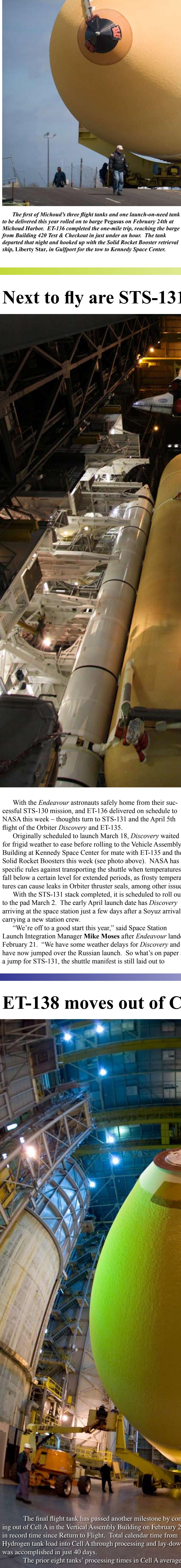


Mission Success Bulletin

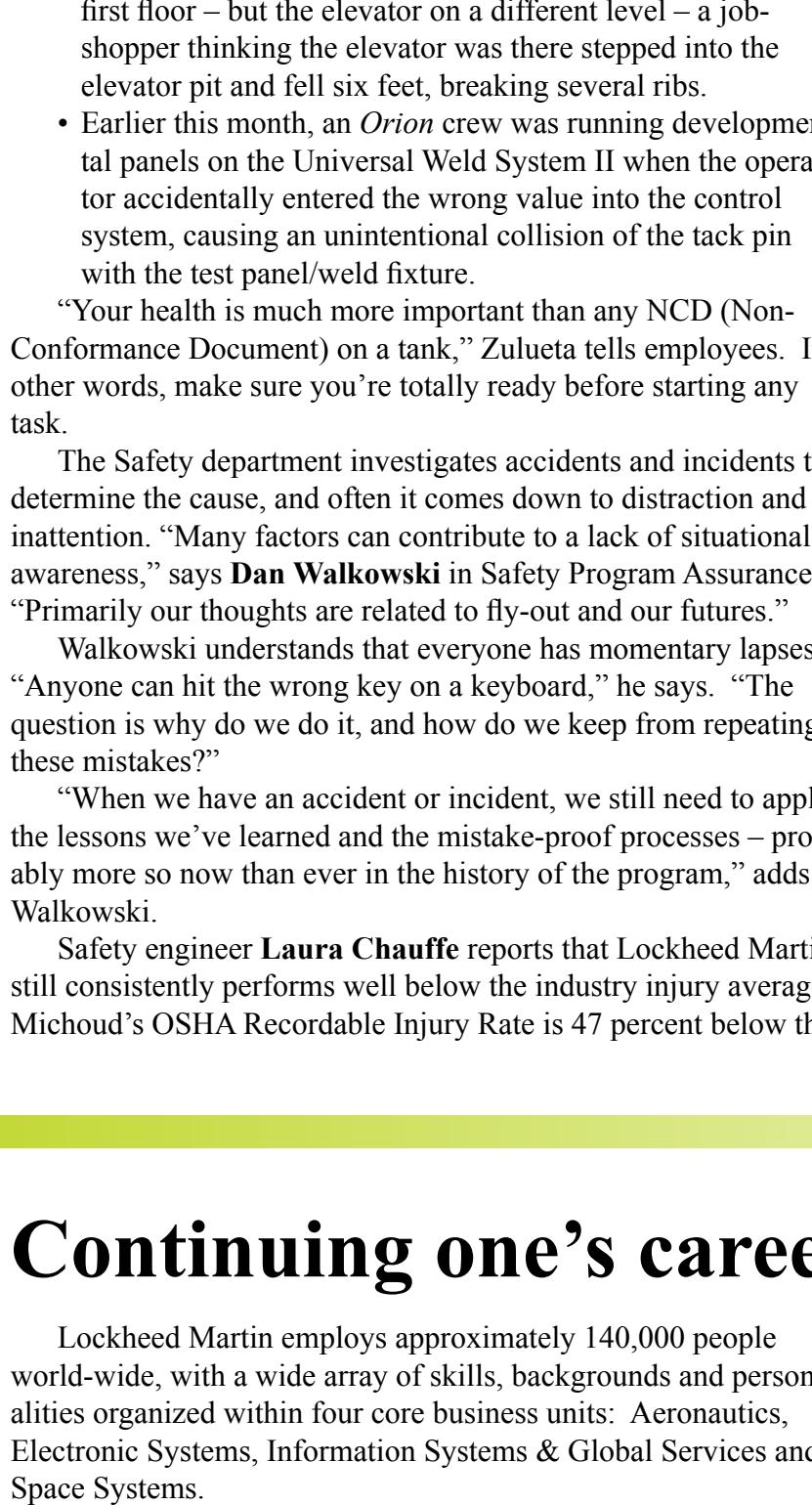
February 26, 2010
Volume 29, Number 2**CONTENTS**

- “Very good” performance from ET-134 on February 8
- Geyer speaks to *Orion* employees
- ET-136 rolls to barge
- STS-131 & ET-135 next to fly
- ET-138 leaves Cell A
- Safety – “Finish strong”
- Continuing one’s career at Lockheed Martin
- Launch Honorees
- ET Incentive Plan milestones
- Space Shuttle schedule
- Milestones

ET-134 performs “very good” on STS-130 launch/ascent



Geyer speaks to *Orion* employees



NASA Orion Program Manager **Mark Geyer** advised *Orion* employees at all Hands meeting at Michoud on February 24 to keep doing quality work and “to build as much hardware as you can.” President Obama’s proposed budget cancels the Constellation and *Orion* programs. While that is being hashed out in Congress, Geyer said that *Orion*’s Pad Abort 1 Test will go forward in late April at White Sands Missile Range. He added that *Orion* has also received approval to continue building the Crew Module Ground Test Article (GTA) at Michoud and to proceed with the Service Module GTA and the Launch Abort System. Testing on the Crew Module GTA is also approved for funding in 2011, he said. One of Geyer’s guiding principles is to maintain America’s leadership in Human Space Flight. “The work that you’re doing here might not just be important, it might be essential in getting into space together,” he told employees.

Wave goodbye – ET-136 rolls to barge



The first of Michoud’s three flight tanks and one launch-on-need tank to be delivered this year rolled onto a barge Pegasus on February 24th at Michoud Harbor. ET-136 completed the one-mile trip, reaching the barge from Building 420 Test & Checkout in just under an hour. The tank departed that night and hooked up with the Solid Rocket Booster retrieval ship, Liberty Star, in Gulfport for the tow to Kennedy Space Center.

ET-136 will be the 132nd tank to launch from KSC, scheduled for May 14th liftoff with Atlantis on the STS-132 mission to the International Space Station.

Now only two Space Shuttle flight tanks remain to be delivered – ET-137 on May 5 and ET-138 on June 29. Reserve tank ET-122 is scheduled for delivery September 30.

Next to fly are STS-131 *Discovery* & ET-135



In September, Michoud employees met quite a challenge in splicing the Liquid Oxygen/Intertank to the Liquid Hydrogen Tank and completing the LH2 to Intertank Flanges. ET-138 now proceeds to Final Assembly before moving to its final build location in Test & Checkout Bldg 420 in mid-May. The tank is scheduled for delivery June 29.

* Launch-on-need tank for STS-133/ET-138

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Safety – “Finish Strong”

As **Manny Zulueta** has spoken with employees during recent Town Hall meetings, one recurring theme is high on his list of concerns – “Are we being safe enough?” Several accidents and incidents over the past three months have dramatically brought that question home:

• In December, workers building a tank to Cell D in the Vertical Assembly Building moved a crane to the wrong cell inadvertently pushing the crane controls in the wrong direction. As a result, the tank attached to the crane broke free from the cell turntable clamping assemblies. Fortunately, no one was injured, and the tank was not damaged.

• In January an issue with the elevator behind the High Bay building near Cell J required an outside contractor to troubleshoot the problem. With the elevator doors open on the first floor – but the problem on a different level – a job-shopper thinking the elevator was there stepped into the elevator pit and fell six feet, breaking several ribs.

• Earlier this month, an *Orion* crew was running developmental panels on the Universal Weld System II when the operator accidentally entered the wrong value into the control system, causing an unintentional collision of the tack pin with the test panel/weld fixture.

“Your health is much more important than any NCD (Non-Conformance Document) on a tank,” Zulueta tells employees. In other words, make sure you’re totally ready before starting any task.

The Safety department investigates accidents and incidents to determine the cause, and often it comes down to distraction and inattention. “Many factors can contribute to a lack of situational awareness,” says **Dan Walkowski** in Safety Program Assurance. “Primarily our thoughts are related to fly-out and our futures.”

Walkowski understands that everyone has momentary lapses. “Anyone can hit the wrong key on a keyboard,” he says. “The question is why do we do it, and how do we keep from repeating these mistakes?”

“When we have an accident or incident, we still need to apply what we’ve learned and the mistake-proof processes – probably more so now than ever in the history of the program,” adds Walkowski.

Safety engineer **Laura Chauffe** reports that Lockheed Martin still consistently performs well below the industry injury average. Michoud’s OSHA Recordable Injury Rate is 47 percent below the

average, and the Day Away From Work Injury Rate is 73 percent below the average.

The Safety department also embraces the Golden Egg philosophy for hardware that is critical to the fly-out of the ET program. Every precaution should be taken to ensure Golden Egg hardware is protected from damage.

Walkowski’s advice – “be aware of and recognize the potential consequences of inadvertent, unplanned actions. Plan for the unexpected. The way you can prevent accidents and damage.” He promotes the Huddle process as still “our foremost tool for doing that. Get together, discuss the task at hand, make sure everyone understands the instructions, get all your tools together, and commit to finishing ET strong.”

In the meantime, meet with your manager to discuss the position you have applied for in the Lockheed Martin system.

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