

MARK

NRO AP. OVED FOR RELEASE  
9 FEBRUARY 2012

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you could save the shuttle part. M: I was very anxious to get the military involved in the shuttle because it was in fact the most capable launch vehicle that we were building at the time. Remember that TITAN 34-B was not as capable as the shuttle and that was the thing that was coming in the military. I always kept TITAN 34-B as a back-up, but I wanted the primary launch vehicle to be the shuttle. It had to do with capability of the bird. The things that we have done since then, you know repair on orbit, and check out on orbit before you deploy a satellite and all that stuff with human beings I thought was a very valuable capability to have. My military friends don't agree with that to this day. The shuttle was in financial trouble in 1980. The person who really pushed through the shuttle program was Harold Brown. I went to Harold, I said, look we have got to have this shuttle for military applications. We have committed [REDACTED]

[REDACTED] shuttle launches. In both cases, volume was the issue because the [REDACTED] were big on both of them. It wasn't the weight. The vent existing ELDs, the expendable launch vehicles could not carry either [REDACTED]

[REDACTED]  
[REDACTED]  
[REDACTED] it was funnier than hell. So, the shuttle was very important, and it was Harold who went to the president and got the billion dollars necessary to rescue the shuttle program. In fact, I was there at the meeting in the cabinet room. There is a picture put in the book I wrote on my Washington years of Frank PRESS who was the science advisor, myself, a couple of other people meeting with President Carter to persuade him to put the billion dollars into the shuttle program. That was late in 1980, in fact it have even been after the election. Carter did it. I think it was before the election, but I am not

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