



The Space Shuttle Decision

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Government**

The Space Shuttle Decision:

The Space Shuttle Decision T. A. Heppenheimer, 1999 **The Space Shuttle Decision** National Aeronautics and Space Administration, T. A. Heppenheimer, 2013-11

The Space Shuttle took shape and won support and criticism as part of NASA's search for a post Apollo future. NASA had grown rapidly during the 1960s and the success of the piloted moon landings brought insistent demands that NASA should shrink considerably. In facing those demands and in overcoming them to a degree, NASA extended our manned presence in space. Before anyone could speak seriously of a space shuttle, there had to be a widespread awareness that such a craft would be useful and perhaps even worth building. A shuttle would necessarily find its role within an ambitious space program and while science fiction writers had been prophesying such wonders since the days of Jules Verne, it was another matter to present such predictions in ways that smacked of realism. This book portrays NASA's search for continued manned space exploration after the success of Apollo. During 1969, with Nixon newly elected and the first astronauts setting foot on the Moon, NASA Administrator Thomas Paine led a push for a future in space that promised to be expansive. He aimed at nothing less than a piloted expedition to Mars propelled by nuclear rocket engines that were already in development. En route to Mars, he expected to build space stations and large space bases. Almost as an afterthought, he expected to build a space shuttle as well to provide low cost flight to these orbiting facilities. Soon after Neil Armstrong made his one small step in the lunar Sea of Tranquility, Paine received a cold bath in the Sea of Reality. Nixon's budget director Robert Mayo chopped a billion dollars from Paine's request. This brought an end to NASA's hopes for a space base and for flight to Mars. It appeared possible, however, to proceed with the space station and the Shuttle as a joint project. The Shuttle drew particular interest within the Air Force, which saw it as a means to accomplish low cost launches of reconnaissance satellites and other military spacecraft. Congress, however, was deeply skeptical toward the proposed shuttle station as both the House and Senate came close to killing it in 1970. NASA responded to this near death experience by placing the station on the shelf and bringing the Shuttle to the forefront. Its officials needed political support that could win over doubters in Congress and they found this support within the Department of Defense. The Air Force now found itself in a most unusual position. Its generals had worked through the 1960s to pursue programs that could put military astronauts in space. These programs had faltered. Yet here was NASA offering the Pentagon a piloted space shuttle. The Air Force gave its political support to the Shuttle and NASA went on to quell the opposition on Capitol Hill. The OMB was a tougher opponent. These critics forced NASA to abandon plans for a shuttle with two fully reusable liquid fueled stages and to set out on a search for a shuttle design that would cost half as much to develop. Budget officials demanded a design that would be smaller and less costly, even though such a shuttle would have significantly less capability than the Air Force wanted. By shrinking the Shuttle, however, NASA won support where it counted. Caspar Weinberger, the OMB's deputy director, gave his endorsement late in 1971. Nixon also decided that the nation should have a shuttle. On the eve of decision, the key player proved to be OMB.

Director George Shultz He decided that since the shuttle was to serve the entire nation it should have the full capability for which NASA hoped and the Air Force demanded Shultz's decision reinforced Nixon's putting an end to the OMB's continuing demands to downsize the design The consequence was the Space Shuttle as we know it today **The Space Shuttle**

Decision T. A. HEPPENHEIMER, 2009-11-18 This significant new study of the decision to build the Space Shuttle explains the Shuttle's origins and early development In addition to internal NASA discussions this work details the debates in the late 1960s and early 1970s among policymakers in Congress the Air Force and the Office of Management and Budget over the roles and technical designs of the Shuttle Examining the interplay of these organizations with sometimes conflicting goals the author not only explains how the world's premier space launch vehicle came into being but also how politics can interact with science technology national security and economics in national government The weighty policy decision to build the Shuttle represents the first component of the broader story future NASA volumes will cover the Shuttle's development and operational histories **The Space Shuttle Decision** National Aeronautics and Space Administration, T. A.

Heppenheimer, 2013-08 The Space Shuttle Decision NASA's search for a reusable space vehicle National Aeronautics and Space Administration T A Heppenheimer Before anyone could speak seriously of a space shuttle there had to be a widespread awareness that such a craft would be useful and perhaps even worth building A shuttle would necessarily find its role within an ambitious space program and while science fiction writers had been prophesying such wonders since the days of Jules Verne it was another matter to present such predictions in ways that smacked of realism After World War II however the time became ripe Everyone knew of the dramatic progress in aviation which had advanced from biplanes to jet planes in less than a quarter century Everyone also recalled the sudden and stunning advent of the atomic bomb Rocketry had brought further surprises as the Germans bombarded London with long range V 2 missiles late in the war Then in 1952 a group of specialists brought space flight clearly into public view The concept of a space station took root during the 1920s in an earlier era of technical change that focused on engines As recently as 1885 the only important prime mover had been the reciprocating steam engine The advent of the steam turbine yielded dramatic increases in the speed and power of both warships and ocean liners Internal combustion engines powered by gasoline led to automobiles trucks airships and airplanes Submarines powered by diesel engines showed their effectiveness during World War I After that war two original thinkers envisioned that another new engine the liquid fuel rocket would permit aviation to advance beyond the Earth's atmosphere and allow the exploration and use of outerspace These inventors were Robert Goddard a physicist at Clark University in Worcester Massachusetts and Hermann Oberth a teacher of mathematics in a gymnasium in a German speaking community in Romania Goddard experimented much wrote little and was known primarily for his substantial number of patents Oberth contented himself with mathematical studies and writings His 1923 book *Die Rakete zu den Planetenraumen* The Rocket into Interplanetary Space laid much of the foundation for the field of astronautics **The Space Shuttle Decision** National

Aeronautics and Space Administration (NASA), World Spaceflight News (WSN), U. S. Government, 2017-10-23

This NASA report presents a fascinating history of the decision to proceed with the Space Shuttle program

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As with the Army and Navy in World War II

NASA had grown rapidly during the 1960s

Similarly just as those military services saw a sharp falloff in funding in the wake of victory

the success of the piloted Moon landings brought insistent demands that NASA should shrink considerably

In facing those demands and in overcoming them to a degree

NASA established itself as a permanent player in Washington

During 1969 with Nixon newly elected and the first astronauts setting foot on the Moon

NASA Administrator Thomas Paine led a push for a future in space that promised to be expansive

He aimed at nothing less than a piloted expedition to Mars propelled by nuclear rocket engines that were already in development

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drew particular interest within the Air Force which saw it as a means to accomplish low cost launches of reconnaissance satellites and other military spacecraft **SPACE SHUTTLE DECISION V1 PB** HEPPENHEIMER TA,2002-05-17

Heppenheimer looks back at the shuttle s technical antecedents such as the X 15 rocket plane and rocket booster technologies and illuminates the principal personalities involved in the space shuttle decision and their motivations He traces NASA s evolving programme goals the technical calculations political maneuvering and fiscal constraints and explains the myriad designs that preceded the shuttle concept In closing he looks in detail at the circumstances leading to the politically charged development decision of 1972 *History of the Space Shuttle: The space shuttle decision, 1965-1972* T. A.

Heppenheimer,2002 **DEVM SPACE SHUTTLE** Heppenheimer Ta,2002-05-17 **SPACE SHUTTLE DECISION V1 PB** HEPPENHEIMER TA,2002-05-17 **The Space Shuttle Decision, Etc., NASA SP-4221, 1999 ,1999***

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The Space Shuttle Decision Introduction

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