



1972 Spaceport News Summary

Followup From the Last Spaceport News Summary

I am putting text I add or someone else provides, in a blue font, versus Spaceport News text, in black. I am putting hot links in purple font. [Thank you Greg Koch!](#)

There are some responses and feedback to share which follow but first, since the President and Vice President were at KSC for the Demo-2 launch, Armando Oliu got Pete Chitko and I going on past launch visits by US Presidents. [Thanks Armando and Pete!](#) As of the launch of Demo-2, three in-office Presidents have watched a launch on-site. Here are some facts about Presidents who have watched launches.

[President Nixon, Apollo 12](#), viewing location; viewing area/stands north of the VAB. The below photo on the left is a screen grab from some Apollo 11 footage, showing the VAB viewing area where President Nixon was. This area is currently in the vicinity of C3PF. This viewing area has not been used since Apollo, to the best of my knowledge. The above mentioned footage is at [the following site](#), no sound, including brief views of Johnny Carson and Jack Benny. The second photo below shows President Nixon, his wife Pat to his left in the photo, his daughter Tricia on the lower left and Thomas Paine, then NASA Administrator, holding an umbrella on the right.



President Clinton, STS-95, John Glenn's flight, viewing location; roof of the Launch Control Center. The following is a photo from collectSPACE, with Bill and Hillary Clinton on the left. I believe Bob Cabana is the astronaut in the photo, with Dan Goldin, the then NASA Administrator, on the right.



President Trump, Demo-2, viewing location; 5th floor balcony of OSB II. Part of the caption for the below photo is "U.S. President Donald Trump, U.S. Vice President Mike Pence and his wife Karen Pence applaud after the launch of a SpaceX Falcon 9 rocket and Crew Dragon spacecraft on NASA's SpaceX Demo-2 mission..."



I believe Demo-2 set some records as the first time a President and Vice President watched a launch together and the first time a President or Vice President watched the first time launch of astronauts on a new rocket.

Also of note, on this [collectSPACE site](#), there is a comprehensive listing of President and Vice President visits and such, including Vice President Spiro Agnew watching four

launches at KSC; Apollo 9, Apollo 11, Apollo 13 and Apollo 14. In actuality, Vice President Agnew also witnessed the Apollo 17 launch, according to my research.

From some feedback, in the 1984 Spaceport News Summary there is the following article, from the March 2, 1984, Spaceport News.

On page 2, "Painting To Grace O&C". Part of the article reads "A new sight is in store for those working or visiting in the Operations and Checkout Building. A four-by-six-foot oil painting by McDonnell Douglas graphic artist David Tormoen soon will be gracing a wall of the O&C lobby. Presented to NASA by McDonnell Douglas, the painting was undertaken as part of an O&C spruce-up plan envisioned by MDTSCO Director George Faenza. Faenza, who recently had several large Space Shuttle-related pictures hung in the cafeteria, wanted something different for the lobby..."



DAVID TORMOEN POSES with his tribute in art.

Well, part of the painting, the lower right portion, is a neat story in itself. The following is from John Tribe. "...talking about a picture being placed in the O and C Lobby is interesting in as much as my wife, Melinda, is featured in it (bottom right) sitting next to NASA engineer John Straiton. She was a Rockwell engineer at that time. The painting of them was from a photo that was in a NASA promotional brochure and was reversed

in the painting...” John also sent me part of the brochure, titled “THE USER’S GUIDE TO SPACELAB PAYLOAD PROCESSING”, dated March 1983, and the below photo, is from the brochure.



And to further complete the story, John sent me the below, a recent photo of the painting, in an office, at the KSC Visitor Complex. **Thanks a bunch John!**



For more feedback, from the 1984 Spaceport News Summary, there is this article, from the September 14, 1984, Spaceport News, “**Shuttle Experiments Don’t Just Happen**”. The following photo is included.



“ED OSCAR, standing, lead for the HITS group, engineer Maynette Smith and co-op James Howard monitor a display screen during experiment testing.”

Maynette Smith responded with “...I was the experiment test engineer for the Solar Array Experiment (SAE) and Dynamic Augmentation Experiment (DAE) on OAST-1, which flew on STS-41D. We tested them against an interface simulator in the O&C building before OAST-1 was installed in the orbiter at the pad. I was 9 months out of college -- wrote the procedure, led the test, and corresponded quite a bit with Judy Resnick as she was the Mission Specialist that was going to operate the experiment on orbit. She was even there for the interface test in the O&C building. She was a class act! SAE was the prototype for the solar arrays that are now on the ISS....”. **Thanks a bunch Maynette!**

For some more feedback, this photo is in the 1984 Spaceport News Summary, from the September 28, 1984, Spaceport News.



“FIVE KSC employees, the first launch honorees to fly to Johnson Space Center at Houston to follow the 41-D mission after launch, are pictured with Gene Keyes, chairman of Manned Space Flight Awareness at JSC, who met them on arrival there. Representing the 54 contractor and 11 NASA/Civil Service employees honored during 41-D are, from left, Verdell Fayson, honoree

program coordinator Goerge Gnann, Virginia Krajnyak, Maynette Smith, Madalyn Powers, and Terrie Lynn Bunch.”

I asked Maynette some questions about the photo and she responded with “...yes, I was part of the first group from KSC to go to another center, in this case JSC, for the Launch Honoree Award. NASA 4 was loud. We flew it out of PAFB. I actually also flew on NASA 4 to VAFB when they were planning to fly a synthetic aperture radar (Shuttle Imaging Radar series) from VAFB on the shuttle. Now, THAT was a LONG trip. I was part of a team and it took us over 12 hours to get there -- including a stop in Austin to refuel and wait for bad weather to clear...”.
Thanks a bunch Maynette!

This photo is in the 1977 Spaceport News Summary, from the August 19, 1977, Spaceport News.



THE FLOOR OF THE VAB was transformed into a television set during the filming of an episode for the TV series “Six Million Dollar Man,” starring Lee Majors. Portions of the show, entitled “Enemies in Space,” were filmed in the VAB, O&C Building, LC 39 Pad B and a beach house located on KSC.

I asked if anyone knew what looks like a covered porch is on the upper right side of the photo. Emery Lamar previously responded with “I’m pretty sure that was a viewing area for tourists coming into the VAB from the West end. There are signs on the VAB west end hallway with VAB construction tidbits like 100 miles or so of pipe using as pilings for VAB construction, etc. I don’t think it was there for that long. Covered in Plexiglas so nothing could fall on the tourists.”
Thank you very much Emery!

And Joel Reynolds just recently responded with “...Emery Lamar is correct, the Lexan “porch” was for tour folks and it was located pretty mid-West Transfer Aisle, VAB so folks could see most of the High Bays all the way up to the roof. They entered from the West through the first floor of “B” tower?? It was taken out as the first SRM boosters entered the VAB. Think I was

part of discussions that our folks could no longer be allowed in the VAB after the SRMs were there...". **Thanks a bunch Joel!**

And finally, this photo, as well as an article, is in the 1977 Spaceport News Summary, from the June 24, 1977, Spaceport News. Joel Reynolds responded with "...the Cherry Picker, allowing flight crews to enter the orbiter on top of the 747, was the KSC Fire Snorkel fire vehicle (look closely) that my boss, Chief Gray, donated to the ALT Program. That left KSC without a high-rise fire truck – we Fire and Rescue Branch folks and the KSC Fire Department were not happy with that. We did not get a ladder truck until years later – I think." **Thanks a bunch Joel!**



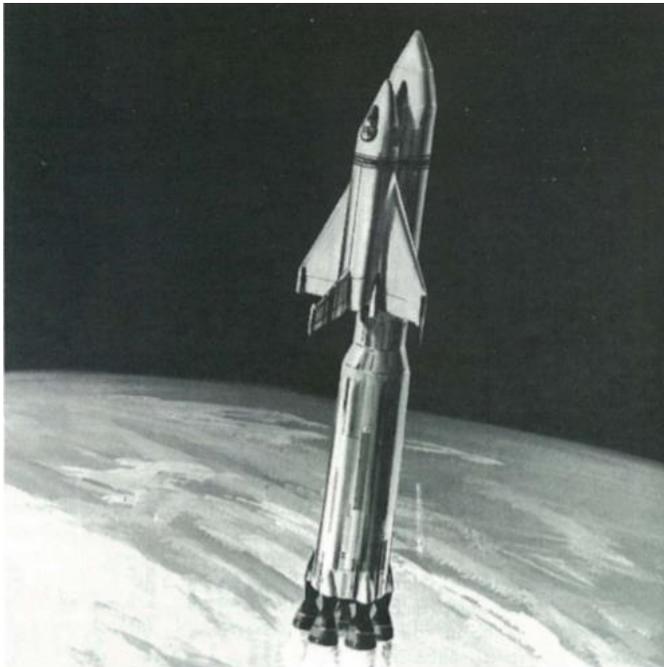
ASTRONAUTS Fred Haise and Gordon Fullerton and the Enterprise. Crew used cherry picker to enter cockpit side hatch for historic flight.

From The January 13, 1972, Spaceport News

The lead article is “KSC in Spotlight after Shuttle Go-Ahead With Role of Designing Launch Facilities”. In part, the article reads “KSC’s responsibility for designing space shuttle launch and recovery facilities took on new meaning when President Richard M. Nixon announced plans for the United States to proceed with the development of the new space vehicle. The estimated development costs will be \$5.5 billion over a six-year period, about one-fourth the cost of the Apollo Program. The shuttle should be operational by the end of the decade.

Two different kinds of boosters are still under consideration. The first uses liquid propellants and pressure-fed engines, and is recoverable. The second uses solid rocket motors... ..In addition to the crew, the orbiter will carry two passengers. Provision also can be made to accommodate six to 12 persons, or perhaps even more, in special modules carried in the payload bay... ..A shuttle source evaluation board will be selected this month and NASA plans to issue requests for proposals in the Spring...”.

This shuttle concept is on page 4.



On page 4, “Mattingly Reviews Apollo 16 Orbital Plans”. A portion of the article reads “While Apollo was developed to explore the Moon, there are many other important objectives that can be accomplished concurrently with the lunar landing mission, Apollo 16 Command Module Pilot Thomas K. Mattingly told media representatives as he discussed the forthcoming mission at KSC last Thursday...”

... Discussing the Apollo 16 landing site-Descartes, in the lunar highlands-he said that there may be an opportunity to obtain samples of part of the Moon's original surface. Descartes crater, he said, is a very subdued crater, very difficult to see, and the surrounding area features grooves, stones and furrows that look a great deal like terrestrial volcanics...

...He demonstrated use of a light flash detector he plans to wear during an experiment enroute to the Moon to identify the source of flashes experienced by previous Apollo crews....”.



“THOMAS K. MATTINGLY, Command Module Pilot for Apollo 16, displays BIOSAC, a new experiment to be flown in the command module. It is designed to check the effects of high energy radiation on biological materials and organisms. This press conference was held in the KSC Training Auditorium. At left is a model of the command-service module (CSM), with an area marked off to show where the scientific instrument module (SIM) bay is located, while a SIM bay model is at center. At right is a CSM with the launch escape system attached.”

From The January 27, 1972, Spaceport News

On the first page, [“Pioneer F Preparations Point to Feb. 27 Launch”](#). In part, the article reads “Preparations are on schedule for the February 27 launch of the Pioneer F spacecraft being for a perilous two-year voyage which will carry it through the asteroid belt and within 140,000 kilometers (90,000 miles) of Jupiter, the mysterious, cloudy giant of the solar system.

Donald C. Sheppard, chief of the Unmanned Launch Operations Spacecraft and Vehicle Support Operations Branch, said present plans call for mating the spacecraft-now undergoing checkout in Hangar AO-with its launch vehicle on February 15... ..Pioneer

F-to be designated Pioneer 10 after a successful launch-will be launched from Complex 36A on Cape Kennedy with an Atlas Centaur using an added solid fuel third stage...”.



“ENGINEERS ARE performing a mating check between the Pioneer F spacecraft top, and a dummy third stage engine in KSC’s Hangar AO, Cape Kennedy. Pioneer F is scheduled for launch from Complex 36 on February 27.”

Of note, after President’s Kennedy’s death and by Executive Order, the NASA Launch Operations Center (LOC) was renamed the John F. Kennedy Space Center. The name change officially took effect on December 20, 1963, and it has been the same ever since. At the time, the Cape Canaveral Missile Test Annex name was changed to the Cape Kennedy Air Force Station, and that officially took place on January 22, 1964. After a campaign by Florida residents, that name was changed to Cape Canaveral Air Force Station (CCAFS), circa 1973. According to Wikipedia, CCAFS “...was scheduled to be renamed Cape Canaveral Space Force Station (CCSFS) in March 2020, but the renaming was postponed indefinitely because of the COVID-19 pandemic...”

There is an article “[Apollo 16 Returned to VAB](#)”. The article states “The Apollo 16 space vehicle is being returned to the VAB from Pad A to allow the KSC launch team to remove the command module (CM) and replace a fuel tank that was damaged during the final portion of the combined systems test.

Once in the VAB the spacecraft will be demated and transported to the MSO Building, where the aft heat shield will be removed to provide access to the monomethyl

hydrazine tank, part of the reaction control system. The teflon bladder inside the tank was damaged during the helium pressurization test. There was no propellant aboard the spacecraft at the time. Also, pyrotechnic modification to the CM docking ring will be made while the spacecraft is in a protected area. The move from Pad A to the VAB was made once before. In winds gusting to 97 kilometers (60 miles) per hour the 500F test vehicle was transported back on June 8, 1966.”

On page 6, “[Gilruth Takes New Job, Kraft Heads MSC](#)”. A portion of the article reads “Dr. Robert R. Gilruth, Director of the Manned Spacecraft Center, has been appointed to the newly created position of Director of Key Personnel Development for NASA. Dr. Christopher C. Kraft, Jr., Deputy Director of MSC, succeeds Dr. Gilruth as Center Director. Sigurd A. Sjöberg was named Deputy Director...”

And the following photo is on page 7



“JOHN W. (JACK) KING, left, receives a Certificate of Appreciation from KSC Director Dr. Kurt H. Debus for 11 years of service as Chief of Public Information at KSC. King was recently named as Chief of the Public Affairs Office at the Manned Spacecraft Center.”

Jack announced a lot of launches for Public Affairs. If you have not seen [this video and audio from Apollo 4](#), the first Saturn V launch, on November 9, 1967, it is a classic in my opinion. Jack is announcing early in the video, and then toward the end, at about the 1 min 50 sec mark, Walter Cronkite starts speaking, talking about “our building is shaking...” and other neat stuff!!!!!!!!!!!!!!

From The February 10, 1972, Spaceport News

On page 1, "Apollo 16 Now Back On Pad A". In part, the article reads "The Apollo 16 space vehicle is back atop of Pad A following rollout Wednesday and is now being prepared for the final series of overall tests leading to launch on April 16... ..The actual countdown to launch will start on April 10..."

On page 7.

Inquiring Photographer

*Would You Like to Ride
Space Shuttle into Orbit?*



BECKY ATKINS, Boeing: Yes
—What better way to witness first hand the development of the Space Program.



SHIRLEY CARMICHAEL, NASA: No—I get air sick.



JAMES DeVAULT, NASA: Yes
—It would be a very exhilarating experience.

From The February 24, 1972, Spaceport News

On the first page, **“Glenn Returns 10 Years After Historic Flight”**. A portion of the article reads “John Glenn returned to the Cape last Tuesday and reminisced about his historic three-orbit Mercury flight that set the stage for later manned flights in the Gemini and Apollo Programs... ..The festivities started at 9 a.m. with a coffee in its Mission Briefing room in the MSO Building. Space pioneers, KSC and Air Force officials, four of the “Original Seven” astronauts and community leaders swapped stories for about 45 minutes before departing for the ceremony at Complex 14...

Some 3,000 people from KSC, the Cape, the county and from distant points in the country gathered to honor Glenn... ..As Glenn and his family entered the complex, the crowd gave them a standing ovation...”.

Several photos in the issue are below.



“John Glenn Speaks at Ceremony”



“FOUR OF THE “Original Seven” astronauts go over old times during a coffee in the MSO Building prior to 10th Anniversary Ceremonies honoring John Glenn for his three-orbit flight. From left are Glenn, Alan Shepard, Donald K. Slayton and Gordon Cooper.”



“TEN YEARS after launch, Glenn, his wife Annie and daughter Lynn pose in front of the service tower at Complex. 14, Cape Kennedy following the 10th Anniversary Celebration of his launch.

From The March 9, 1972, Spaceport News

In this issue, on page 3, “[Jim Ragusa Beginning New Chapter In Career as Aide to Deputy Director](#)”. Part of the article states “Jim Ragusa is beginning a new chapter in an eventful 11-year space age career that has run the gamut from commanding an Air Force missile silo during the early 1960's to being the first person to manrate the emergency egress slide wire at Cape Kennedy's Launch Complex 34. He recently was appointed Administrative Assistant to KSC Deputy Director Miles Ross...”

[Jim played a key role in astronaut emergency egress. More of the article, describing the Rubber Room \(blast room\) at LC39A and B, states “...He later helped qualify another launch complex support system - this one more down to the ground - or under it to be exact. Jim, along with six others, participated in the first feasibility test of the underground blast room beneath Pad A at Launch Complex 39.](#)

Sealed inside for 24 hours, the team simulated the procedures personnel would follow in the event of an emergency on the launch pad above. He felt at home underground, having logged about three years in and out of Titan II missile silos as a young Air Force officer. He noted that living in a room entirely supported by springs took some getting used to at first, but wasn't really difficult as long as everyone didn't walk around at the same time. (The room is configured in this manner so that shock waves resulting from a mishap on the launch pad above would not endanger personnel in the blast room.)”...

[The following is from Tip Talone about the 24 hour Rubber Room test, “...the Ragusa story about the 24 hour test of the blast room...I was one of those "dummies", ...I thought it was more than 6 of us....don't remember who all was there. Art Franklin, Fire Chief Norris I do remember. We all started out on the MLP zero level and dove into the Teflon tube, hurling down into the padded room, then into the blast room. Guys getting crashed into in the padded room. 24 hours....no outside air at all \(burned O2 candles and took turns hand cranking a CO2 removal machine\), portable \(open\) toilet in the middle, K rations, and it got hot and stuffy and it stunk... ..reclining foam chairs \(blast](#)

chairs) and the floating spring-mounted floating floor meant a lot of movement. Noisy with a dome to reflect all sound. 24 hours. Not fun. One of the dumbest things I've done....” **Thanks a bunch Tip for the personal insight!** The [following video](#) includes a walkthrough of the Rubber Room.

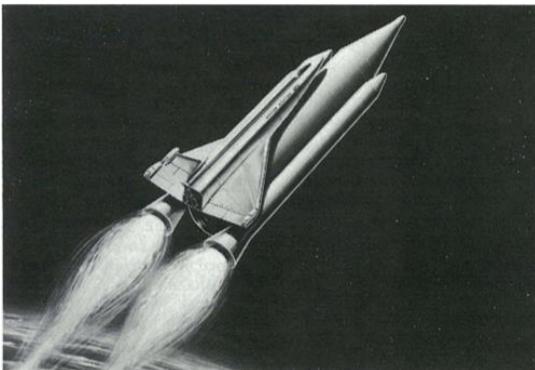


“KSC DEPUTY DIRECTOR Miles Ross, left, goes over some paperwork with James Ragusa, newly-named Technical Assistant to Ross.”

From The March 23, 1972, Spaceport News

In this issue, on the first page, **“Recoverable Solids Booster Selected for Shuttle”**. In part, the article reads “Dr. James C. Fletcher, NASA Administrator, announced on March 15 that the Space Shuttle will be launched by a recoverable booster stage using solid rocket motors. Request for proposals for design and development of the Space Shuttle were issued to industry on March 17.... ..The question of the Space Shuttle’s launch site has not yet been resolved...”

...The Space Shuttle will be developed over the next six years. Horizontal test flights are to begin in 1976 and manned orbital test flights in 1978. The complete Shuttle system is to be operational before 1980...”.



“NASA has decided to develop a recoverable Space Shuttle booster stage powered by solid rocket motors. At liftoff, the twin solid motors will burn in parallel with the orbiter stage’s liquid fueled engines and drop off at an altitude of about 40 kilometers (24 miles)...”.

On page 2, ["Let's Go Get 'Em," Says Young to Spaceport Team"](#). Part of the article reads "More than 1,500 Spaceport launch team members crowded into the VAB's cavernous High Bay 3 March 15 to hear members of the Apollo 16 crew outline details of the lunar landing mission scheduled for launch April 16 at 12:54 p.m. John W. Young, Commander, and Charles M. Duke, Lunar Module Pilot, stressed the essential functions of the launch team and outlined their mission to the Moon's rugged Descartes region in detail..."



"APOLLO 16 CREWMEN outlined the upcoming lunar landing mission recently to KSC launch team. Commander John W. Young is at left and Lunar Module Pilot Charles M. Duke, Jr. at right."



"APPROXIMATELY 1,500 Spaceport employees gathered in High Bay 3 of the VAB to hear Young and Duke explain mission plans."

Also in this issue, “Astronaut Slayton Returned To Flight Status, Outlook Good”. The article states “Donald K. (Deke) Slayton, only one of the seven original Mercury astronauts who never flew in space, has been returned to flight status. Slayton, now Director of Flight Crew Operations at the Manned Spacecraft Center, was removed from astronaut flight status on March 17, 1962, after he had been selected to pilot the Mercury Atlas (MA-) 7 mission. After doctors discovered that Slayton had an erratic heart rate described medically as Idiopathic Atrial Fibrillation, he was replaced on the MA-7 flight by astronaut Scott Carpenter.

Since 1962, Slayton has not been eligible for space flight assignments and has been required to have a co-pilot when piloting an aircraft since November 1963. NASA doctors said Slayton had taken medication for the heart irregularity until about a year ago. He has had no medication for about two years and no recurrence of the irregularity has occurred, doctors said. They described the outlook as promising.”

From The April 6, 1972, Spaceport News

In this issue, on the first page, “Spaceport Launch Team to Pick Up Apollo 16 Countdown on April 10”. A portion of the article reads “Precount operations leading to the launch of Apollo 16, scheduled at 12:54 p.m. Sunday, April 16, will start at 8:30 a.m., Monday, April 10... ..Center Director Dr. Kurt H. Debus will be at his console in Firing Room 1 during portions of the precount and during the terminal count... ..



Also in in this issue, [“Young, Duke Utilize Rover Racetrack, Lunar Surface Training Area At KSC”](#). In part, the article reads and referring to the Apollo 16 mission “...At launch time, Young and Duke will have each spent approximately 500 hours on lunar science training, 150 hours of which will have been spent at the Spaceport's Lunar Surface Training Area. The Lunar Surface Training Area is a sandy, palmetto-fringed tract located immediately south of the Flight Crew Training Building....”

The Flight Crew Training Building is now the Engineering Development Lab, M7-409, which includes Swamp Works. [Google Swamp Works](#) to find out more.

The subject article further states “...It is here that Young and Duke have practiced deployment of the comprehensive experiments of the Apollo Lunar Surface Experiments Package (ALSEP) and driven a one-gravity version of the Lunar Roving Vehicle(LRV) over a 2 kilometer (1.25 mile) course dubbed the "RoverRacetrack" The Lunar Surface Training Area includes simulated craters and is strewn with rocks and boulders to provide realism. The "racetrack" is studded with boulders, lengths of utility poles and assorted debris to give the Rover crew practice in making series of tight steeringmaneuver...

Some of the rock/boulder particulars include train car loads of volcanic cinders and boulders from the Flagstaff, Arizona area, one train car load from California, one dump truck load of granite and basalt rocks from quarries located in South Carolina and Georgia, and approximately 800 pounds of special breccia type rocks from an area near Austin, Texas.

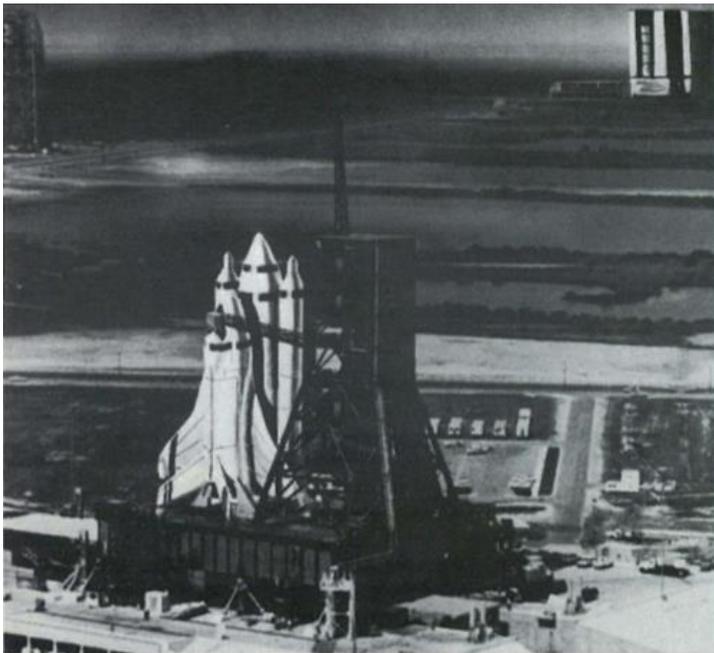
I found the following photo on a [collectSPACE topic/forum](#) about the Lunar Surface Training Area, which has some good information. The Apollo 16 crew is shown at the Training Area. In this photo, the then Flight Crew Training Building is in the very upper left. The entrance where the vehicles are parked, the ones facing the camera, is still visible to this day, although the entire area is grown over.



From The April 20, 1972, Spaceport News

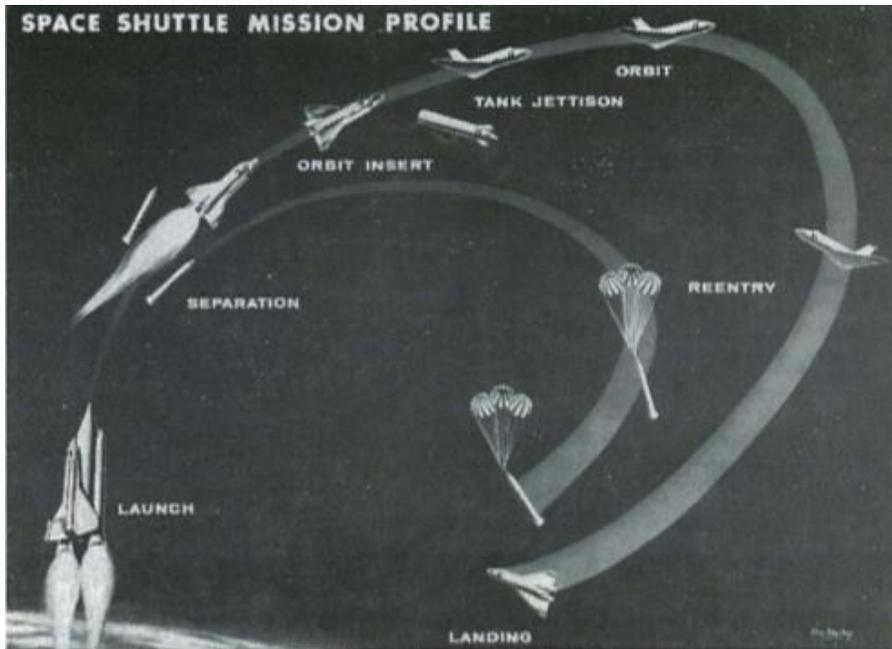
In this issue, the headline is “Spaceport Selected Initial Space Launch Site”. Part of the article reads “The long-awaited Space Shuttle site decision became public late on the morning of April 14. KSC was selected as the initial site. A second site will be developed at Vandenberg Air Force Base...”.

A couple of renditions are included with the article. In the rendition below, the umbilical tower, is to the north of the vehicle, the same as with Apollo. The Apollo Mobile Service Structure (MSS) is to the very upper left. The MSS was eventually demolished. For Shuttle, the Apollo Launch Umbilical Tower (LUT) came off the Mobile Launcher and became the Fixed Service Structure, part of the Pad proper, west of the vehicle. One remaining FSS is located at LC39A, in use by SpaceX for Falcon. Artemis/SLS has a similar configuration for the umbilical tower as Apollo, location wise, north of the vehicle at the pad, and part of the ML.



“SPACE SHUTTLE on its mobile launcher at a Complex 39 pad is shown in this artist's concept.”

The caption for the rendition on the following page is “ORBITAL CONFIGURATION of a Space Shuttle mission is shown in this artist's concept. Booster drop tanks and the booster will parachute into the Atlantic Ocean where they will be recovered, returned for refurbishing and used again. Following its orbital flight the booster will land at its base where it will be prepared for another launch. Turnaround time of approximately two weeks is estimated when the Space Shuttle becomes operational.”



Also on page 1, “KSC Launches “16” on True Course”. In part, the article reads “The Kennedy Space Center launch team conducted its 11th successful launch of a Saturn V last Sunday... ..The countdown and launch were described as “very, very smooth” by Walter J. Kapryan, KSC Director of Launch Operations... ..Crewmen observed “shredded wheat”-like flakes coming from the skin of the lunar module several hours into the mission and an investigation indicated that this was due to paint peeling...”.



BREAKFAST BEFORE LAUNCH

In the photo, John Young, is in the lower right, next to Deke Slayton, middle right. Charlie Duke is seated on the middle left, next to Ed Mitchell, below Charlie. Ken Mattingly is leaning over the table, in the upper left. Charles Buckley, KSC Security, is seated next to Deke Slayton, above him in the photo. “...And the person standing in the white shirt is the crew quarters’ cook Lew Hartzell” Thanks for the assist Pete Chitko!



“THE TWO DAUGHTERS of President Nixon and their husbands were briefed on space activities by Astronaut Alan Bean following the launch. At left are Julie and David Eisenhower and at right are Tricia and Edward Cox.”

[This photo is also in the issue.](#)



“JAMES A. McDIVITT, former astronaut and manager of the Apollo Spacecraft Program at MSC, announced his retirement from NASA during a press conference in Cocoa Beach prior to the launch of Apollo 16. McDivitt, also a brigadier general in the Air Force, was selected as an astronaut in September 1962. He was command pilot for Gemini IV, a 66-orbit, 4-day mission in June 1965, and was commander of Apollo 9, an Earth orbital mission which demonstrated the flight capability of the full array of Apollo hardware in March 1969...”.

From The May 4, 1972, Spaceport News

The lead article is “Prepare Apollo 17 For Dec. 6 Launch”. Bits of the article read “The tempo of preparations for the launch of Apollo 17, scheduled no earlier than December 6, 1972, is increasing... Preliminary preparation of the Saturn V second stage, which arrived October 26, 1970, and the third stage, which arrived December 20, 1970, is underway in the VAB... Arrival of the first stage is scheduled on May 11...”.

On page 3, “Dismantling Starts at LC 34-37”. Part of the article reads “Stripped of all useful structures and equipment, the remains of Saturn I/IE Launch Complexes 34 and 37 will be dismantled over a seven-month period which began May 1... The decision to dismantle the two complexes came after it was decided to conduct all future manned launches from the Spaceport's Complex 39. LCs 34-37 were used for 15 Saturn I and Saturn IB launch vehicles, including the launch of Apollo 7, the first manned flight in the Apollo series...”.

The following photo is on page 1.



“APOLLO 17 CHIEF TEST Supervisor William Schick, second from left, chairs tri-weekly status meetings, held Monday, Wednesday and Friday mornings in Firing Room 4 of the Launch Control Center. Beginning about the time the space vehicle is powered up and continuing through launch, daily meetings will be held.”

Of note, for Shuttle, daily integrated scheduling meetings were held in this same room, also referred to as 3R22, once the vehicle was vertical in the VAB. Meetings in this room eventually moved to 1R29 and then to 4P10, where current day type meetings are held. Apollo never launched out of FR4, however the latter part of the Shuttle Program launched from FR4 and SpaceX Demo-2 launched from FR4.

From the June 1, 1972, Spaceport News

On page 1, "**Apollo 16 Crew Returns To Thank Launch Team**". A portion of the article reads "The Apollo crew returned to KSC last Thursday to thank Spaceport personnel for a ride that was literally out of this world... ..An estimated 8,000 members of the Government/industry team that launched the crew on their landing mission attended the welcoming ceremonies in the Vehicle Assembly Building...

... "I've been able to come back to Kennedy for the past 10 years and say 'thank you' to the people who've worked so hard on our machines," said Young, a veteran astronaut with two Gemini and two Apollo flights to his credit... .. Dr. Debus was host at a luncheon held in the Manned Spacecraft Operations Building preceding the VAB ceremony. Approximately 125 Government and contractor managers were on hand as the crew discussed their mission and answered questions concerning the flight....".



"APOLLO 16 CREW PRESENTS U.S. and Florida flags carried to the Moon during their historic mission to Center Director Dr. Kurt H. Debus during a ceremony in the VAB last Thursday. Thomas K. Mattingly and Charles M. Duke watch as Apollo 16 Commander John W. Young makes the presentation."

From The June 15, 1972, Spaceport News

The headline is "**NASA-Interior Pact Expands Refuge**". In part, the article reads "All of KSC with the exception of operational areas was incorporated into the Merritt Island National Wildlife Refuge at an impressive ceremony in the Training Auditorium June 2. The refuge agreement, signed by Willis Shapley, NASA Associate Deputy Administrator, and Nathaniel Reed, Assistant Secretary of the Interior, increased the size of the refuge to approximately 140,000 acres, second largest in Florida and among the largest in the Southeast..."

... The Refuge dates back to 1963 when the two agencies agreed on its establishment as a means of preserving the natural environment. At that time, the Refuge covered about 58,000 acres. Since then, by placing additional areas under Refuge control, NASA had increased the Refuge to about 100,000 acres. The new agreement extended the Refuge to cover the area to the north and east of the Haulover Canal...”



“KSC DIRECTOR DR. KUIRT H. DEBUS, left, and U.S. Senator Edward J. Gurney, right, show their approval as NASA Deputy Associate Administrator Willis H Shapley, second from left, and Assistant Secretary of the Interior Nathaniel P. Reed, exchange congratulations after affixing their signatures to a NASA-Interior agreement adding 40,000 acres to the Merritt Island National Wildlife Refuge in a June 2 ceremony at the Training Auditorium. The agreement now includes 140,000 acres of land and water, excluding only the Spaceport’s operational areas.”

From The June 29, 1972, Spaceport News

The headline article is “**Center Marks 10th Anniversary**”. In part, the article reads “KSC begins its second decade of operations as a NASA Center... ..Established as the Launch Operations Center on July 1, 1962, by NASA Circular 208, dated March 7, 1962, and signed by Dr. Hugh Dryden, the installation’s name was changed to the John F. Kennedy Space Center, NASA, by an Executive Order signed by President Lyndon B. Johnson on November 29, 1963...”. There are several commemorative articles in the issue.



“E & L BUILDING on Cape Canaveral was the first Launch Operations Center headquarters.”

This photo is also in the issue.



“KSC's most recent recipients of NASA Awards were photographed with Deputy Director Miles Ross and KSC awards program administrator Bill Martin prior to departure to attend the award ceremony at MSFC last week. Awards were for excellence of performance during the Apollo 16 mission. Left to right: Martin, Horace Lamberth, Eugene Sestile, Richard Gramling, Willard Halcomb, Archie Morse, resident office chief for MSC at the Spaceport, who was also an award recipient; and Ross.”

From The July 27, 1972, Spaceport News

In this issue, “**NASA Tours Marks Sixth Anniversary**”. Part of the article reads “...One clear indication visible every day in the year, except Christmas, is the NASA tours attendance at KSC. July 22 marked the sixth anniversary of this program which began in 1966 with 1,552 bus patrons. Crowds in July 1972 have ranged from 5,000 to 10,000 or more. Visitor No. 6,000,000 is expected to arrive before December 31, 1972...”

... Funds appropriated for the first tours center were limited and facilities were meager. The interim facility at US #1 and the NASA causeway was made up of trailers which had been shoved together and whose walls were knocked out. A tin shed with 3,000 square feet of floor space served as a museum... .. In keeping with government policy, visitors were admitted to parking, museum and exhibits areas without charge. A fee was charged for tours however...”.

There were no photos included with the article but I found these photos on the web, showing the main KSC Visitor Complex over the years, which has grown by leaps and bounds.



The above photo, from 1966, was called the interim Visitor information Center, located just east of US1, out of view at the bottom of the photo, and NASA Causeway, is at the upper left. The row of palm trees, in the middle of the photo, is still there.



This aerial view, from 1970, is at the current location of the KSC Visitor Complex.



And a more recent aerial view is above. Toward the upper center of this photo is where the two main buildings from the 1970 photo are located.

From The August 10, 1972, Spaceport News

The headline is “Preps Under Way On Apollo 17, Skylab 1”. Portions of the article read “When the S-IB booster for Skylab 2 is erected atop Mobile Launcher 1 in the Vehicle Assembly Building’s High Bay 1 on August 31, KSC will have three space vehicles “in flow” for the first time since the peak of Apollo launch activity in 1969-1970.

The Saturn V launch vehicle for Apollo 17 has been erected on Mobile Launcher 3 in the VAB’s High Bay 3 and the Apollo spacecraft is to be moved from the Manned Spacecraft Operations Building to the VAB for mating on August 2. Preparations remain on schedule for the rollout of the Apollo 17 space vehicle to Complex 39’s Pad A on August 28.

The Skylab 1 launch vehicle “stacking” began on August 2 with the erection of the S-IC booster on Mobile Launcher 2 in the VAB’s High Bay 2. The S-II second stage is scheduled for erection on September 21 and the Orbital Workshop in which the astronauts will live and work for weeks at a time is due to arrive at KSC October 16.

...Firing Room 1 in the Launch Control Center has been used to track Apollo 17 preparations and Firing Room 3 was recently reactivated to handle Skylab 2. The Skylab 1 launch vehicle will be controlled from Firing Room 2...”



“SATURN V first stage for Skylab 2 was erected on its mobile launcher in the VAB last week.”

From The August 24, 1972, Spaceport News

The lead story in this issue is “**Announce New KSC Projects Office**”. Sections of the article read “A Space Shuttle Projects Office has been established to coordinate preparations for the new space transportation system for which KSC will be the initial launch site later in this decade. Dr. Kurt H. Debus, Center Director, announced the appointment of G. Merritt Preston as Manager of the new office... ..Andrew J. Pickett, who was Preston’s deputy in the Center Planning and Future Programs Directorate, will be his deputy in the new office. The new Office will responsible for program office functions related to shuttle program activities including launch, landing and refurbishment of shuttle stages, and the execution of program functions related to design and development of shuttle facilities...”.



G. MERRITT PRESTON

From The September 7, 1972, Spaceport News

In this issue, the headlines is "Apollo 17 Moved to LC-39's Pad A". Part of the article reads "With more than 5,000 guests and dependents of KSC Civil Service and contractor employees watching, Apollo 17 was moved from the VAB to Pad A Monday, August 28... ..Apollo 17 Commander Eugene A. Cernan, Command Module Pilot Ronald A. Evans and Lunar Module Pilot Dr. Harrison H. "Jack" Schmitt visited the viewing site near the VAB to greet guests as the space vehicle moved from the VAB..."



"AN ESTIMATED 5,000 guests and dependents of KSC Civil Service and contractor employees viewed the rollout of Apollo 17 August 28th."

Also in this issue, "Support Operations Engineers Manage Transporters, ML's, MSS". A portion of the article reads "Four NASA engineers and 10 Bendix Support employees operated the world's most unique taxi service last week at the Kennedy Space Center. Their "hack" was one of KSC's two huge transporters. The "fares" included the Apollo 17 space vehicle, the astronauts who are scheduled to be launched aboard it to the Moon Dec. 6 and a contingent of inquiring newsmen..."

... The four engineers, all attached to the Support Operations Directorate and veterans of numerous space vehicle rollouts, were Bill Childers, Marty DiPietro, Harry Bell and Charlie "Shorty" Hughes... .. Childers heads this NASA team, which also monitors Bendix personnel who operate and maintain the transporters and their related systems. He noted that rollout is never really routine due to the tension experienced when moving a cargo of this size...

... Childers spent the day riding in the forward operator's cab, and periodically visited other duty stations to verify that all systems were working properly. DiPietro and Hughes monitored their respective activities within the transporter's control room, located near the middle of the vehicle. Bell shuttled between the control room and the Crawlerway, verifying that the vehicle's treads were operating properly...

... A highlight of the rollout took place early in the move when Apollo 17 astronauts Eugene Cernan, Ronald Evans and Harrison Schmitt took turns driving the transporter..."



"SUPPORT OPERATIONS team that manages transporter operations. Left to right: Marty DePietro, Harry Bell, Bill Childers and Charles Hughes."

From The September 21, 1972, Spaceport News

On the first page, "[Apollo 17 Burn To Be Visible Over Wide Area](#)". A part of the article reads "When Apollo 17 burns its way into the night sky to begin the last manned lunar exploration mission at 9:53 p.m. EST on December 6, it will leave a brilliant trail potentially visible over an area three times the size of Texas..."

...This vast circle of visibility has an 800 kilometer (500 mile) radius extending far into the Carolinas, Alabama and Georgia and covering much of Cuba and the Bahamas and the surrounding Gulf of Mexico and the Atlantic Ocean... ...all of the 11 giant Saturns flown previously have been launched during daylight hours...

...The radius of visibility will gradually be widened as the space vehicle gains altitude with the maximum of 800 kilometers (500 miles) to be reached approximately two and half minutes after launch..."



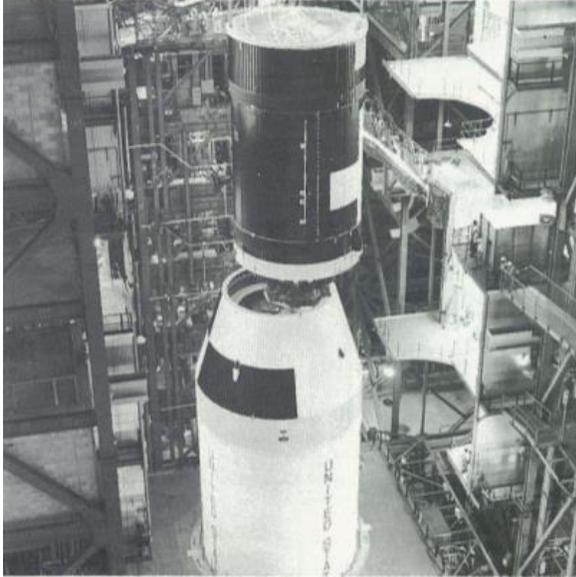
“MAP of Southeastern U.S. indicates area where Apollo 17 first stage burn will be visible on a clear night. Viewers atop tall buildings or in mountainous area may be able to see from a greater distance.”

From The October 5, 1972, Spaceport News

The first article is “**KSC Skylab Activity On Upswing**”. In part, the article states “...The arrival of the Orbital Workshop and its Apollo Telescope Mount three weeks ago brought most major items of Skylab hardware into “flow” at KSC and the remaining pieces will arrive before the end of the year... ..The workshop and associated equipment arrived at Port Canaveral aboard the Point Barrow on September 22nd and were moved up the Banana River to the Vehicle Assembly Building the following day...

... The Apollo Telescope Mount - the first manned scientific telescope in space - arrived at the Cape Kennedy Skid Strip via Guppy on September 22 and was immediately moved to the Manned Spacecraft Operations Building where it was placed in a “clean room” to undergo an extensive checkout... ..The ATM is to be moved to the VAB in January for mating with the Orbital Workshop...

...The only major items of Skylab hardware yet to be received are the Airlock Module/Multiple Docking Adapter (AM/MDA) and the Instrument Unit for the Skylab 1 Saturn V which will launch the workshop...”.



“SKYLAB ORBITAL WORKSHOP is lowered for mating with the Saturn V second stage”. [The above photo is in VAB HB2.](#)

On page 3, [“Achievement Awards To KSC Groups”](#). There are several photographs, one of which is below.



“LC 39 Fire, Safety and Security Working Group with Center Director Dr. Kurt H. Debus following presentation of Group Achievement Award. Left to right: Joel Reynolds, IS-PEM; Robert Woods, SF-OPN; Vernon Jansen, IS-PEM; Dr. Debus, Jack Lewis, IS-PEM; Walter Miller, DF-PIO; Barton Downes, LV-OMO; Donald Phillips, now of SP; and Alfred Carroll, IS-SEC. Norris Gray, IS-PEM, was not present for the photo.”

I asked Joel Reynolds some details about the photo, and he responded with “...my first KSC Group Award - the Fire, Safety, Security Working Group – as a result of the Apollo Fire. To improve KSC Fire, Safety and Security operations overall... ..Vern Jansen, Bruce’s father, led the group. Had members from all major KSC organizations – Don Phillips, from Launch Vehicle Operations (LVO) (then Shuttle Processing), was a member... ..Walt Miller represented Design

Engineering and Al Carroll was NASA Security. KSC Fire and Rescue Branch was a branch of the Division IS-PEM. KSC Safety was a separate Directorate (SF) and Bob Woods was part of Safety Operations... ..Brings back memories – IS was Installation Support; IS-PEM was Installation Support, Plant Engineering and Maintenance.” **Thanks a bunch Joel!**

Also in this issue, **“Records Roundup” For Files Purge Scheduled For October**”. In part, the article reads “KSC’s annual “Records Roundup” a Center-wide effort to purge inactive records and other unessential materials from files, will be conducted throughout October... .. "Clearing file cabinets," said Craig, "accomplishes several purposes. It saves office space, saves us new expenditures for file cabinets and makes current files more efficient."...

...Inactive records may be moved to the KSC Records Staging Area at Complex 34. Documents stored in this air-conditioned facility may be retrieved overnight on a routine basis or within an hour in the event of an emergency. The Complex 34 facility serves as a staging area for storage before files are shipped to the Federal Records Center in Atlanta..”.



“INACTIVE RECORDS stored at Complex 34 staging area. Manager Jimmy Broadwell provides prompt retrieval.”

The only substantial building remaining at Complex 34 is the blockhouse. Of note, of the ICBM Road and nearby Launch Complexes, the blockhouses at LC11, LC12, LC13 and LC15 have been demolished. The other original blockhouses remain, at LC36, LC14, LC16, LC19, LC20, LC34 and LC37, as of a few months ago.

Now for a side story. The USAF kept one of the Atlas mobile service towers, at LC13, intact for many years, thinking it might be preserved for museum use. It was demolished in 2005. In any case, Pete Chitko and I went to the subject launch complex one day, many years back, and our game plan was to climb the tower. Well, as I recall, Pete climbed about two levels and said he was just not comfortable going any further as the corrosion on the tower was pretty bad and the stairs were, what shall I say, a little spongy in places. Smart move! So Pete went down and I proceeded to climb to the top

of the tower and came back down. At least we did a “buddy system”. Not the smartest thing I have ever done. After I came down, I told Pete I needed to get hold of USAF Safety and tell them the situation and recommend some better barriers to prevent people from doing what I did. And so I did contact USAF Safety and they did put up some better signage/barriers.

From The October 19, 1972, Spaceport News

On the first page, "**Flight Readiness Test On Apollo 17 Underway**". Part of the article reads “Preparations for the launch of Apollo 17 at 9:53 p.m. EST on December 6 continue on schedule at KSC with a milestone in mission preparations-the Flight Readiness Test-underway today...

...Today’s activities were to begin with a countdown picking up at T minus 4 hours, 54 minutes, with the test team aiming for a mock liftoff at 1 p.m. The post-launch part of the test will run to 14 hours of “plus” time. The simulated flight will be conducted after selected command/service module propulsion tests and command module touchdown...

The Apollo 17 space vehicle will be in a launch configuration with the exception of test equipment required to simulate such functions as propellant loading, umbilical ejection, and liftoff...

...training exercises were conducted Monday night to give close-out crews in the mobile launcher and the Boeing fire rescue team experience in rescue under conditions of darkness... ...The first portion of the exercise was a simulation of an aided egress of the crew from the spacecraft with the assistance of the suit technicians and North American Rockwell close-out crew on the 320-foot level of the mobile launcher. The second portion of the exercise called for the seven-man Boeing rescue team in a bunker west of the launch pad to approach the pad in the M-113 rescue vehicles, ascend the mobile launcher, help the crew leave the spacecraft...”.

From The November 2, 1972, Spaceport News

In this issue, the headline is "**Space Has Changed Our World**". In part, the article reads “Apollo 17 took another step toward its rendezvous with destiny on Monday with the successful completion of the Launch Readiness Review... ...The Countdown Demonstration Test (CDDT) will begin on November 15 and continue through a simulated liftoff with a fully fueled space vehicle at 9:53 p.m. November 20. The cryogenic propellants aboard the space vehicle will then be detanked and final portion

of the countdown repeated on the following day. Participating in the unloaded or “dry” portion of the CDDT will be the Apollo 17 prime crew-Astronauts Gene Cernan, commander, Ron Evans, command module pilot, and Jack Schmitt, lunar module pilot. “Liftoff” time for the dry portion of the CDDT will also be 9:53 p.m. EST November 21...

...Overall space vehicle operations will be controlled from Firing Room No.1 in the Complex 39 Launch Control Center. The spacecraft countdown will be run from an Acceptance Checkout Equipment (ACE) control room in the Manned Spacecraft Operations Building...”.

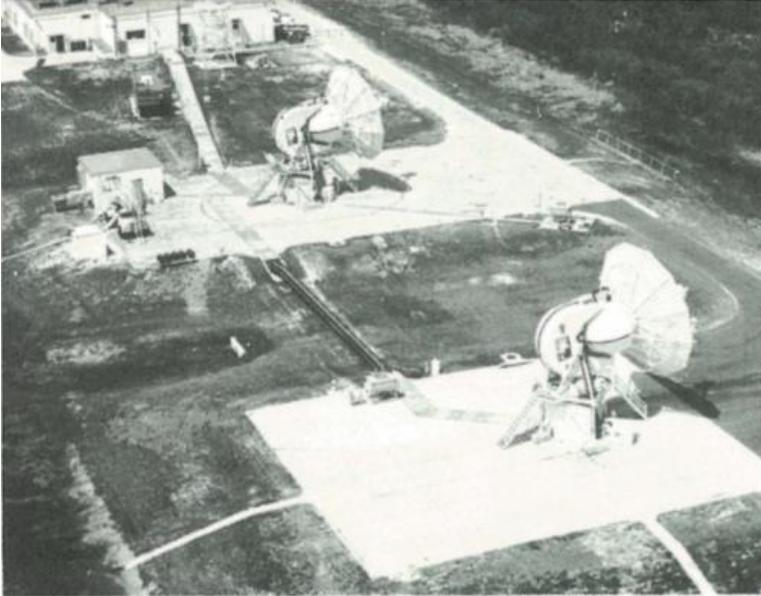
From The November 30, 1972, Spaceport News

On page 1; **“Apollo 17 Set For Launch December 6”**. A portion of the article reads “The Apollo 17 countdown was to get underway at 8:30 a.m. today, leading to liftoff from Complex 29’s Pad A at 9:53 p.m. EST December 6. The mission is the final one in the Apollo series and involves the first night launch of a Saturn V. The double drawing card has created intense public interest and a record-breaking number of spectators-estimated at 42,000-will be on the center for launch.

Dr. Kurt H. Debus, KSC Director, set the tone for the mission: “The Apollo 17 mission which is only a few days away will formally end the most challenging program and series of explorations ever attempted by mankind...”.

On page 4, **“Unified S-Band Station At KSC Has Key Apollo 17 Role”**. Part of the article reads “New equipment and added requirements of the Apollo 17 mission will increase the vital role that the NASA Goddard Space Flight Center Spaceflight Tracking and Data Network station at KSC plays in the Apollo Program. Known as Unified S-Band site GMIL (the station designation), the station will be one of 11 STDN ground stations employed worldwide in the support of Apollo 17... ..For the upcoming mission, GMIL will utilize for the first time in the Apollo Program a recently-installed 30-foot antenna as a backup to a similar antenna used for all prior Apollo missions...”.

The following is from a KSC related Environmental Site Assessment Report: “...The facility has been also referred to as the Unified S-Band Station (S-Band), and the Merritt Island Launch Annex (MILA)...”.



“UNIFIED S-BAND site with the two 30-foot antennas that will play a key role in the Apollo 17 mission. The station will participate in translunar injection of the spacecraft and will provide communications support as the LM lands on the Moon.”

MILA was decommissioned July 28, 2011, after the last Shuttle mission. The following reads in [Space.com](#) and [collectSPACE](#) are good articles about MILA. MILA was demolished in 2012. MILA was located just west of the KSC Visitor Complex. A photo of what was MILA from 2012 is directly below. As I have mentioned in Neat Information Updates for different facilities that have been demolished, unless you know, and in this case, it's almost like MILA was never there! [This video](#) tells the MILA story.



Below is a slightly dated photo of the road sign off Space Commerce Way, giving a clue of what was once there. I believe the road sign is still there.



And on page 8 there is this photo.



“ONE OF 25 NEW NASA Tours buses. The new buses will replace old ones in preparation for an anticipated record throng of patrons during the winter months.”

From the December 14, 1972, Spaceport News

The headline is; “Apollo 17 Launch Most Spectacular”. A portion of the article reads “The KSC launch team sent the Apollo 17 crew on its way to the Moon at 12:33 a.m. December 7 in a night-time launch described by the press as “the most spectacular in U.S. space program history”. Viewed on center by more than 50,000 people and by unaccounted millions in the Southeastern United States, Cuba and the Bahamas the Saturn V lifted off to turn KSC into “the land of the midnight sun”, as one enthusiastic journalist phrased it...

...Launch had been scheduled for 9:53 p.m. EST on December 6 but the countdown went into a hold at the T minus 30-second mark due to a relay failure in the automatic sequencer... ...An analysis and workaround of the problem required a two hour 40 minute delay in launch...”.



“LAUNCH OF APOLLO 17”



“CREW RELAXES at prelaunch dinner in Crew Quarters. Facing camera, left to right, are David Ballard, support team leader; Harrison Schmitt, Eugene Cernan and Ronald Evans. Across table, front to rear, are astronaut Stuart Roosa, Charles Buckley, Chief, Security Office; astronaut Alan Shepard, partially shown; Flight Crew Operations Director Donald Slayton and astronaut Charles Duke.”



“ALABAMA GOVERNOR GEORGE WALLACE, who was invited by Vice President Spiro T. Agnew, was among guests at the VAB Viewing Site. Here he is shown with Mrs. Kurt H. Debus, center, who accompanied the party. and Mrs. Wallace.”



“LAUNCH OFFICIALS in Firing Room 1 study data to determine the cause of technical problem that resulted in a hold at T minus 30 seconds. Standing, left to right, are KSC Director Dr. Kurt H. Debus, Spacecraft Operations Director John J. Williams, Launch Operations Director Walter J. Kapryan; Deputy Launch Operations Director Dr. Robert H. Gray, Apollo Program Director Dr. Rocco A. Petrone and Launch Vehicle Operations Deputy Director Isom Rigell. Seated, center, is Launch Vehicle Operations Director Dr. Hans F. Gruene.”

[Also in this issue.](#)



“KSC CHRISTMAS TREE in front of the Headquarters Building will be formally lighted at the time of splashdown of the Apollo 17 crew on December 19. As 5,000 KSC Civil Service and contractor family members viewed the Apollo 17 launch from the Headquarters Building area last Wednesday night, the tree was lighted.”

From The December 28, 1972, Spaceport News

On page 2; "[KSC Had Major Role In Mercury, Gemini, Apollo Crew Training](#)". This is a good detailed article. Part of it reads "...While the Kennedy Space Center primarily launches NASA's manned and unmanned space vehicles, it supports astronaut training requirements directed by Manned Spacecraft Center personnel based at the Florida Spaceport...

...Mercury astronauts took part in considerably more space vehicle tests than Gemini or Apollo counterparts, according to Guenter Wendt, the pad leader who closed out 25 of the Nation's 27 flight crews in five different launch complex white rooms. Wendt, a North American employee, said Mercury astronauts had to rely more on firsthand training in their spacecraft because they were limited in the number of mission parameters and failures that could be fed into the simulator. He also noted that the Mercury space pilots additionally were limited in experiencing certain simulations because they were not allowed to reconfigure onboard flight equipment to simulate theoretical training situations...

...Mercury and Gemini simulators were housed in the old Mission Control Center at Cape Kennedy. The Apollo command and lunar module simulators were located in KSC's Flight Crew Training Building...

... Launch pad emergency egress procedures were a great deal less formal during Mercury. At Launch Complex 5-6, the site from which the Mercury-Redstones were launched, the "Cherry Picker" was the old standby for astronaut egress. In the event of an impending emergency, a Mercury astronaut - could have activated a spacecraft launch escape system that would have rocketed both him and the spacecraft to safety.

A more sophisticated apparatus, available during the four Mercury-Atlas launch preparations at Complex 14, featured a basket dropped from the umbilical to the spacecraft hatch. Since more persons were working at Gemini Complex 19 during space vehicle pressurization, two slidewires attached to the umbilical tower were used. The Gemini astronauts also had ejection seats for emergency egress, but never used them at the Cape either during training or an actual pad emergency...

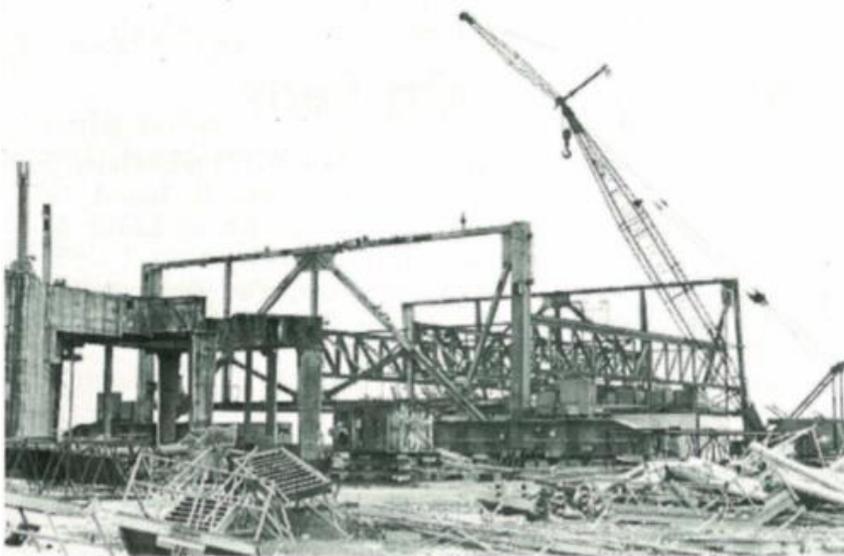
... the Mercury cherry picker, a backup egress device, was used during a space vehicle wet mock test (CDDT) to extricate Gemini-5 astronauts Gordon Cooper and Pete Conrad, who couldn't leave their spacecraft when the complex erector wouldn't retract...

...The slidewire was later used at Launch Complex 34, supporting the Apollo 7..."

Of note, emergency egress for Apollo 8 and subs and Shuttle used a slidewire system.

Also in the issue, “[Pad Modifications, Dismantling Among Major KSC 1972 Projects](#)”. In part, the article reads “Heavy, high volume pumps, formerly in use at KSC's Complexes 34 and 37, are now set for use in Mississippi in river and harbor environmental control work. Dismantling of the two Saturn 1 complexes at Cape Kennedy was one of the major modification efforts at KSC during 1972...

... Dismantling of Complex 34 and 37 began after a decision to conduct all future manned launches from Complex 39. The complexes were used for 15 Saturn 1 and Saturn 1B launches, including Apollo 7...”.



“DISMANTLING of Complexes 34 and 37 is almost complete. This view shows Complex 37 as it looks at year's end.”