

ASTP

NEWS CENTER

KENNEDY SPACE CENTER, FLORIDA

July 14, 1975

APOLLO PRELAUNCH PRESS BRIEFING

Participants:

Dr. A. E. Nicogossian, MD, Crew Surgeon, JSC
Ellery B. May, Saturn Project Manager, MSFC
Glynn S. Lunney, U.S. ASTP TECHNICAL DIRECTOR, JSC
Chester M. Lee, ASTP Project Director, NASA HQ
Dr. Walter J. Kapryan, Launch Operations Director, KSC
John Young, Chief, Astronaut Office, JSC
Col. William G. Solomon, USAF, Director, Manned Space Flight Support
Operation Office Patrick Air Force Base, Fla.
Jerry David, ASTP Network Operations Manager

PC-26

ASTP (USA) PC26A/1
Time: 13:03 CDT
7/14/75

SPKR We will be starting the prelaunch press conference for the ASTP Mission in approximately 5 minutes. --test. We will be starting this prelaunch press conference in approximately 5 minutes.

SPKR (Russian)

SPKR - - will be ready to begin in about 5 minutes.

SPKR (Russian)

SPKR --prelaunch press conference for ASTP. The participants from your right extending across to your left include Dr. A. E. Nicogossiam - the spelling on that is N I C O G A S S I A M MD, is a crew surgeon from the Johnson Space Ellery B. May, Saturn project manager, Marshall Space Flight Center, Glynn S. Lunney, ASTP Technical Director from Johnson Space Center, Chester M. Lee, ASTP Project Director NASA Headquarters, Dr. Walter J. Capryan, Launch Operations Director, Kennedy Space Center, John Young, Chief of the Astronaut Office, Johnson Space Center, Colonel William G. Solomon, United States Air Force, Director of the Manned Flight Support Operations Office, Patrick Air Force Base, and Jerry David, ASTP Network Operations Manager

END OF TAPE

ASTP (USSR) PC26B-1
Time: 13:10 CDT
7-14-75

PAO Captain Lee, I believe we're in communications once again.

LEE Very good. I will repeat that I would like to take this opportunity to commend the entire ASTP team for a very superb effort. They have been very dedicated and through in the preparation of this vehicle. The reports from all elements of the team indicate that the hardware is in excellent shape, the crew is finally trained and ready to go. And I would say the operation plan and training has been completed and the team is ready to go. We had a flight readiness review, our final L minus 2 briefing yesterday and everything was go. So we are proceeding with the count. We expect a very

successful mission. Since that was a long burst, I'll just make this a short burst. Let's turn it over to questions.

PAO In the propounding questions, raise your hand please, and wait for the microphone to be brought to you. And as you are aware this press conference is being translated for your colleagues in Moscow and asking technical detailed questions, speak in short phrases

and wait for the interpretation to catch up with your (garble).

PAO Gentleman in the blue shirt.

QUERY What are the prospects for launch

LEE I take it you mean with regard to weather. I'd like to turn that over to Kappy(?) who just got the word from his weatherman
SPKR (At this point in time, the weather outlook for launch time tomorrow afternoon is quite favorable.))

END OF TAPE

ASTP (USA) PC26C/1
Time: 13:15 CDT
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SPKR Tomorrow afternoon is quite favorable. For the past week, we have been plagued with southwesterly winds aloft. The direction of these winds has now shifted over to southeasterly. The net result of this is that should any thunderstorm activity appear it should appear earlier in the day and it should be moving towards inland. In other words, if we do get a thunderstorm over Merritt Island tomorrow, the direction of the anvil will be away from the launch complex. The launch will occur eastern daylight time at 8:20. Subtracting 8 hours it will be 4:20 in the afternoon in Russia. My question is unless there is a situation in target, attack and acquisition, could this time had not changed to have given us a better handle on avoiding the thunderstorms or is it - must we attack the passive object, Soyuz, in darkness

SPEAKER The selection of the launch time was based on a total consideration of all of the parameters and constraints that affect the launching and operation of both spacecraft. The result of all those considerations ended up being a compromise for both sides. But we felt that we did reach a reasonable compromise of all of the other factors that we had to consider. And despite all of the attention and discussion, I think the weather will be fine tomorrow.

QUERY I'd like to ask if there's any discussion with the DOD and the Union about recovery of the Soyuz if it should have to land outside the Soviet Union.

SPEAKER (There has been no discussion between the Department of Defense and Soviet officials on that subject but perhaps Glynn may be able to add a little more on the technical aspects of it.

QUERY There has been some criticism that the United States has little to learn from the Soviet space program. I wonder if Glynn Lunney could tell us what are some of the things that - some of the benefits to the American space program --

END OF TAPE

ASTP (USA) PC26D/1
Time: 13:20 CDT
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PAO --Soviet space program. I wonder if Glynn Lunney could tell us what are some of the things; some of the benefits to the American program from the Soviet space program.

LUNNEY We began this work in 1970 in order to design a rendezvous and docking system for future spacecraft to be compatible; that is, work together. We did this in the context of looking ahead to the future when I think on both sides of the Atlantic Ocean we expect to see a lot of traffic and a lot of people in earth orbit on different kinds of missions. The Apollo-Soyuz test project derived from I think consideration on both sides that an early practical test of our ideas for systems and our ability to work together in this kind of a business, would be a desirable and good thing. Also from the beginning, we did not envision this as a fishing trip for design information or other ideas from the other country that we could incorporate in our own spacecraft. The design of a spacecraft is a very complicated process as you know, Nick, and derives from the consideration that you have about all the things that you want the spacecraft to do yourself. Specifically the design of the shuttle and the orbiter proceeds from the consideration of our own requirements in this country and is not affected by the view or anything like that of the spacecraft of another country. As a matter of professional interest and curiosity we have learned a great deal about the Soyuz spacecraft and the way it is operated in earth orbit. And as you know that kind of information was generally not available in the west. Likewise, I think the members of the team from the Soviet Union have seen some of the things that the Apollo spacecraft can do, as also been well discussed in our country, in the west.

PAO Rusty Robinson.

END OF TAPE

ASTP (USSR) PC26-E/1
Time: 13:25 CDT
7/14/75

PAO Rusty Robinson.

QUERY When our engineers and technicians first started going over with - to the Soviet Union to look over the Russian spacecraft, we heard comments such as "primitive" and "unsophisticated." Now that the whole thing has changed - to go accentuate the positive. Has there been a change of attitude or just a change of emphasis?

LUNNEY Well, speaking for myself - from the beginning, I did not classify the spacecraft that way, and I would not. I think the fair way to look at anything, including a spacecraft, is to see how well that it can perform the mission that it is designed for. In that sense, the Apollo and the Soyuz were originally designed with different kinds of missions in mind. In my opinion, the Soyuz spacecraft is entirely adequate for the mission that it was designed to do and for the missions that it's been flying in the last so many years. And we paid a great deal of attention to the specific problems that both the spacecraft have to handle in the mission that we had designed. And I think on both sides they're satisfied that the spacecraft can do the mission that they have to do starting tomorrow.

PAO (Garble).

QUERY For John Young. John, you've been on many a mission, including a moon landing, and now are chief of the astronaut office. And you have been very closely associated with all the astronauts who have flown. I would like to ask 2 questions. First of all, how do you feel the attitude of the men are, on this mission, compared to others in the past, since it is an international mission? And secondly, how does it feel to be Deke's boss instead of Deke being your boss?

YOUNG First of her questions. The attitude of the crew is outstanding, as usual. They are in great spirits. They were smiling and talking to each other this morning. Their humor's just fine. Unfortunately, they're talking in Russian - -

END OF TAPE

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YOUNG - - they were smiling and talking to each other this morning. Their humor is just fine and unfortunately they're talking in Russian and I can't tell you what they said. Second question. Deke is a very wonderful fella to get along with, but I'm still not sure who's working for who. Go ahead, (garble)

QUERY Since we're now breaking up the Saturn launch team with all deliberate speed and there are four rockets left over, how long would it take you to launch another Saturn-Apollo if a decision was made to do so?

YOUNG That would depend on the type of mission and the urgency of the conduct of the mission. For the ASTP mission on a single ship per day - five day a week schedule, we have had preparations going on here at Kennedy since last November. In essence what I'm saying is that it would probably take the same amount of time or we could expedite it a few months depending on what type of a mission we are going to fly.

YOUNG The gentleman in the checked shirt -

QUERY I understand in case of an emergency, the American command module can return our astronauts plus the two cosmonauts. Can the Russian Soyuz in return, bring our astronauts back?

YOUNG No.

SPKR Second it.

QUERY On the subject of space rescue, I'm wondering how -

what - what, the lessons if any from - this flight could be applied to any concepts of space rescue that are based on an entirely different American vehicle, namely the Shuttle?

YOUNG The universal docking mechanism is designed and plans are for the Shuttle, as necessary, depending on missions and so forth, to carry a universal docking mechanism.

YOUNG Now, let me follow up. If there is such serious thought of using this kind of - -

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QUERY Now let me follow up. If there is some serious problems using this kind of a mechanism on the space shuttle, is it also considered that we might keep a space shuttle in permanent readiness for the quick reaction time that a space rescue would require?

I just meant to say that the turn around time of the shuttle is going to be down eventually to something like a week or so. And, I think Kapryan's been following it a little closer and he can add something.

KAPRYAN Consideration has been given to developing a capability to fly a rescue mission wherein we would launch the rescue bird 24 hours after the launch of - or within 24 hours of such requirement.) That capability, of course, implies having two launch pads and it will - funding restrictions are of such that it will be quite a few years before we will be in that posture.

PAO That last speaker was Dr. Kapryan and now a question from the gentleman in the red shirt.

QUERY Are there plans either to visually sight and/or photograph Salyut IV when it passes within a hundred and twenty-five kilometers of the docked vehicle?

KAPRYAN No.

PAO Howard Benedict.

QUERY For John Young. Will the astronauts get up in the morning to watch the Soviet launch on television? They're supposed to be sleeping at that time.

YOUNG Well, they could if they wanted to. The plan is to show them a video tape of the launch at breakfast time.

PAO Gentleman with the beard.

QUERY Thank you. First let me congratulate John Young for following in the verbal footsteps of Deke Slayton at press conferences. Secondly, is there any capability to go outside either spacecraft in the event of a problem, say with the docking mechanism?

YOUNG Early in the program we considered whether we would want to retain a EVA capability on board the Apollo spacecraft.

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YOUNG And we reviewed all of the things we could think of that might require such an EVA. And we came to the conclusion that the probability of anything that might happen that we couldn't even think of that would cause it was not worth the money and the training effort that it would have taken to prepare for it. And you, like myself, will be able to decide in about 10 days whether that was correct or not; but it was a considered decision.

PAO (Garble)

QUERY Could I ask John Young what, if any, special precautions have been taken against motion sickness in this rather important first three days, and Cathey(?), what he thinks of the proposal to seed the clouds against lightening during the launch?

YOUNG The crew has been performing quite a few flights in T-38's consisting of high-g acrobatics and high-rate or roll maneuvers which generally stress the accelerometers and gyroscopes in the earbone; and I feel, based on by past experiences, this is about the most stressful test to provide you against motion sickness. I leave it to Dr. Nicogossian to tell you what kind of medical preparations there are onboard for that eventuality, but I'm reasonably confident that we won't run into that problem.

PAO With respect - go ahead.

NICOGOSSIAN Currently we have the same medications that we used traditionally on Skylab and previous missions. We have scopolamine/Dexedrine and promethidrene/ephedrine efedrin, and the crew has been instructed as far as what symptoms of the motion sickness are and when they should take the medication. We know actually (garble) that Tom Stafford has flown previously and he didn't show any signs of motion sickness in the past. We don't know about Vance or about Deke Slayton; we hope that they don't get motion sickness either.

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LUNNEY That last speaker was Dr. Nicogossian. Joe Greenburg am I (garble) or not?

SPEAKER No.

NICOGOSSIAN There was a second part to the question with respect to chaff-seeding a launch day. Our plan - we do have no plans to seed any clouds with chaff; however, we will have one aircraft aloft at fifteen thousand feet that will have chaff on board and should a real-time decision be required, perhaps we might want to seed the cloud, we will. But at the moment we do not plan to seed any clouds.

LUNNEY Joe Greenburg (garble).

QUERY If there is no EVA capability, what would happen in the event that more than two men were in Soyuz when something happened to the docking module and they couldn't get out?

LUNNEY Just to be sure I understand, did you ask what happens if there are two in the Soyuz and - more than two. We have planned the mission such that at no time do we isolate more people in given module that it can return to earth.

LUNNEY Now there are times when there are four men up here with the hatches opened between the docking module and orbital module.

LUNNEY For example at the time of the first transfer. But at that time the hatch is opened to the docking module and the matter of returning back through the docking module into the command module would only be a matter of minutes in terms of executing that procedure by our crewmen.

LUNNEY Okay. We're starting to run out of time. I believe we have time for perhaps one more question. Gerald?

QUERY Glynn, could you give us some idea how much coordination is going to be in the next 24 hours? Is it going to be an open line? Are you going to have periodic status reports from the Russians? Just how are you going to be dealing prior to the launch and through their launch?

LUNNEY We ha - -

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ASTP (USSR) PC26J/1

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QUERY --of which (garble) how are you going to be doing
it prior to the launch and through their launch?

LUNNEY On the question of communications, we have had

essentially open lines between the two Control Centers for about a month now for daily conferences with the flight operations teams on both sides. In addition to that, we have planned for status reports by each side at all of the important milestones in the prelaunch period going back some

months prior to this time. At this time of course the frequency of those status reports both verbal and written in Telex form and - in TWX form - are increasing, the frequency is increasing. The next most critical item will be late tonight or early tomorrow morning when the Soviet side is ready to put the oxidizer onboard the rocket tomorrow. We have a scheduled status report at 6 hours before their launch to update them on our status at that time. There will be a number of reports, status reports back and forth of course after that one, and of course, we have status reports planned throughout the flight portion of the mission and we have a number of lines open where there will be probably almost constant coordination between representatives in our Control Center and a representative in theirs.

PAO That concludes the question and answer session.

We are running completely out of time unless Chester Lee or some other member of the panel has a closing statement.

LEE I have no closing statement.

PAO We are completely out of time. Let us close the

press conference at this time.

END OF TAPE