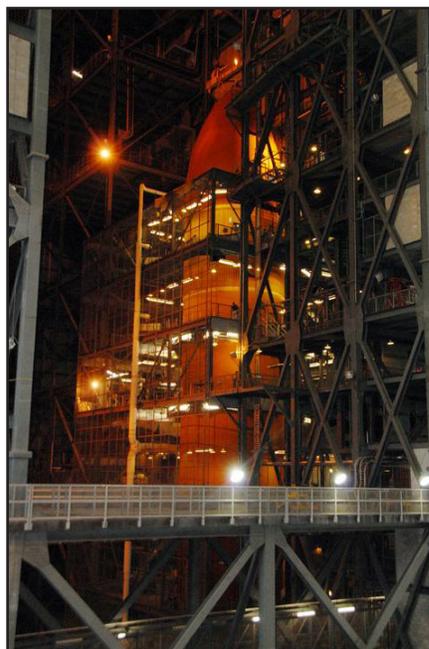
Continued from page 1

Workers from the Michoud Assembly Facility in New Orleans, where the tanks are manufactured, have traveled to the Kennedy Space Center, Fla., to perform the work inside the Vehicle Assembly Building at the Kennedy Center. The process is expected to take approximately nine days.

Because the work schedule leading to Discovery's liftoff on mission STS-120 contains about five spare days, mission managers believe it provides the opportunity to make the changes and still launch on time.

ET-128, the tank for the STS-124 mission targeted to fly in early 2008, will feature a newly designed bracket made of titanium. This material will require less insulation and will result in reduced ice formation.

Hale said the external tanks for the remaining two shuttle missions before the bracket redesign, STS-122 and STS-123, also are being X-rayed. He expects foam and SLA will be removed from brackets on those tanks as well. Delivery of these tanks may be slightly delayed by the work on the STS-120 tank.



Four of ET-120's feedline brackets are being modified by removing existing foam and ablative and replacing with foam only.

At Constellation all-hands, team members celebrate accomplishments, plan for the future

By Sherrie Super

Hundreds of Marshall Center employees joined fellow Constellation team members nationwide Friday, Aug. 24, for a Constellation Program all-hands meeting, hosted in part by the Marshall Center.

Bringing together virtual participants from more than a dozen NASA centers and contractor companies, the event included presentations by NASA Administrator Michael Griffin and top NASA leaders within the Constellation program.

Live from NASA Headquarters in Washington, Griffin challenged Constellation team members to “be nimble” in pioneering new paths in the space business.

“We have an authorization bill that says returning the moon is the law of the land,” Griffin said. “Constellation needs to be revolutionary. Constellation needs to serve as a pathfinder for what we’re going to do and how we’re going to do it in the future.”

Offering a wide array of technical project status reports, the meeting gave attendees across the country an opportunity to see how the work they’re doing fits with what others across different NASA centers and contractor companies are doing to make the Constellation program a success.

The all-hands event also included an awards ceremony, honoring NASA team members at several NASA centers. From Marshall, Steve Cook, director of NASA’s Ares Projects Office, received a Space Flight Awareness Leadership award.

Cook’s award was presented by Constellation Program Manager Jeff Hanley of NASA’s Johnson Space Center in Houston and Scott



Emmett Givens/MSFC

At the August 2007 Constellation all-hands, Steve Cook, center, director of NASA’s Ares Projects Office, receives a Space Flight Awareness Leadership award from Scott “Doc” Horowitz, left, associate administrator of the Exploration Systems Mission Directorate, and Constellation Program Manager Jeff Hanley.

“Doc” Horowitz, associate administrator of the Exploration Systems Mission Directorate.

During the presentation, Hanley noted Cook’s outstanding leadership and accomplishments toward fielding the Ares I crew launch vehicle and planning for the Ares V cargo launch vehicle. “Just a little over a year after it was formed, Steve’s team completed the Ares I systems requirements review, the first such milestone for a U.S. human-rated system in decades,” Hanley said.

Also receiving special recognition was the Marshall Ares I-X Lean Six Sigma Team for efforts to help ensure that the Ares I-X test flight is accomplished by April 2009. “The efforts of this team are putting Ares I-X on the best possible foundation to achieve the flight test objectives in a timely manner to support the Ares I critical design review,” Hanley said.

Accepting the award on behalf of the team were Marshall team members including Scott Croomes, Stephan Davis, Roger Lenard, Laura McIntyre, Dan Mullane, Bruce Shelton and Robyn Witter.

The event also included video presentations highlighting recent milestones achieved, behind-the-scenes test footage and status updates by other top leaders within NASA’s Constellation Program.

Along with Marshall, participating facilities included NASA Headquarters in Washington; Ames Research Center in Moffett Field, Calif.; Dryden Flight Research Center in Edwards, Calif.; the Glenn Research Center in Cleveland; the Goddard Space Flight Center in Greenbelt, Md.; the Johnson Space Center; the Wallops Flight Facility in Wallops Island, Va.; the Jet Propulsion Laboratory in Pasadena, Calif.; the Kennedy Space Center, Fla.; the Langley Research Center in Hampton, Va.; and Stennis Space Center near Bay St. Louis, Miss.

Other participants included Alliant Techsystems, known as ATK; Lockheed Martin; and Pratt and Whitney Rocketdyne Inc.

The writer, an ASRI employee, supports the Office of Strategic Analysis and Communications.



Before the August Constellation all-hands, Marshall team members view the 1:25 scale cutaway model display of the Ares I launch vehicle.

certification effort, each repair option had to be demonstrated so that it could meet mission requirements via test. The folks involved included various disciplines within Marshall, from the external tank contractor to other agency centers and contractors. STS-117 was eventually cleared for flight and was successfully launched on the first attempt on June 8.

The performance of the tank on this mission was an outstanding success. Post-flight analysis of the in-flight imagery did not identify a single flaw with the repaired damage sites on the tank. Looking back on this effort, you can appreciate the fact that it takes a highly efficient team to make a program of this magnitude a success.

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 is 4:30 p.m. Thursday.

Miscellaneous

Hawthorne Christmas village, several pieces, hand painted, lighted with certificate of authenticity, total/separate, 533-2287.
Wedding dress, professionally cleaned, size 10, \$450 obo. 652-5637
Soloflex weightlifting machine, all parts, \$75. 828-3931
Maytag refrigerator, off-white, side-by-side freezer, 20.2 cubic feet, \$50. 658-8499
20-inch Huffy bicycle, \$10; 24-inch Roadmaster bicycle, five speed, \$20; metal tool chest, \$100. 536-8951
Twin trundle bed, mattresses, dresser, chest of drawers, \$300. 772-1969
Sofa, chair, coffee table, \$250. 684-4883
Graco Infant rear-facing carseat, carrier, base, \$20 obo. 337-0435
Two Lazy Boy green leather recliners, leather slightly damaged, \$20 each. 468-6016
Antique solid oak table, six chairs, buffet, \$975. 355-5826
Chevrolet 17-inch OEM wheels, \$250; Fred Bear bow, \$225; MTX speakers, Jensen amp, \$125. 431-8771
Generation Next convertible crib, changing table, dark cherry, \$250 both. 652-5575
Piedmont pool membership, \$300. 885-5973
Minolta SLR camera, SR-T202, 50 mm lens, Vivitar zoom, needs battery, \$75. 379-3606
Twin bed, trundle, mattresses, six-drawer dresser, pine, \$250 obo. 604-9828

Boy's yellow Power Wheels Jeep, battery, \$100. 527-5595
Baby car seat, full-size stroller, hiking backpack, \$25 each. 694-1121
Whirlpool built-in oven, electronic controls, \$50; Amana SofSound dishwasher, warmer, delay, pot cycle, \$50. 655-0883
King 3B trombone, F attachment, mute, extra mouthpiece, \$750. 658-6227
Two tickets, Beth Moore Conference, Sept. 7-8, Opryland Hotel, Nashville, Tenn., \$70 each. (931) 625-1144
Pink wingback chair, \$50. 682-5418
Antique display cabinet, four drawers, \$150; formal ball-and-claw end table, \$100. 503-6773
Two Auburn vs. South Florida football tickets, Sept. 8, \$45 each. 536-6436
Bathroom mirror, glass-beveled frame, 10 feet by 4 feet, \$350. 461-3803
Sofa, \$150; magazine tables, \$15; rocker, \$25; ladies formals, \$10-\$30. 534-0939 or 527-6898
Antique crib, 4-inch rails, drop gate, \$50; GE stove, center-down draft, \$45. 652-5177
Antique man's bicycle; antique ladies furniture. 852-1726
Two new Goodyear P195/70/R14 tires, \$15; Stihl gas blower, \$10; oversized chair, floral, \$150. 325-2919

Vehicles

2007 Chrysler, gray, factory warranty, 20k miles, \$19,995; 2003 Escalade, black, 75k miles, \$24,000. 520-2802
2005 Ford Focus, silver, five speed, moon roof, heated seats, 41k miles, \$10,750. 783-6242
2004 Nissan Pathfinder LE, platinum, Bose, leather, sunroof, PW/PL/PS, 40k miles, \$18,500. 429-8534
2004 Acura TL, 5,000 miles left on original warranty, \$22,500. 506-3409
2003 Honda Civic EX, four cylinder, sunroof, navy, new Michelin tires, 75k miles, \$10,750. 466-5004
2003 Harley-Davidson Ultra Classic Electraglide, 100th anniversary edition, \$13,500. 683-1846
2002 Altima 2.5 S, teal, CD player, power doors/windows, 41k miles, \$11,000 obo. 508-6840
2000 Yamaha TTR 225, \$1,650; 2001 Honda CR 80,

\$1,150, riding equipment included. 683-4758
2000 GMC Sonoma custom-designed work truck, 4X4, automatic, 90K miles, off-road skid plates, regular cab, green, \$7,000. (931) 967-7307
1999 Nissan Pathfinder LE, leather, shocks, struts, 96,600 miles, \$6,700. 651-8707
1999 Chevrolet Trailblazer, 4.3L high output V6, 4WD, leather, new a/c, \$6,000 obo. 694-0664
1998 Dodge Grand Caravan, 195k miles, \$2,900. 233-6197
1997 Nissan Pathfinder, 2WD, five speed, a/c, power windows/doors/locks, cruise, AM/FM/CD, \$3,950. 430-6897
1997 F-150, extended cab, three-door, V6 automatic XLT, 114k miles, \$6,250. 961-4412
1997 Chrysler Town and Country LX minivan, silver, leather, 159k miles, \$2,000. 534-1218
1995 Corvette, auto, red, black leather interior, solid, glass tops, 69k miles, \$15,500. 830-5028
1992 Honda Accord, four door, green, new a/c. 355-6858
1991 Civic, B18A1 motor swap, five-speed transmission, 150k miles, \$3,250 or \$3,550 with a/c. 603-2418
2001 Winnebago 32-foot Adventurer, slide, warranty, 22k miles, \$49,000. 881-8970
19-foot Bayliner Capri Bowrider, 125 hp, trailer, covers, \$4,000. 653-3647

Wanted

Responsible person with transportation to pick up child at 2:30 p.m., \$9 an hour. 882-2076
Auburn vs. Kansas State, Auburn vs. Florida tickets. 679-7589 or 518-9181
Pop-up camper, good shape, air conditioning, refrigerator. 683-8409
Carpool to/from Hampton Cove. 551-0908
Samsung Jitterbug. 232-0188
Ride from Owens Cross Roads to Marshall, 6 a.m., 2:30 p.m., Monday-Friday. 725-4387

Free

Pine straw, 776-2925

Marshall taxi service employees driven to serve



David Higginbotham/MSFC

Employees of the Taxi and Group Transport Service in the Logistics Services Office of the Office of Center Operations have traveled the distance to the moon. Since 1990, the current and retired taxi service team members have driven Marshall employees to and from their destinations without accident for almost two million miles. Those miles would equal eight trips to the moon, a spin around Earth 80 times or hitching a ride from Marshall to NASA's Kennedy Space Center, Fla., once a week for 55 years. The dedicated team is led by Larry Dumont, transportation services manager, who feels such an accomplishment deserves a new motto: "It's no accident; we are driven to serve." Taxi Service employees from left on the front row are Robin Tucker, Anna Jones, Donald Chandler, J.C. Brewer and Linda McKelvey. From left on the back row are Michelle Thrasher, Terrell Boyd, W.D. Brewer, Jimmy Adcock, Charlene Prater and Barbara Self.

Obituaries

Irene Rice Dolin, 68, of Guntersville died Aug. 9. She retired from the Marshall Center in 1992 as a contract specialist.

Anthony "Tony" deLoach, 73, of Huntsville died Aug. 11. He retired from the Marshall Center in 1997 as an aerospace engineer. He is survived by his wife, Lela Faye deLoach.

William R. "Bill" Sawyer, 88, of Huntsville died Aug. 11. He retired from the Marshall Center in 1976 as an electronics technician. He is survived by his wife, Dorothy Sawyer.

Davis Monroe McRight, 97, of Decatur died Aug. 17. He retired from the Marshall Center in 1974 as a crane operator and rigger supervisor. He is survived by his wife, Christine Pike McRight.

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