

Why do we want a Star?

from Marshall's Safety Office

Axel Roth, associate director for policy and review at Marshall, chairs the Voluntary Protection Program (VPP) Steering Committee. During the committee meeting Aug. 17, Roth challenged members to answer the question, "Why do we want a VPP Star?"

NASA Administrator Dan Goldin has set the goal for all centers to qualify for VPP participation, under the Agency Safety Initiative — but that's not why we want the Star for ourselves.

The VPP Steering Committee identified these reasons:

- The Marshall community never stopped working to improve our Safety, Health and Environmental Program. We want to see the VPP Star awarded, as public recognition of our efforts and accomplishments.

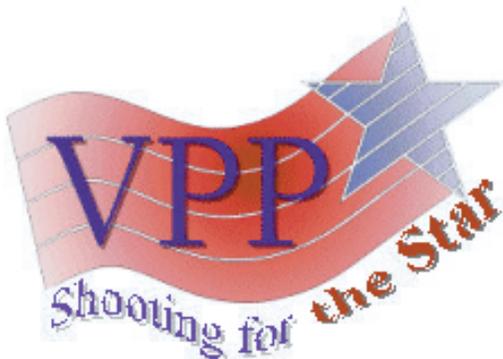
- Only programs with the best worker protection are selected to participate in the Voluntary Protection Program. Safety is our No. 1 core value, and we believe we can earn a Star rating.

- Employers with the VPP Star set the national standard of excellence in safety and health programs. We believe the Marshall community belongs at the top.

- Every improvement we make in our Safety, Health and Environmental Program represents several co-workers who avoid a work-related injury or illness. We are dedicated to ensuring that each of us is safe and healthy as we leave work each day.

- OSHA chooses companies with innovative safety programs to participate as VPP Star sites. The Marshall community has the knowledge, skill and ability to reach and stay on the leading edge of worker protection systems and technology.

- If we commit ourselves to full teamwork in striving to achieve our Safety, Health and Environmental Program goals, no other center will be able to surpass our accomplishments. Marshall deserves to be No. 1 in worker protection.



Marshall Center photo

Engineers at the Marshall Center prepare a composite liquid oxygen tank for testing. The tank was designed and built by Lockheed Martin.

Composite tank

Continued from page 1

tank is approximately nine feet (2.7 meters) in length and four feet (1.2 meters) in diameter and weighs less than 500 pounds (225 kilograms), which represents an 18 percent weight savings over a metal tank of similar construction.

Composites are seen as one of the key components in the drive by NASA and the aerospace industry to decrease the weight of future launch vehicles as a means of reducing the cost of launching payloads into orbit from the current \$10,000 per pound to \$1,000 per pound.

That is one of the goals of NASA's Second Generation Reusable Launch Vehicle (RLV) program, a research and technology development effort that also aims to substantially improve safety and reliability. The Marshall Center manages that program for NASA.

NASA at the Marshall Center and at the White Sands Test Facility in New Mexico has worked together with Lockheed Martin since 1997 to develop the approach and test methods for demonstrating composite liquid oxygen tanks. NASA and Lockheed Martin tested the material extensively following a building-block approach. This approach began with coupon testing, progressing to panels, then to specific tank type interfaces and joints, scaling up to small bottles, and finally to this sub-scale tank.

For more information about NASA's Second Generation RLV program, go to:

www.slinews.com and www.spacetransportation.com

Obituary

Rea, John L., 91, of Huntsville, died Aug. 9. He retired from Marshall in 1974 where he worked as an aerospace engineering technician.