



National Aeronautics and
Space Administration

John C. Stennis Space Center

LAGNIAPPE

Volume 25 Issue 10

www.ssc.nasa.gov

October 23, 2002



Michael Rudolphi

Deputy director named to Stennis

Michael U. Rudolphi has been named deputy center director for NASA's John C. Stennis Space Center, effective in November after the next Space Shuttle launch, STS-113. As deputy director, Rudolphi will support Bill Parsons, center director, in managing NASA's rocket propulsion test capabilities and Earth Science applications.

Rudolphi has served as manager, Reusable Solid Rocket Motor Project, at the Marshall Space Flight Center, Huntsville, Ala., since January 2000.

"Michael's selection supports the One NASA initiative, and it will enhance the long-standing partnership between Stennis and Marshall. It also promotes senior executive mobility within the Agency," said NASA's Associate Administrator for Space Flight, William F. Readdy.

See **DEPUTY**, Page 8

NASA's Keith Brock, deputy project manager, Space Shuttle Main Engine Test Project, second from left, inspects a flow liner simulator fabricated at Stennis by Mississippi Space Services designers Alan Forsman, left, Ken Broom, seated, and Dave Alston. Engineers will use data from this test at Stennis to determine the cause of the cracks found in all four of the Agency's Space Shuttle orbiters and make recommendations for future changes.



Stennis creates simulator to evaluate longevity of Space Shuttle flow liners

With the launch of STS-112 on Monday, Oct. 7, proving repairs to the Space Shuttle's flow liners successful, NASA turns to the next phase in resolving issues related to the small cracks found last June in each of the orbiter's hydrogen fuel flow liners.

Later this month, engineers at Stennis Space Center will install a flow liner simulator dubbed the "battleship" on the A-1 test stand for a series of tests. NASA's Space Shuttle Program Manager Ron Dittmore hopes Stennis' test program will determine whether the hydrogen lines can sustain 20 more years of shuttle flight operations without being replaced.

Engineers believe the cracks to be caused by

high-cycle fatigue — a phenomenon in which the metal rapidly flexes back and forth and then fails by cracking. The concern is that a piece of the liner could break off and be carried into the shuttle's turbopumps, possibly triggering a catastrophic shutdown. Finding out what causes the metal to flex back and forth is the next question to be answered.

NASA's Keith Brock, deputy project manager, Space Shuttle Main Engine (SSME) Test Project at Stennis, said ground testing of the flow liners during an engine test would provide data to help characterize the environment the flow liners

See **FLOW LINERS**, Page 7



The 2002 Combined Federal Campaign, "Building a Stronger America Together," will draw to a close Nov. 1. The goal for 2002 is \$253,000. Some campaign workers supporting the effort include, seated from left, NASA's Charles Fallo, DCMA's Brenda White and CNMOC's Janie McMichael. Standing from left, NASA's Sharlene Kodrin and Linda Freeman, NAVO's Donna Juneau and NASA's Wanda Demaggio.

From the desk of

Bill Parsons
Stennis Space Center Director



Nearly two months have passed since I became your new center director. I wanted to let you know about some exciting things happening at Stennis Space Center and some of the initiatives that are being worked.

As you know, I made the decision to look at a reorganization of our NASA structure here at Stennis. The recommendations of the reorganization teams were reported to me on Oct. 7, and at this time I am studying the options. I will likely ask for clarifications and will soon make decisions based on the teams' recommendations.

The initial reorganization will provide a high-level organizational chart from which we will begin working. In mid-October, the senior staff met to begin working the details of the new organization. This included some alterations in individual assignments based on the changes, efficiencies and other considerations that the teams have recommended.

I am aware this may affect some of you on a personal level. My commitment to you is that you will be kept informed throughout this process via the proper channels. If you have questions, please ask your managers instead of getting misinformation through hallway talk. By working with the management team, you will enable us to accomplish our goals in the most professional and efficient manner.

We have completed our Stennis Space Center Vision/Five-year Plan statement,

which is: Stennis...the nation's partner of choice for propulsion testing; a globally recognized leader in Earth science applications; a national leader in education and technology development and transfer. Stennis...a national model for teamwork.

What is the next step for us? In the following days and months we will look at how each organization can help us achieve our goals of finding ways to do our jobs more efficiently and effectively with customer satisfaction as a top priority. Remember that our reorganization is a continuous improvement process. If we need to make adjustments to better fulfill our missions, we have the flexibility to do that as well.

I want to personally thank the entire NASA-Stennis family for your forbearance and support as we go through these changes in leadership and structure.

In closing, I want to encourage all of you to give generously when designating your donations to the Combined Federal Campaign this year. Unfortunately, Tropical Storm Isidore cancelled our kick-off event, but that does not diminish the importance of this worthwhile cause. Please open your hearts and remember the less fortunate whose lives are touched through your contributions.



The LR 89 engine, the highest thrust Liquid Oxygen/RP-1 engine tested at Stennis Space Center since the F-1 (Saturn V) engine was last tested in 1970, completed testing ahead of schedule Oct. 8. The project, conducted for the United States Air Force, verified combustion stability and performance of the engine, originally developed in the early '60s in a pressure-fed configuration at lower thrust levels.

NEWSCLIPS

Weather systems shrink Antarctic ozone hole: NASA scientists at NASA's Goddard Space Flight Center, Greenbelt, Md., and NOAA scientists say the ozone hole over the Antarctic is smaller than it was last year and has split into two separate holes. The researchers said the smaller hole exists because of this year's peculiar stratospheric weather patterns and that a single year's unusual pattern does not mean a long-term trend. The information is not conclusive that the ozone layer is recovering, they said. In 2001, the Antarctic ozone hole was larger than the combined area of the United States, Canada and Mexico. The last time the ozone hole was this small was in 1988, and that was also due to warm atmospheric temperatures.

NASA developing tools to help track West Nile Virus. NASA researchers are conducting Earth science research that may one day allow public health officials to better track and predict the spread of West Nile Virus. NASA's goal is to provide people on the front lines of public health with innovative technologies, data and a unique vantage point from space through satellites, all tailored into useful tools and databases for streamlining efforts to combat the disease. Based on what is known about the disease, NASA centers, including the Goddard Space Flight Center, Greenbelt, Md., and Ames Research Center in Moffett Field, Calif., are researching methods to identify environmental indicators from data acquired on NASA Earth Observing Systems, packaged in ways that highlight factors relevant to West Nile Virus transmission.

NASA developing technology to prevent airliner fuel tank fires or explosions: Four contracts — totaling approximately \$400,000 — awarded by NASA's Glenn Research Center, Cleveland, Ohio, may reduce airliner fuel tank fire and explosion hazards. Companies will study how to reduce flammability in fuel tanks by replacing oxygen with a gas that won't support combustion. The purpose is to prevent the kind of explosion that in recent years brought down TWA flight 800 and destroyed two other airliners at overseas locations. The Accident Mitigation Project is part of NASA's Aviation Safety Program, managed by NASA's Langley Research Center, Hampton, Va. This project is being conducted with the Federal Aviation Administration to develop technologies to improve aviation safety.

October 23, 2002

LAGNIAPPE

Page 3

International Space Station Report

STS-112 delivers S-One Truss

Atlantis, launched Oct. 7 on an 11-day mission to install and activate the S-1 (S-One) Truss onto the International Space Station (ISS), set the stage for the outward expansion of the ISS.

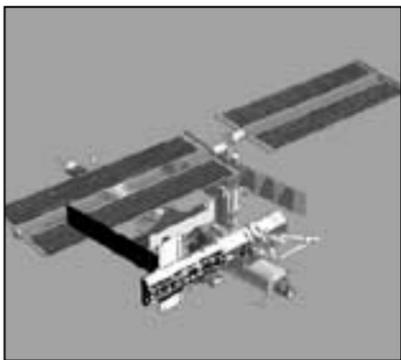
The S-1 is the third piece of the 11-piece Integrated Truss Structure delivered to the station. The Integrated Truss will eventually span about 110 meters (360 feet).

The S-1, which is 13.7 meters (45 feet) long and weighs 13.6 metric tons (15 tons), was attached to the starboard side of the S-0 (S-Zero) Truss by the station's robot arm, Canadarm2.

It expanded the station's railroad and contains an S-Band communications system and a new external cooling system for the station. Also, the Crew and Equipment Translation Aid — a mobile work platform — is mounted onto the S-1.

STS-112 Mission Specialists David Wolf and Piers Sellers outfitted and activated the new component during three spacewalks. The next piece of the Integrated Truss Structure will be added to the station during STS-113 in mid-November.

Expedition Five crewmembers also conducted two spacewalks in August to install six debris panels onto the Zvezda Service Module and prepare the station for upcoming spacewalks.



The S-1 (S-One) Truss is highlighted in this image of the International Space Station.



A view provided for the first time from the external tank camera, shows a cloud of smoke and steam on the pad below as Space Shuttle Atlantis hurtles into space on mission STS-112. The Atlantic Ocean laps the shore on the right. Liftoff from Launch Pad 39B occurred Oct. 7 at 2:46 p.m. CDT.

F2M town meeting scheduled at Stennis

The Freedom to Manage (F2M) task force is taking its message of working to be efficient, effective and accountable to the NASA workforce. Through a series of town meetings, the task force is visiting each center to help identify barriers to NASA's performance.

The Stennis town meeting is scheduled Friday, Oct. 25, in the StenniSphere auditorium. F2M chairmen, Courtney Stadd and Greg Reck, will be on hand to facilitate the meeting.

Task force members will solicit ideas for new ways to set aside bureaucratic obstacles to give managers, employees and contractors more flexibility to do their jobs.

"The issues will span a broad range," said NASA's Ted Franklin, the F2M representative at Stennis. "Some require changes internal to NASA. Some require negotiation with external agencies, and some require legislation."

Franklin said the topics to be discussed fall into five categories: human resources, procurement, financial management, external relations and intellectual property.

Task force members who will serve as panelists for the Stennis meeting include Greg Hayes, director, Human Resources, Johnson Space Center, Houston; Anne Guenther, director, Analysis Division, NASA Headquarters Office of Procurement, Washington, D.C.; Rich Beck, director, Resource Analysis Division, Office of the Chief Financial Officer, NASA Headquarters, Washington, D.C.; and Jeff Sutton, assistant administrator, NASA Headquarters Management Systems, Washington, D.C.

For more information on the upcoming town meeting, contact Franklin at ext. 8-1622 or visit <http://f2m.nasa.gov/index.htm>.



Five Stennis Space Center employees were recently honored with NASA's Space Flight Awareness Award. The award program was established to prevent human error by instilling in civil service and contractor employees an awareness of personal responsibility for shuttle missions. From left, Stennis Space Center Director Bill Parsons presented awards Aug. 29 to NASA's Anita Douglas; Christina Zeringue, Boeing, Rocketdyne Propulsion and Power; Gail Mitchell, Mississippi Space Services/InDyne Inc.; and NASA's Lionel Dutreix. Eugene Necaie, not pictured, Lockheed Martin Space Operations Stennis Programs, also received an award. Honorees attended an awards luncheon and toured Kennedy Space Center in Florida.



A Day in the Life of . . .

NASA scientists at Stennis Space Center are managing a project, the Northeast Application of Useable Technology in Land Planning for Urban Sprawl, or NAUTILUS, that uses satellite data to help local and regional planners make decisions about future development.

While space technology was undergoing a spectacular birth during the 1950s and '60s, and visionaries were predicting the spread of human colonies into space, another kind of human colony was spreading rapidly — right here on Earth.

It was the dawn of the modern suburb, a time of post-war prosperity when housing developments popped up across the landscape like mushrooms after a rain.

A half-century later, scientists understand that many environmental problems accompany this outward spread of communities, including polluted runoff water into streams and lakes and the destruction of wildlife habitats.

Space technology of the 1950s has grown along with our cities. Today, dozens of high-tech satellites are circling the Earth, gathering scientific data about the environment every day. This satellite information provides a unique "big picture" view of the effects of urban sprawl. But most city planners still don't use it.

Enter NASA's Earth Science Enterprise, or ESE. Why NASA? ESE is responsible for many of those satellites circling the earth, and they are used to fulfill NASA's mission to understand and protect our home planet.

The information collected from satellites such as Landsat 7, Terra, Aqua and Jason-1 enable NASA scientists to make more accurate predictions of weather, climate and natural hazards. Local resource managers and policy makers can use that information to make decisions about the futures of their communities.

NASA Earth scientists at Stennis Space Center are managing a project, the Northeast Application of Useable Technology in Land Planning for Urban Sprawl, or NAUTILUS, with the Center for Land-use Education and Research at the University of Connecticut. The project is one of several Regional Earth Science Applications Centers (RESACs) managed by Stennis to optimize benefits from NASA's Earth science investments.

"Land-use decisions are made locally, while satellite data has, until very recently, looked at the regional or global picture," said Chet Arnold, associate director of the Center for Land-Use Education and Research. "Currently, there's no good end-to-end system for getting useful satellite data on the impacts of urban sprawl into the hands of local decision makers."

The NAUTILUS team is working in test regions in Connecticut, Massachusetts, Maine and New Jersey to understand the information needs of public officials there and to summarize the satellite data in ways that meet those needs with color-coded maps or time-lapse animations. Sensors aboard satellites such as Landsat 7, the most recent of NASA's long-lived Landsat series, provide unique broad-area coverage that allows seasonal and long-term monitoring of important small-scale processes on a global scale.

The satellite record gives a compelling view of the past, but what about the future? After all, it's the future consequences of land use that planners must address.

One tool NAUTILUS researchers have cre-

ated is like a computerized "crystal ball" — a decision-support software package that lets city planners see an imaginary future of their city, assuming that it grew according to current zoning patterns.

They can view simple maps, color-coded for environmental impacts, or a 3-D map for a physical sense of their future city. More importantly,

'Land-use decisions are made locally, while satellite data has, until very recently, looked at the regional or global picture.'

— Chet Arnold
Associate Director, Center for Land-Use
Education and Research

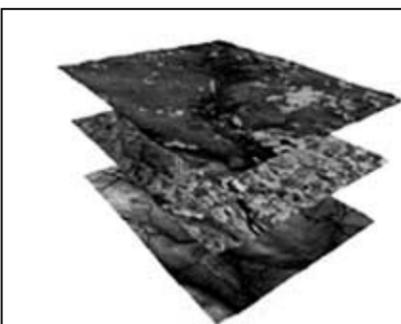
the tool lets planners make changes and view the likely outcome of different growth scenarios.

But satellite images are more than just pretty pictures. Satellite data can convey information about water-quality damage due to development, for example, or the decrease in animal habitat caused by the development of forested land. Information like this is crucial for making the tough decisions public officials face.

"The NAUTILUS Project is an excellent example of non-science users applying NASA science and technology to aid in important everyday decision-making," said NASA's Rodney McKellip, manager of the RESAC program at Stennis.

If the NAUTILUS RESAC project is successful, other cities will soon join those in the test regions using the "big picture" from satellites to better understand the environmental impact of humanity's expanding colonies here on Earth.

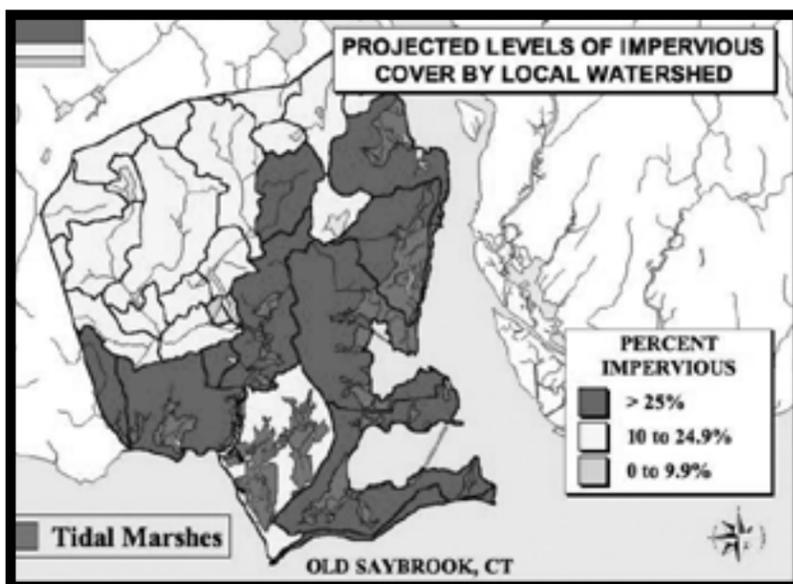
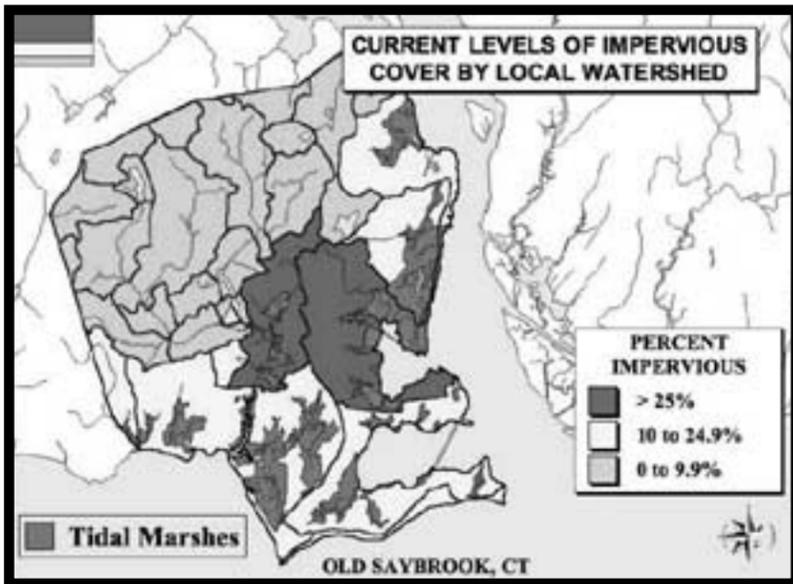
For more information about the NAUTILUS program, visit <http://resac.uconn.edu>. To learn more about the project's management at Stennis Space Center's Earth Science Applications Directorate, visit <http://www.esad.ssc.nasa.gov>.



This image shows how Earth scientists use satellite information to build meaningful maps to help decision-makers plan for the future of their communities. NASA's Earth Science Enterprise is responsible for many of those satellites circling the Earth, and they are used to fulfill NASA's mission to understand and protect our home planet.

Earth Science Applications Directorate

Stennis helps communities study urban sprawl



These NAUTILUS maps of Old Saybrook, Conn., are coded to show the percent of the landscape covered by impervious surfaces (such as pavement and rooftops) both today, top, and in the future, bottom, if current zoning patterns are fully developed. Separate research has shown that more than 25 percent of impervious surface in an area leads to major impairment of local waterways.



Haynes Haselmaier, left, propulsion test technologist for the University of Southern Mississippi at Stennis Space Center, and Jonathan Dickey, Mississippi Space Services engineer, discuss the BAFCO Model 773 linear actuator installed in the E-3 test stand at Stennis.

NASA rocket propulsion test program improves with dual-use development

A recently completed dual-use cooperative agreement between NASA's Office of Technology Transfer at Stennis Space Center and BAFCO Inc. of Warminster, Penn., has produced an improved product for use on the rocket engine test stands at Stennis. The BAFCO Model 773 is a next-generation valve element designed to enhance performance in aerospace, industrial and chemical applications.

Stennis provides testing of Space Shuttle Main Engines, rocket propulsion systems and related rocket parts. The space center maintains several test facilities with a number of positions that use various valves for engine testing. To control the cost to replace valve parts, NASA partnered with BAFCO to improve manufacturing processes and delivery time.

"We no longer have to individually engineer each component," said BAFCO President Jim Hamtil. "Our company has been able to purchase commercial off-the-shelf components, then modify them using BAFCO technology and expertise. Subsequently, production and delivery lead time have been reduced. Correspondingly, the unit price has been lowered. Production to delivery, the entire process has been reduced from 14 weeks to between four and eight weeks."

"This product is the result of a partnership between NASA and our company to resolve production problems and lower unit costs. It is a unique piece of equipment, which meets or exceeds established performance standards at mid-range pricing levels," said Hamtil.

NASA purchased 30 of BAFCO's Model 773 at a savings of more than \$250,000.

All 30 of the units have been installed in the E-Complex at Stennis, and performance levels have met or exceeded those of all such products used before.

"Performance and costs are always elements of concern," said Haynes Haselmaier, propulsion test technologist for the University of Southern Mississippi at Stennis Space

See BAFCO, Page 7

Honoring Hispanic Heritage

Engineer compares private industry to being a part of America's space program

NASA's Carmen Ramirez-Pagan, who works in the Propulsion Test Directorate at Stennis Space Center as an AST-Technical Resources Management engineer, greets visitors with a quiet, almost distant, demeanor. In a soft, Spanish-tinted drawl, she talks about her work and education. She talks easily of her early experiences in corporate life in Puerto Rico and how she made the transition in October 1990 from being in the business of making profits for Digital Equipment Corp. to the business of space.

"In my prior job as a project manager, my driving forces were cost, budget and deadlines," said Ramirez-Pagan. "What I did individually and what my people did affected the corporation's profit line. Here at NASA, they are still a challenge, but I am responsible to my colleagues, and the success of a project depends on how well we work together.

"In my previous job, corporate profits were the goal; here, I work to show American taxpayers a return on their investment in the space program. I don't look at any job as being too small or too big."

Ramirez-Pagan was Stennis' nominee for

the 2002 Hispanic Engineer National Achievement Award that honors Hispanic excellence in science, engineering and technology nationwide.

"Carmen's professionalism and career achievements have contributed to opening the doors for other Hispanics at the center," said NASA's Fernando Figueroa, manager of the Hispanic Employment Program at Stennis.

It takes only a question or two about Ramirez-Pagan's current project, the construction of a 42,000-square-foot Propulsion Test Directorate office facility, for the professional persona to be replaced by unabashed enthusiasm and excitement. "It has become my pet project," she said with an expanding smile. "It is a challenge to get people's input and to somehow sort out the differences so there is a good compromise. I consider co-workers my customers. They depend on me to do a good job for them."

The new facility is housed in two buildings and will provide office space for more than 200 propulsion engineers and technicians. The project is scheduled for completion in the spring of 2003.



NASA's Carmen Ramirez-Pagan was Stennis' nominee for the 2002 Hispanic Engineer National Achievement Award.

"The progress of the construction reflects Carmen's outstanding organizational skills and her focused attention to detail," said NASA's Mike Dawson, manager of the Propulsion Test Program Office at Stennis. "She has been able to work closely with the people who will occupy the building and has been tenacious in resolving conflicts between our budget and those requirements."



From left, NASA's Mike Wethington, Stennis Space Center's management representative for quality presents a National Quality Assurance plaque recognizing Stennis' ISO certification to Stennis Space Center Director Bill Parsons. ISO is network of national standards institutes from 140 countries working in partnership with international organizations, governments, industry, business and consumer representatives serving as a bridge between public and private sectors.

Stennis office ready to help with retention of government records

Government records are an integral part of every NASA employee's job. Daily time and attendance records, correspondence files, general office files, engineering drawings, project files, test results and meeting minutes are used routinely.

Records are evidence of an organization's functions, policies, decisions, procedures and other activities.

The records manager at Stennis is available to help manage and organize these NASA-owned paper and electronic records, clear the paper records from office space and retrieve them from storage.

"Everyone, including contractors, is responsible for maintaining and archiving federal records" said NASA's Renay Nelson, acting records manager at Stennis. "Records can be found in nearly every situation, and employees

may not be aware that they should be managing them.

"For example, a soon-to- retire staff member has decades worth of valuable data on his or her projects. Rather than leaving the files in place or discarding unorganized information, the employee should call the records management office. Within a few days, office staff will help go through papers and files and determine retention requirements and disseminate the records to the appropriate locations."

All NASA information to be archived goes first to the Stennis Records Archives located in Building 2204. Permanent files are transferred to the National Archives and Records Administration in Washington, D.C., on a periodic basis or to the Stennis History Office. "These organiza-

See **RECORDS**, Page 7

NASA's Mark Craig, left, former Stennis Space Center deputy director, was recognized for his dedication and accomplishments at a reception Sept. 24. Craig departed Stennis for Johnson Space Center where he will serve as associate director, Space Development and Commerce. Former Stennis Space Center Director Roy Estess, right, presents Craig with a memento of his time at Stennis.



FLOW LINERS . . .

(Continued from Page 1)

endure during flight.

"The simulator's design allows us to recreate the same flow characteristics under the same conditions as in the orbiter, but it gives us a heavier and safer platform on which to place instrumentation," said Brock. "We will run a series of tests that should give us information to confirm the cause of the cracks and plan a permanent solution."

Working with Mississippi Space Services designers Ken Broom, Dave Alston and Alan Forsman, Stennis fabricated a flow liner simulator that replicates a number of the conditions — vibrations, temperatures, pressures and fuel flow — that might be factors in high-cycle fatigue.

The simulator is a highly specialized

structure approximately 16 inches in diameter and constructed of stainless steel.

Stennis' tests will collect data never gathered before. Engineers at Johnson Space Center, Houston, and Marshall Space Flight Center, Huntsville, Ala., will use this data to anchor analytical models to confirm the cause of the cracks and make any recommendations for future changes.

The flaws may have been around since the shuttle program began in 1981 but may have been too small to be detected. Welding was ordered as a repair to the flow liner cracks after all shuttle flights were put on hold.

"We are at the point of being ready to identify the root cause," said Dittmore. "Stennis' test program will hopefully provide answers. The outcome will be critical in determining our long-term solution for the fleet."



The line forms back there! Robert Lightfoot, director, Propulsion Test Directorate, center, shows Human Resources Manager Paulette Lovingood, left, where the serving line for ice cream begins, while Dr. David Powe, right, acting director, Earth Science Applications Directorate, scoops up a serving. The three were taking part in Stennis' Employee Appreciation Ice Cream Social on Sept. 19.

BAFCO . . .

(Continued from Page 5)

Center. "Performance of test articles is dependent on the support systems surrounding them. We must have quality components to support rocket engine testing, but the delays we experienced in receiving units were constant, and the costs involved seemed to be continually mounting. The successful completion of this project has provided NASA with a high-performance actuator at a lower cost significantly faster."

"This agreement allowed our company not only to address a government need," said Hamtil, "but also to enhance our commercial product. As a result, the Model 773 is receiving increased interest from companies outside the traditional applications areas."

Dual-use product development is based on the sharing of costs, risks and successes between the government and a commercial partner. In dual-use projects, NASA contributes technology development, facilities and know-how, engineering resources and funding. The commercial partner contributes unique expertise, facilities, manufacturing, marketing capabilities and potential cash resources. The result is an approach that provides flexibility and draws upon the capabilities of both parties.

"This dual-use project is an excellent example of how NASA and industry can partner to develop a NASA-needed technology while at the same time help fulfill a commercial marketplace need," said NASA's John Bailey, Office of Technology Transfer dual-use manager.

RECORDS . . .

(Continued from Page 6)

tions are where historians, journalists, movie producers and citizens go to seek the information they need on national agencies and projects," said Nelson. "Requests to retrieve stored data from the Federal Records Center in Atlanta are usually filled within one week, so even though records may be off site, the information is still available within days. And, it is safe, categorized and preserved."

Nelson encourages anyone who moves into an office and finds files full of abandoned records to call her office at ext. 8-1585. She also noted that an outreach training activity will be scheduled to provide information to offices concerning their records management including an automated form for transferring records to the NASA Records Archive.

For details on records management policies and procedures, how to determine what is a record, a records management training overview and other helpful information, visit the Stennis Records Management information page at <http://www6.ssc.nasa.gov/isd/>.



Use cell phones safely while driving

People take them everywhere — into airports, grocery stores, malls and even churches. Cellular phones are all the rage. Every family seems to have at least one. It's not unusual to see an automobile speed by on the highway with the driver engaged in conversation on a cell phone.

While cell phones make our lives much more convenient, they can also be dangerous. The following tips may help protect you, your family and friends from accidents caused by using a cell phone while driving:

- Get to know your cellular phone and all of its options and features before getting behind the wheel.
- Use a hands-free device so you can keep both hands on the steering wheel while talking on the phone.
- Tell the person with whom you're speaking that you are driving.
- Suspend the call in heavy traffic or hazardous weather.
- Do not take notes or look up phone numbers while driving.
- If possible, place calls when you're not moving or before entering traffic.
- Remember, NASA employees and Stennis contractors are prohibited from using cellular phones while driving vehicles owned, leased, or rented by the Federal Government. This includes government vehicles driven in and around Stennis and in also rental cars used while on official travel.

The best advice to follow is common sense. If you have to make a call from behind the wheel, make sure driving is your first priority. Never take your eyes off the road.

QUICKLOOK

■ **Stennis' Office of Human Resources will offer Basic System Safety Practice** classes from 8:30 a.m. until 12:30 p.m. each day, Nov. 4 - 8, in the Santa Rosa Room, Bldg. 1100. For additional information, contact Selena Ladner at ext. 8-1289.

■ **Stennis will once again open its doors to the public for a night test of a Space Shuttle Main Engine.** The 520-second test is scheduled at 6 p.m., Friday, Nov. 8. A limited number of vehicle placards, which are necessary for admittance to the event, are available free of charge at a variety of locations throughout southern Mississippi and Louisiana. For more information, contact Karen Bryant at ext. 8-7842.

■ **The Annual Health Fair** is scheduled Nov. 19 from 9 a.m. until 2 p.m. in front of the cafeteria in Bldg. 1100. For more information, contact Ashley Speed at ext. 8-1271.

■ **November is Native American Indian Heritage Month.** Representatives from Stennis along with Chief Phillip Martin of the Mississippi Band of Choctaw Indians will participate in a symposium commemorating John Herrington's first mission prior to the launch of STS-113 at Kennedy Space Center in Florida. Herrington is NASA's first Native American astronaut who is a tribal member. For more information on Stennis' observance of Native American Indian Heritage Month, contact Nancy Sullivan at ext. 8-1883.

DEPUTY . . .

(Continued from Page 1)

Rudolphi began his career with NASA at Marshall in 1988 as facility manager for the Advanced Solid Rocket Motor Project in Iuka. He managed the design, construction and operation of an ultra-modern \$700 million rocket manufacturing facility.

Prior to that, Rudolphi was on special assignment to the Solid Rocket Booster Project (SRB) managing the resident office at the contractor plant at Kennedy Space Center in Florida. He also served as project manager, SRB, from March 1999 to January 2000.

"Stennis is a unique federal and commercial city comprised of NASA and 30 other resident federal, state, academic and private organizations," Readdy said. "I am pleased Michael Rudolphi will serve at Stennis as one of the NASA's key leaders."

Stennis exhibits at World Space Congress

Both NASA's Earth Science Applications and Propulsion Test Directorates at Stennis Space Center exhibited last week at the World Space Congress 2002 in Houston. The World Space Congress 2002 is one of the largest space events ever held, gathering more than 13,000 space leaders in industry, policy, science and engineering from more than 100 countries.

Stennis' Earth Science Applications Directorate exhibit showcased its activities in the fields of agricultural competitiveness, coastal management and community preparedness for disaster management.

The Propulsion Test Directorate exhibit highlighted the center's role in managing NASA's rocket propulsion testing assets, activities and resources. It focused on the worldwide leadership role the center plays in developmental and component testing.

LAGNIAPPE

Lagniappe is published monthly by the John C. Stennis Space Center, National Aeronautics and Space Administration. Bill Parsons is the director, Myron Webb is the public affairs officer, and Lanee Cooksey is the news chief. Comments and suggestions should be forwarded to the Lagniappe Office, Building 1200, Room 208D, Stennis Space Center, MS 39529, or call (228) 688-3585.

EDITOR: B. R. Hawkins

CONTRIBUTING WRITERS:
Karen Bryant M. Seicshnaydre

CONTRIBUTING PHOTOGRAPHER:
Charles E. Jones



National Aeronautics and Space Administration

John C. Stennis Space Center
Stennis Space Center, MS 39529

Official Business
Penalty for Private Use \$300

**PRESRT STD
U.S. POSTAGE PAID
Permit No. G-27**