



FIRST POST-ACCIDENT SHUTTLE MISSION
CREW OF 5 CHOSEN

NASA, on January 9, 1987 named five veteran astronauts to fly the first post-Challenger mission. The space shuttle Discovery is scheduled for launch on February 18, 1988 and will be flown by Frederick Hauck, commander; Richard Covey, pilot; and mission specialists John Lounge, George Nelson and David Hilmers.

The Discovery flight will be a four-day mission to deploy the second of NASA's Tracking and Data Relay Satellites. A similar communications satellite was aboard Challenger when it exploded. NASA plans to launch Discovery from the Kennedy Space Center in Florida during daylight and landing is scheduled on the long dry lake bed at Edwards Air Force Base in California.

The announcement was made by Rear Admiral Richard Truly, the associate administrator for NASA's space flight. Truly is a former astronaut. At the announcement, Truly said, "The naming of the crew for the next mission is a major event in the process of returning the shuttle to flight. I am particularly pleased to assemble a group of such experienced individuals led by one of our senior space flight veterans, and I am very proud of them."

Here is a biographical sketch of each crew member:

+Hauck, 45, a Navy captain and nuclear engineer is a veteran of two past flights of shuttle. He was the pilot on STS-7 in June 1983 (Challenger) and commander of the 51-A flight of Discovery in November 1984. He is a former test pilot and the veteran of 114 combat missions. Last year, he was assigned to NASA's Washington headquarters as a congressional liaison.

+Covey, 40, an Air Force colonel and aeronautical engineer, is also the veteran of one shuttle flight. He was the pilot aboard the 51-I mission of Discovery in August-September 1985. A veteran of 339 combat missions over Vietnam, Covey served as the capsule communicator for the ill-fated Challenger mission and was the last person to speak with the crew before the accident.

+Nelson, 36, a civilian astrophysicist, is a veteran of two shuttle flights. He took two spacewalks during the 41-C mission in April 1984 of Challenger, repairing a damaged solar observatory satellite. He also flew aboard the last successful shuttle mission, the January 1986 (61-C) flight of Columbia. It featured the deployment of a communications satellite and a night landing at Edwards.

+Lounge, 40, is a civilian astrogeophysicist. He flew with Covey aboard Discovery on the 51-I mission in 1985. As a naval aviator he logged 99 combat missions over Southeast Asia.

+Hilmers, 36, a Marine lieutenant colonel and electrical engineer, was a mission specialist aboard the maiden flight of Atlantis (51-J) in October 1985. The mission was classified as secret by the Defense Department. He was to have flown last May, deploying a satellite using a Centaur upper stage. The liquid-fueled Centaur was cancelled after Challenger's accident because its use was considered too hazardous.

A news conference will be held at the Johnson Space Center in Houston on January 15, 1987 when the five crew members will be introduced to the public and more details of the mission given to the gathered media personnel.

Speaking of the effort to resume shuttle flights near the February 18, 1988 target date, NASA Deputy Administrator Dale D. Myers said, "I see a

real surge of commitment of people within NASA and industry. We are now very much on schedule."

SCCS COVERS FOR THIS NASA MILESTONE IN SHUTTLE HISTORY...The SCCS agrees with Mr. Myers of NASA and from our viewpoint of the people at NASA, and especially at the Johnson Space Center and within the Astronaut Corps, there is certainly a feeling that radiates a renewed confidence in the U. S. space program.

Due to the importance of this newly-scheduled mission and selection of crew members, we have serviced covers for each of the individual crew members, just as we did for STS-1 through 4. Each cover will contain background information about the individual astronaut, along with his picture in the cachet. This is going to be a set of covers that newer collectors will be looking for when the first post-accident flight of Discovery takes place in 1988. Our set of 5 is each hand cancelled with the Houston MPP hand cancel of January 9, 1987.

OTHER IMPORTANT NASA EVENTS THAT LED TO THIS 1988 MISSION...Below is a listing of the five most important events that led up to this new mission of Discovery and the SCCS prepared a cover for each of the five listed. All are hand cancelled with the Houston MPP hand cancel on the dates of each announcement.

MARCH 10, 1986 NASA selects the first nine post-accident shuttle missions with the first launch to be made on February 5, 1987. (Naturally, this schedule was not met. But SCCS covers for this event will contain an insert giving complete details of the nine missions.)

MAY 15, 1986 NASA announces that the first post-accident shuttle mission will carry a Tracking and Data Relay Satellite, like the one destroyed with the Challenger.

JUNE 23, 1986 NASA Administrator James Fletcher announces that the first post-accident shuttle mission will be made in July 1987. (Again, this flight has now been scheduled for February 1988).

JULY 14, 1986 NASA Administrator James Fletcher announces that the next shuttle flight will have to be postponed from July 1987 until "early 1988".

OCTOBER 3, 1986 DISCOVERY TO BE LAUNCHED FEBRUARY 18, 1988

James Fletcher and Richard Truly release a schedule for the launch dates of 30 shuttle flights, along with the major cargos, and the first post-accident mission will be made by Discovery on February 18, 1988. (Along with this cover, the SCCS will enclose an insert listing all of the announced shuttle missions and cargos.)

"This shuttle manifest is based on a flight rate goal that we believe is acceptable and prudent," said Fletcher, who with Truly, stressed the schedule would be changed if safety issues arose. Eventually, said Fletcher, he expects to achieve a rate of 16 flights a year, a feat that will be made easier when the shuttle's Vandenberg Air Force Base pad is completed and the facility reopened, possibly in 1991.

The October 3, 1986 announcement also said that the early flights will use the long obstruction free runways at Edwards Air Force Base in California for their daylight landings. When the agency is confident of safety concerns with the shuttle braking system and tires have been satisfied, landings on the Kennedy Space Center strip will be resumed, Truly announced.

The first of NASA's space station assembly missions is slated for the first quarter of 1993, with additional space station payloads scheduled on each of the subsequent flights through the end of 1994.

We hope you will find this bulletin of The Space Log of interest as there is a lot of activity taking place within NASA that pertains to the future missions of the space shuttle. And we will be on hand to bring this future information to you.

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