

1: John Henry Scott - How the Sausage is Made â€” Microanalysis Society

*The NACA and NASA Collier Trophy Research Project WinnersHypertext by John Henry
henryjjr@www.enganchecubano.com electroglyph@www.enganchecubano.com*

June 27, at Sorry, but there are some things that are simply not practical for private industry to do. We do need regulations to keep people from doing truly stupid things. The regulations were put into place years ago â€” and are designed to make life a living hell, but there are reasons for it. Do you know what happens with a launch failure and the stuff blows up? There is basic research that can go into putting a private company into low earth orbit. But â€” do you comprehend the concept that you must blow things up to get them into orbit? I was at the very first national policy briefing Deke Slayton did after the first successful private launch. That was nearly 30 years ago. Yes, you can get something into orbit, but can you get it home, safe? How are you going to get a heavy payload into orbit? Got anything to do it, now? Got any company who is willing to spend the very big bucks necessary to get the blasted thing built and launched? This is not playtime. This is serious stuff. One day it is going to happen. Sure, you have access to Apollo, but that was 40 years ago. There are many things that can be privatized. I think the tourism angle is an excellent idea â€” but it is low earth up and down. I want this stuff to work, but I also know there is a very big role for government. You never did respond to the fact that NASA is one of the few federal agencies that actually generates money back into the community. You get people killed. You get people killed and we get no Buck Rogers. I truly detest the tea parties because they are so unreasonable. If I could find one person in a tea party who could discuss something without going all Ron Paul it would be amazing. Look I want private and I want massive Star Trek style exploration. I see a place for both. Space is one thing I want the government involved in â€” big time. I want space telescopes. I want Mars probes. Do you not comprehend we cannot settle the moon without some exploration â€” and it needs to be done by probes? How are you doing to do it without Big Science? I am just thankful Thomas Jefferson was not a tea partier and had the good sense to invest in big science and exploration. There is a Jeffersonian precedent for all of this.

2: "And speaking of which": The Stennis Space Center

The NASA History Series NASA SP National Aeronautics and Space Administration Office of Management Scientific and Technical Information Division.

You hear loud machinery in the distance, accompanied by the beep-beep-beep of trucks in reverse. Construction workers dart in and out of the shadows. A hodgepodge of dusty space shuttle mission placards—including the final missions of Challenger and Columbia—serve as reminders that actions taken here can literally be a matter of life and death. With the shuttle program now four years gone, the mourning period appears to be fading. Conversation coalesces around what comes next. There are deadlines to meet. The civil servants and contractors have determination in their eyes. Ground systems are the dark horse of SLS delays. The Vehicle Assembly Building is huge. Largest doors in the world! Almost , tons of steel! The biggest-ever American flag on the exterior, complete with six-foot stars! Foster and I spend a few minutes leveling our respective knowledge levels to the point where we can speak the same language. The OIG report supported a suspicion among some space policy experts that during the past few years, NASA spent too much cash on SLS and Orion—the spacecraft that will carry astronauts—while shortchanging ground systems. This was another OIG complaint: All three must work together for SLS to fly. This is a departure from the shuttle era, when Johnson Space Center, which manages the International Space Station, oversaw the entire program. There was a booster project, there was an external tank project, there was an orbiter project and there was a ground systems project, so to speak. In shuttle, the program was at JSC. The stuff at Kennedy was considered a level three, or a project. So there were still multiple interdependencies. In both images, the launch platform support tower is behind the rocket, facing a VAB door. We stop at a yellow utility crane sitting on the VAB floor. The crane can lift tons, but there are larger ones that can handle and tons. In order to rotate a rocket section from the horizontal to vertical position, you often need multiple cranes to hold things steady, lest a piece of the Space Launch System find itself swaying back and forth like a Florida palm tree. The crane has been completely refurbished, Foster says. It has new gear boxes, lifting fixtures and control systems. Even the operator cab got an overhaul, which seems like a reasonable expenditure for the person entrusted with lifting multimillion dollar rocket parts. You can put an egg on that cone," Foster says, gesturing to an orange construction pylon, "And those guys will lower that hook down on top of the egg without cracking it. They will be installed in high bay three. The pad is surrounded by three lightning towers and a water tower used to supply the sound suppression system. The Space Launch System will be stacked, rolled to the pad and launched the same way NASA processed its Saturn V rockets before sending them to the moon in the late sixties and early seventies. The bay has been stripped bare from the foundation to the ceiling. It is cordoned off with a twisted, yellow-black rope. In theory, all four high bays can hold a fully stacked rocket. The building was designed with hurricane protection in mind; a Saturn V or shuttle could be wheeled back inside to weather out a storm while others were being processed. During the shuttle program, only the east-facing high bays—one and three—were used to stack vehicles. Bays two and four, on the west, were used for storage and other processing tasks, such as external tank preparation. NASA recently offered up bay two for rental by other private rocket companies. Each component will be crane-lifted into high bay three for stacking. Inside the bay, rail-mounted platforms slide up to the vehicle to give technicians access. The platforms are shaped to fit the outer edges of the rocket, and are positioned at strategic heights that match critical systems. To offset construction costs, says Foster, the contractor got to keep the steel for recycling. The first set of new SLS access platforms has already arrived. They sit outside the VAB, awaiting installation. We go outside to have a look, but Foster and Sanchez lower my expectations ahead of time. Just north of the VAB is the Mobile Launcher, a repurposed space shuttle stacking and launch platform that now sports a tower akin to the one used for Saturn V rockets. We squint and shield our eyes as Canicatti points out some ML particulars; the sun is already as high as the meter tower. To stack SLS, the entire Mobile Launcher will be picked up by Crawler-Transporter 2, one of the tank-like vehicles used for hauling rockets since the Apollo era. The crawler, which moves in both directions, will slowly carry the ML into high bay three. The crawler can then,

as Foster puts it, "crawl out from underneath it, and go do other things. Crawler-Transporter 2 has, like most of the other KSC infrastructure, been the target of a massive overhaul. This, to me, is the ultimate Tonka toy. It is the coolest thing that ever moved. The retrofit process seems complex, so I ask: Why not just start over? For that matter, why not just level the VAB entirely? To rebuild this building is over a billion dollars. The facilities will be used for the Falcon Heavy. To get a look at a group that is, in fact, starting from scratch, I climb into a white government van with Kathleen Ellis, a longtime NASA public affairs official. From here, the private company plans to launch Falcon Heavy, a triple-core version of their Falcon rocket capable of carrying 53 tons to low-Earth orbit. When a Falcon Heavy is ready for flight, SpaceX will roll it up the hill, raise it vertically, and launch it. Around the Cape, SpaceX seems to be regarded with a mix of wariness and respect. The company represents a threat to business as usual, and in many ways, SLS is the epitome of old-guard rocketry. A yet-to-be installed flame deflector will funnel all engine exhaust northward, toward the camera. During the shuttle era, a similar deflector was used to send main engine exhaust up the ramp on the south side, while solid rocket booster exhaust came northward. From the raised pad deck, you can see for miles in all directions. To the east, the Atlantic; to the southwest, the Vehicle Assembly Building—smaller now, but still quite imposing. In fact, officials say the "blast zone" for upgraded SLS variants may encompass the VAB and other nearby buildings, including the press site. This could create quite a logistical challenge for NASA when it comes to directing employees, the press and the public to safe spots for launch viewing. A triangle-shaped flame deflector sat beneath the shuttle to funnel main engine exhaust out the south side, and booster exhaust toward the north. For SLS, the core stage engines and boosters are aligned; all exhaust will billow north toward the coastline. The crawler then leaves to go do "other things" again. All of that water dampens sound waves from the engines, keeping the noise from damaging the vehicle as it lumbers toward the sky. Ellis and I walk past a single parking space with red stencil letters that read: It seems likely the same spot will be used for SLS and Orion. As I look over at the nearby elevators, it occurs to me that a group of astronauts might stand here one day enjoying a last breath of fresh air before embarking on a multi-year mission to Mars. I try to imagine the Mobile Launcher and a towering SLS straddling the flame trench, creaking and groaning from the pressure of supercooled liquid hydrogen and oxygen fuel tanks. That day may not come for 20 years. Standing there, the prospect seems far-fetched yet plausible, leaving me both awestruck and unsettled. We drive down the pad ramp and head back toward the VAB. The empty launch pad recedes in my side mirror. Engine exhaust will no longer be funneled in this direction. Astronaut van parking and elevators are on west left side of the trench.

3: Joe Engle - Wikipedia

Joe Henry Engle (born August 26,) (Maj Gen, USAF, Ret.), is an American pilot who served in the United States Air Force, test pilot for the North American X program, aeronautical engineer, and a former NASA astronaut. As of , he is the last living pilot of the X program.

US Tax Court has labeled this "a tax protester web site" but it contains only statutes, regulations, and court decisions. The 7th Circuit has ruled that the law is "outlandish theories" but nobody can even mention the language of the provisions relied upon. This site below stands exactly as it was before October when US Tax Court noted the source of these conclusions. Click [HERE](#) and listen instead. No officer of the law may set that law at defiance with impunity. All the officers of the government, from the highest to the lowest, are creatures of the law, and are bound to obey it. Madison, 1 Cranch ; Scheuer v. Williams to death in broad daylight, in downtown Seattle, WA, and was permitted to simply quit the police force and move away. He received administrative pay during his 16 months in jail pending trial. When a group of competent individuals can confirm that a crime has, in fact, been committed by a public servant, without the participation of or interference from, prosecutorial authorities, political pressure can then be asserted to diminish or vanquish altogether the official right of the perpetrator to approach any individual in the future about any matter related to their office. In a government of laws, existence of the government will be imperiled if it fails to observe the law scrupulously. Our Government is the potent, the omnipresent teacher. For good or for ill, it teaches the whole people by its example. If the Government becomes a lawbreaker, it breeds contempt for law; it invites every man to become a law unto himself; it invites anarchy. To declare that, in the administration of the criminal law, the end justifies the means -- to declare that the Government may commit crimes in order to secure the conviction of a private criminal -- would bring terrible retribution. Against that pernicious doctrine this Court should resolutely set its face. United States, U. OBJECTIVE - Members of the commission or panel will be studious and versed in weighing evidence and testimony against the language of criminal statutes to accurately determine which crimes, if any, have indeed been committed against the individual who approaches the panel for a determination. Documents will include proof of service showing that the accused was given a chance to appear and defend, and that radio, t. The education and experience behind this effort are substantial and will prove in stark detail many ways the law is subverted on literally a daily basis, and in every state, county, and city. Nevertheless, merely disagreeing with the law does not constitute a good faith misunderstanding of the law because all persons have a duty to obey the law whether or not they agree with it. But we must adopt the plain meaning of a statute, however severe the consequences. THE LAW IS PERFECT - With only statute as the tool of choice, standard operating procedures of municipal, state, and federal agencies and courts will be exposed as mere racketeering schemes, or worse, in relation to income taxation, motor vehicle code enforcement, and other daily intrusions that have become all too familiar and menacing. This effort is a step boldly taken into the personal space of the individual who would have everyone believe that honest Americans have no remedy.

4: Tea In Space (Rather Like Pigs in Space) Â« Destroying Nasa Â« Space Â« The Pink Flamingo

The NASA History Series NASA SP Orders of Magnitude: A History of the NACA and NASA, By John Henry Roger D. Launius, NASA Chief Historian.

High-speed in wind tunnel Vertical 5-ft wind tunnel Atmospheric 7- by ft wind tunnel Full-scale by ft tunnel Influence on World War II technology[edit] In the years immediately preceding World War II, NACA was involved in the development of several designs that served key roles in the war effort. When engineers at a major engine manufacturer were having issues producing superchargers that would allow the Boeing B Flying Fortress to maintain power at high altitude, a team of engineers from NACA solved the problems and created the standards and testing methods used to produce effective superchargers in the future. This enabled the B to be used as a key aircraft in the war effort. Nearly every aircraft used some form of forced induction that relied on information developed by NACA. Because of this, U. The offered P Tomahawk fighters were considered too outdated to be a feasible front line fighter by European standards, and so NAA began development of a new aircraft. The British government chose a NACA-developed airfoil for the fighter, which enabled it to perform dramatically better than previous models. This aircraft became known as the P Mustang. The X-1 program was first envisioned in when a former NACA engineer working for Bell Aircraft approached the Army for funding of a supersonic test aircraft. Neither the Army nor Bell had any experience in this area, so the majority of research came from the NACA Compressibility Research Division, which had been operating for more than a year by the time Bell began conceptual designs. The Compressibility Research Division also had years of additional research and data to pull from, as its head engineer was previously head of the high speed wind tunnel division, which itself had nearly a decade of high speed test data by that time. The F was meant to be a supersonic interceptor, but it was unable to exceed the speed of sound, despite the best effort of Convair engineers. The F had actually already begun production when this was discovered, so NACA engineers were sent to quickly solve the problem at hand. The production line had to be modified to allow the modification of Fs already in production to allow them to use the area rule. Aircraft so altered were known as "area ruled" aircraft. The design changes allowed the aircraft to exceed Mach 1, but only by a small margin, as the rest of the Convair design was not optimized for this. As the FF was the first design to incorporate this during initial design, it was able to break the sound barrier without having to use afterburner. In he was awarded the Collier Trophy for his work on both the Tiger and the F It was redesigned to take the area rule into effect, allowing greatly improved performance. NACA airfoils are still used on modern aircraft.

5: Preparing America's Spaceport for NASA's New Rocket | The Planetary Society

By Compiled by John-Henry Perera, written by NASA on November 25, PM Images of Europa from the late s are breathing new life thanks to new reprocessed image scientists and NASA have.

By , it had In addition to formal assignments, staff were encouraged to pursue unauthorized "bootleg" research, provided that it was not too exotic. The result was a long string of fundamental breakthroughs, including "thin airfoil theory" s, "NACA engine cowl" s, the "NACA airfoil" series s, and the "area rule" for supersonic aircraft s. The full-size byfoot Template: These were speeds Lockheed engineers considered useless for their purposes. Arnold took up the matter and overruled NACA objections to higher air speeds. NACA built a handful of new high-speed wind tunnels, and Mach 0. When engineers at a major engine manufacturer were having issues producing superchargers that would allow the Boeing B Flying Fortress to maintain power at high altitude, it was a team of engineers from NACA who solved the problems and who created the standards and testing methods used to produce effective superchargers in the future. This allowed the B to become a key aircraft in the war effort. Nearly every aircraft used some form of forced induction that relied on information developed by NACA. Because of this, U. Their existing P fighter was considered too outdated to be a feasible front line fighter, and so the development of a new aircraft was begun. A NACA developed airfoil was chosen by the British government for the fighter, which allowed it to perform dramatically better than previous models. The aircraft became the P Mustang. The X-1 program was first envisioned in when a former NACA engineer working for Bell Aircraft approached the Army for funding of a supersonic test aircraft. Neither the Army nor Bell had any experience in this area, so the majority of research came from the NACA Compressibility Research Division, which had been operating for more than a year by the time Bell began conceptual designs. The Compressibility Research Division also had years of additional research and data to pull from, as its head engineer was previously head of the high speed wind tunnel division, which itself had nearly a decade of high speed test data by that time. The first use of this theory was on the U. Air Force Convair F project. The F was meant to be a supersonic interceptor, but it was unable to exceed the speed of sound, despite the best effort of Convair engineers. The F had actually already begun production when this was discovered, so NACA engineers were sent to quickly solve the problem at hand. The production line had to be modified to allow the modification of Fs already in production to allow them to use the area rule. The design changes allowed the aircraft to exceed Mach 1, but only by a small margin, as the rest of the Convair design was not optimized for this. The result was the F11F Tiger. The area rule was used to design the Vought F-8 Crusader. The most important design resulting from the area rule was the B Hustler. NACA airfoils are still used on modern aircraft. Wernher von Braun ; fourth from the left, Hendrik Wade Bode. It is accordingly proposed that the scientific research be the responsibility of a national civilian agency working in close cooperation with the applied research and development groups required for weapon systems development by the military. The pattern to be followed is that already developed by the NACA and the military services The NACA is capable, by rapid extension and expansion of its effort, of providing leadership in space technology.

6: National Advisory Committee for Aeronautics - Wikipedia

Later, I ask another NASA official if that was an exaggeration; a John Henry-esque tall tale stemming from the good ol' days. I was assured the egg challenge is still a thing, and in fact, NASA's VAB literature mentions it.

Early years[edit] Henry John Deutschendorf Jr. Years later, as a Lieutenant Colonel in the U. Air Force , Deutschendorf Sr. Constantly being the new kid was troubling for the introverted Denver, and he grew up always feeling as though he should be somewhere else, but never knowing where that "right" place was. Denver was happy living in Tucson, but his father was then transferred to Maxwell AFB in Montgomery, Alabama , then in the midst of the Montgomery boycotts. He adopted the surname "Denver" after the capital of his favorite state, Colorado. He decided to change his name when Randy Sparks , founder of The New Christy Minstrels , suggested that "Deutschendorf" would not fit comfortably on a marquee. Denver dropped out of the Texas Tech School of Engineering in [14] and moved to Los Angeles, where he sang in folk clubs. Two years prior, Denver had made a self-produced demo recording of some of the songs he played at his concerts. Denver made several copies and gave them out as presents for Christmas. Their version of the song hit number one on the Billboard Hot Cash Box chart in December When he was successful in persuading a school, college, American Legion hall, or local coffee house to let him play, he would spend a day or so distributing posters in the town and could usually be counted upon to show up at the local radio station, guitar in hand, offering himself for an interview. Some venues would let him play for the "door"; others restricted him to selling copies of the album at intermission and after the show. After several months of this constant low-key touring schedule, however, he had sold enough albums to persuade RCA to take a chance on extending his recording contract. He had also built a sizable and solid fan base, many of whom remained loyal throughout his career. Career peak[edit] His next album, Poems, Prayers, and Promises released in , was a breakthrough for him in the U. Its success was due in part to the efforts of his new manager, future Hollywood producer Jerry Weintraub , who signed Denver in Weintraub insisted on a re-issue of the track and began a radio-airplay campaign that started in Denver, Colorado. I had to get him to the people. His seasonal special, Rocky Mountain Christmas, was watched by more than 60 million people and was the highest-rated show for the ABC network at that time. Denver hosted the Grammy Awards five times in the s and s, and guest-hosted The Tonight Show on multiple occasions. People forget how huge he was worldwide. He served for many years and supported the organization until his death. The History of Flight. He expressed his ecologic interests in the epic song " Calypso ," which is an ode to the eponymous exploration ship and team of environmental activist Jacques Cousteau. In , he campaigned for Jimmy Carter , who became a close friend and ally. Denver was a supporter of the Democratic Party and of a number of charitable causes for the environmental movement, the homeless, the poor, the hungry, and the African AIDS crisis. He founded the charitable Windstar Foundation in , to promote sustainable living. His dismay at the Chernobyl disaster led to precedent-setting concerts in parts of communist Asia and Europe. In an open letter to the media, he wrote that he opposed oil drilling in the Arctic National Wildlife Refuge. Denver had battled to expand the refuge in the s, and he praised President Bill Clinton for his opposition to the proposed drilling. The letter, which he wrote in the midst of the presidential election, was one of the last he ever wrote. Later years and humanitarian work[edit] Denver had a few more U. Top 30 hits as the s ended, but nothing to match his earlier success. He began to focus more on humanitarian and sustainability causes, focusing extensively on conservation projects. He made public expression of his acquaintances and friendships with ecological design researchers such as Richard Buckminster Fuller about whom he wrote and composed "What One Man Can Do" and Amory Lovins , from whom he said he learned much. He also founded the environmental group Plant-It originally Plant-It Denver had a keen interest in solutions to world hunger. He visited Africa during the s to witness first-hand the suffering caused by starvation and to work with African leaders toward solutions. In and , Denver hosted the annual Grammy Awards. Denver worked as both a performer and a skiing commentator. Skiing was another avocation of Denver. He had written and composed "The Gold and Beyond", and he sang it for the Olympic Games athletes, as well as local venues including many schools. According to Ken Kragen

who helped to produce the song , the reason Denver was turned down was that many people felt his image would hurt the credibility of the song as a pop-rock anthem. He conscientiously worked to help bring into being the "Citizens in Space" program. Denver received the NASA Public Service Medal , in for "helping to increase awareness of space exploration by the peoples of the world", an award usually restricted to spaceflight engineers and designers. Denver also toured Russia in His 11 Soviet Union concerts were the first by any American artist in more than 10 years. He also released a greatest-hits CD, Homegrown, to raise money for homeless charities. In , he published his autobiography, Take Me Home, in which he candidly spoke of his cannabis , LSD , and cocaine use, his marital infidelities, and his history of domestic violence. In early , Denver filmed an episode for the Nature series, centering on the natural wonders that inspired many of his best-loved songs. His last song, "Yellowstone, Coming Home", which he composed while rafting along the Colorado River with his son and young daughter, is included. This was produced by long-time friend Roger Nichols. Following the success of " Rocky Mountain High ", inspired by a camping trip with Anne and some friends, Denver purchased a residence in Aspen, Colorado. He lived in Aspen continuously until his death. Denver and Martell divorced in In a interview shown in the documentary John Denver: The ensuing property settlement caused Denver to become so enraged, he nearly choked Martell, then used a chainsaw to cut their marital bed in half. Denver and Delaney separated in and divorced in Artistic interests included painting, but because of his limiting schedule he pursued photography, saying once "photography is a way to communicate a feeling". Denver was also an avid skier and golfer, but his principal interest was in flying. His love of flying was second only to his love of music. He was a collector of vintage biplanes, and owned a Christen Eagle aerobatic plane, two Cessna airplanes, and in , an experimental, amateur-built Rutan Long-EZ. Identification was not possible using dental records; only his fingerprints confirmed that the pilot was Denver. A pilot with over 2, hours of experience, Denver had pilot ratings for single-engine land and sea, multi-engine land, glider, and instrument. He also held a type rating in his Learjet. He had recently purchased the Long-EZ aircraft, made by someone else from a kit, [48] and had taken a half-hour checkout flight with the aircraft the day before the accident. In previous years, Denver had a number of drunk driving arrests. His newly purchased experimental Rutan had an unusual fuel selector valve handle configuration. However, this did not solve the problem, and the pilot still could not reach the handle while strapped into his seat. Denver had asked how much fuel was shown. He told Denver there was "less than half in the right tank and less than a quarter in the left tank". He then provided Denver with an inspection mirror so he could look over his shoulder at the fuel gauges. The mirror was later recovered in the wreckage. Denver said he would use the autopilot inflight to hold the airplane level while he turned the fuel selector valve. He turned down an offer to refuel, saying he would be flying for about an hour. Six of them had seen the plane crash into the ocean near Point Pinos. Five said they saw the plane in a steep bank, with four of these saying the bank was to the right north. Twelve witnesses described seeing the aircraft in a steep nose-down descent. Eight said that they heard a "pop" or "backfire", accompanied by a reduction in the engine noise level just before the airplane crashed into the sea. It also emphasized the importance of mandatory ease of access to all controls, including fuel selectors and fuel gauges, in all aircraft. Previously unreleased and unnoticed recordings are now sought-after collectibles in pop, folk and country genres. Initially, the Pacific Grove Council denied permission for the memorial, fearing the place would attract ghoulish curiosity from extreme fans. Follow her summons when she calls again. These digital recordings were made during 11 concerts and then rediscovered in The collection was released November 6, Around the World Live is a 5-disc DVD set featuring three complete live performances with full band from Australia in , Japan in , and England in These are complemented by a solo acoustic performance from Japan in , and performances at Farm Aid from , , and The final disc has two-hour-long documentaries made by Denver. Both of his ex-wives were in attendance, and the award was presented to his three children. Governor Earl Ray Tomblin signed the resolution into law on March 8.

7: John Denver - Wikipedia

John Henry McQuiston, 88, of Union Grove died Dec. He retired from the Marshall Center in as an electronics technician. He is survived by his wife, Roberta Lenox Bowling McQuiston.

It also validates that our design is solid and allows us to move farther in engine development quicker. New engineering processes, along with design, analysis and development advances gleaned from numerous previous programs, have provided the J-2X engine team with a solid foundation to design, build and test the engine. For example, the first J-2X engine has demonstrated high initial quality through manufacturing and assembly. High initial quality avoids costly and time-consuming re-works and re-designs that have historically typified building large engines. The J-2X is totally redesigned from the heritage J-2 engine that flew humans to the moon in the s and s. And yet, over the coming years, the J-2X engine test program will need only 5 percent the number of tests required to develop the original J-2 engine. For example, a seal in the J-2X main oxidizer valve cracked and had to be replaced. The crack occurred because post-test operations did not adequately purge out the propellants in the engine main injector, leading to a "pop" after some tests, which damaged the seal. No other engine parts were damaged. The "pop" was eliminated by extending the duration of a post-test injector purge, which takes longer to clear out the propellants in the test configuration on the ground than in space. This was a relatively simple fix and the J-2X test program continued on. This testing series will push the various components to operate over a wide range of conditions to ensure part integrity, demonstrate margin and better understand how the turbopumps operate. In addition, the team will add a nozzle extension to the E engine and make associated test stand modifications to see how the engine will perform at simulated altitude conditions where the atmospheric pressure is lower than on the ground. The J-2X is the second stage engine for the SLS heavy lift vehicle, so it starts and runs at altitude during flight. In summer , a new engine -- E -- will be assembled and tested followed by a third engine, E, in A fourth engine will be assembled and tested in For more information on the J-2X engine, visit [http:](http://) For more information on the Space Launch System, visit [http:](http://) SLS will carry the Orion spacecraft, its crew, cargo, equipment and science experiments to destinations in deep space. Using the same fuel system -- liquid hydrogen and liquid oxygen -- for both core and upper stages reduces costs by leveraging the existing knowledge base, skills, infrastructure and personnel. They will be relocated one at a time by truck. We honor them for their service and greatly appreciate their efforts and accomplishments.

8: NASA - Marshall Star, January 18, Edition

Henry John Deuschendorf Jr. (December 31, - October 12,), known professionally as John Denver, was an American singer-songwriter, record producer, actor, activist, and humanitarian, whose greatest commercial success was as a solo singer.

Kennedy announced plans for the United States to send a manned expedition to the moon by the end of the decade. The site was chosen for its rough terrain, isolation from large population areas, access to transportation and climate, among other factors. Before construction of the Stennis Space Center could proceed, these communities and their structures had to be removed. Thus, approximately families were eventually relocated. The Logtown community, located approximately four miles north of Pearlinton, was the home of the Weston Lumber Company. In the photos here, the image above is the Logtown School date unknown. Below it is the Logtown Post Office, taken when the flag was lowered for the last time. Lollie Bell Wright, the Logtown Postmaster, had worked at the post office for thirty-six years before learning that NASA would be building a test facility there. The Napoleon site, located six miles from Pearlinton, originated from a British land grant originally given to John Claudius Favre and then to his son Simon Favre, who settled the community of Napoleon in Both Logtown and Napoleon were located along the Pearl River. Santa Rosa, meanwhile, was a small town situated in an area known as the Honey Island Swamp. Santa Rosa included a couple of stores, a church, post office, the Aaron Academy a one-room schoolhouse , and a number of establishments engaged in the illegal sale of whiskey. Santa Rosa also had the dubious reputation of being a refuge for pirates operating along the Mississippi Gulf Coast. Once the land had been secured and the inhabitants relocated, construction of the facility proceeded. At the peak of its construction in the summer of , the Stennis Center employed nearly 6, workers who constructed three foot-tall test stands. At the time, it was the largest construction project in the state of Mississippi and the second largest in the nation. Midway in and had a distinguished career in rocket development. Captain Fortune took charge of the project in The facility emerged from the swampy terrain and was completed in just three years. The work began with a static test firing on April 23, , and continued into the early s. The photo to the left shows one of the stages of the Saturn V rocket being lifted onto the A-2 test stand in In , the Space Shuttle Main Engine was tested at Stennis for the first time, and all engines used to boost the Space Shuttle into low-Earth orbit have been flight certified at Stennis on the same test stands used for the Apollo and Skylab programs. The agencies include the U. Testing of NASA engines are still being conducted at the facility as well. It is the first liquid oxygen and liquid hydrogen rocket engine developed to carry human beings into space in 40 years. In , it was renamed the National Space Technology Laboratories and then in , the center was renamed yet again as the Stennis Space Center.

9: John Henry : Free Audio : Free Download, Borrow and Streaming : Internet Archive

The National Advisory Committee for Aeronautics (NACA) was a U.S. federal agency founded on March 3, , to undertake, promote, and institutionalize aeronautical research. On October 1, , the agency was dissolved, and its assets and personnel transferred to the newly created National Aeronautics and Space Administration (NASA).

8. SPME and GC-AED-Olfactometry for the Detection Figuring out Frances Toyota 2012 annual report Popes digest, 1815. I Spat: In Spirit, Power, and Truth Constructing postmodernism Goosebumps horrorland monster blood for breakfast Paint Horses (Eye to Eye With Horses) Oh what a circus sheet music Entre les Beaux Morts en Vie Lifetime Spectroscopy Berenstain Bears go up and down Eccentricity and cultural semiotics in imperial Russia Julie A. Buckler Vienna Is Different McDonnell-Douglas F/A-18 Hornet The country diary cookery notes Life among the Yanomami Fun with my 5 senses Faster, smaller, cheaper NETSPORTS (Your Personal Net) Ilo encyclopaedia of occupational health and safety 4th edition Hes got your back Mad hatters holiday (1973 by Peter Lovesey Torts in New Zealand Place of the independent in politics How to talk to anybody about anything Goldstein physics book Putting it all together : answering critical-thinking questions. The English humourists ; The four Georges The Convergent Series Technical aspects of data communication Song evolution and speciation in bushcrickets K.G. Heller Norman Douglas (Essays on Modern Writers) Tropical world a coloring book adventure Functional evolution of ribosomes Carlos Briones and Ricardo Amils Evangelism in the early Church Critical thinking brooke noel moore 9th edition MADRIGALES INTIMOS Survival bible for women in medicine The absolute last chance diet book