

# Ronald Reagan Presidential Library Digital Library Collections

---

This is a PDF of a folder from our textual collections.

---

**WHORM Subject File Code:** OS001  
(Outer Space: Space Flight)  
**Case file Number(s):** 430000-433999  
**Box:** 14

---

To see more digitized collections visit:  
<https://www.reaganlibrary.gov/archives/digitized-textual-material>

To see all Ronald Reagan Presidential Library inventories visit:  
<https://www.reaganlibrary.gov/archives/white-house-inventories>

Contact a reference archivist at: [reagan.library@nara.gov](mailto:reagan.library@nara.gov)

Citation Guidelines: <https://reaganlibrary.gov/archives/research-support/citation-guide>

National Archives Catalogue: <https://catalog.archives.gov/>



COMMAND, CONTROL,  
COMMUNICATIONS  
AND  
INTELLIGENCE

ASSISTANT SECRETARY OF DEFENSE 4830

WASHINGTON, DC 20301-3040

24 JUN 1986

430769  
1130

05001  
FG185  
FG013

MEMORANDUM FOR SECRETARY OF DEFENSE

*Rockwell, Willard F.  
CHALLENGER*

SUBJECT: Shuttle Replacement: Privatization

An alternative financial strategy to procure a replacement Shuttle is the unsolicited "proposal" from the civil sector (see attached letter) to finance, procure, and lease back to the government a new (fourth) shuttle. It appears that the financial community is able and willing to arrange the necessary financing.

To nail down the specifics, NASA will issue an RFP within 30 to 60 days to determine the cost, schedule, leasing arrangements, etc. of such a civil financing concept.

*Don Latham*  
Donald C. Latham

Attachment

GENERAL SPACE Corporation

12

General Space Corporation  
Two Chatham Center  
Suite 240  
Pittsburgh, Pennsylvania 15219  
412/391-1847

4830

GENERAL  
SPACE  
Corporation

February 25, 1986

BY HAND DELIVERY

Mr. Isaac T. Gillam, IV  
Assistant Administrator for Office of Commercial Programs  
National Aeronautics and Space Administration  
600 Independence Avenue, S.W.  
Washington, D.C. 20546

Dear Mr. Gillam:

In spite of the turmoil of these recent weeks, precipitated in part by the tragic loss of Challenger and her crew, it is incumbent on the responsible individuals and agencies of this country not to lose sight of the mandate that America maintain its leadership position in space. The developing world-wide competition for the world space market requires that we eliminate any uncertainty regarding the future of our space transportation system. U.S. and world business, and governments, must be able to plan for their future space participation. The decision to proceed with the construction of the replacement for Challenger will go far in eliminating such uncertainty.

In order to clarify any prior confusion as to our interest and intent regarding the purchase of a replacement orbiter, this letter is intended as an overture to a proposal from General Space Corporation for the funding of that orbiter. It is also a further response to NASA's January 22, 1986 announcement in the Commerce Business Daily regarding the purchase by the private sector of an orbiter.

Private sector funding of the fifth (replacement) orbiter at this time is a means of avoiding a major financial impact to the NASA budget in the light of present budget constraints and edicts to reduce budgets, and a means of avoiding additional federal government fiscal deficits.

It is also timely as a means of allowing the individual citizens of this country the opportunity for individual expressions of patriotic concern by voluntarily investing in the rebuilding of our national space effort.

GENERAL  
SPACE  
Corporation

Our plan that we will put forward to NASA includes the following concepts and elements:

- Funds for the purchase of the orbiter will derive from a combination of private and public offerings of General Space Corporation equity and debentures. The exact amount for the purchase is to be determined.
- The assurance of General Space Corporation's ability to raise these funds is tied to a long-term lease agreement with NASA, wherein, over a period to be determined, NASA leases the replacement orbiter from General Space at lease rates favorable to the government.

General Space has been advised by a major investment bank that, with such a lease, it will be possible to raise the funds required from the private sector.

- NASA will assume responsibility for procurement, maintenance and all ground and flight operations for the new orbiter as it has for all previous orbiters.
- When there is a need for the sixth orbiter, General Space proposes to fund its purchase under the same or similar conditions as our proposal for the fifth orbiter purchase.
- At such time as NASA is prepared to further privatize the space transportation system, General Space will be prepared to negotiate further ownership and operation of the orbiter(s).
- In addition to its responsibilities as lessor, General Space will propose to organize and operate an aggressive market development effort designed to expand and encourage private sector application and use of the STS.

It will be proposed that incentive payments will be made by NASA to General Space for the described marketing, subject to the success of the marketing activities. NASA and General Space will share in the incremental dollar gain from the commercial marketing activities.

- In view of General Space funding one or more new orbiters, it would be our hope that, at such time as NASA would move to further privatize the shuttle fleet, General Space would receive consideration for the opportunity to purchase the remainder of the fleet.

GENERAL  
SPACE  
Corporation

- Recognizing that there are various voluntary contributions made by individuals and organizations for the funding of the replacement orbiter, General Space would, if we are successful in our initiative for the orbiter, suggest that such contributors be offered the opportunity to receive General Space securities through our public offering, allowing them to participate in the free enterprise system.

This initiative is from General Space Corporation, and the public offering for raising the capital will be a General Space offering. General Space presently is a subsidiary of Astrotech International Corporation but will be owned largely by the American public after the offering. Organized as a public company, General Space will be unique for a company of its considerable size, in being dedicated solely to space. Astrotech will be a minority shareholder in General Space.

Our interest in the commercialization and privatization of space activities has not sprung from recent events. General Space was formerly Space Shuttle of America Corp. (Shuttle America), and as you may recall, we were engaged in serious discussions with NASA, beginning in February 1984, and continuing through May of 1985. During that time we discussed with you three successive proposals involving acquisition of orbiters and commercial marketing concepts.

We feel very strongly, and there is support for our position, that the use of willing investors' dollars, instead of taxpayers' dollars is a preferable alternative to fund this necessary program.

We look forward to the opportunity in the immediate future to meet with you and jointly finalize the details of the plan, leading to a proposal. This will accomplish for NASA and our country the rebuilding of our space transportation system.

Sincerely,

GENERAL SPACE CORPORATION

---

W. F. Rockwell, Jr.  
Chairman

NEGOTIATING COMMITTEE OF THE BOARD

Joseph V. Charyk  
John L. McLucas  
Robert T. Filep

National Security Council  
The White House

System # SI

Package # \_\_\_\_\_

DOCLOG \_\_\_\_\_ A/O \_\_\_\_\_

	SEQUENCE TO	HAS SEEN	DISPOSITION
Bob Pearson	_____	_____	_____
Rodney McDaniel	_____	_____	_____
Don Fortier	_____	_____	_____
Paul Thompson	_____	_____	_____
Florence Gantt	_____	_____	_____
John Poindexter	1	gf	_____
Rodney McDaniel	2	WA 6-24	A
NSC Secretariat	3	_____	_____
Situation Room	_____	_____	_____

I = Information    A = Action    R = Retain    D = Dispatch    N = No further Action

cc: VP Regan Buchanan Other \_\_\_\_\_

COMMENTS

Should be seen by: \_\_\_\_\_

(Date/Time)

Route copies to George Day and  
Jim Miller. *gf*

Isaac Gillam  
February 25, 1986  
Page Four

GENERAL  
SPACE  
Corporation

General Space Corporation Board of Directors

Willard F. Rockwell, Jr.  
Eugene A. Cernan  
Dr. Joseph V. Charyk  
Dr. Robert T. Filep  
Dr. James C. Fletcher  
Gerald D. Griffin  
Dr. Norman Hackerman  
Dr. Joseph P. Kazickas  
Dr. John L. McLucas  
Cruse W. Moss  
Don N. Stitt  
E. Doug Ward

cak

cc: Dr. William Graham

NSC/S PROFILE

UNCLASSIFIED

ID 8604830

RECEIVED 24 JUN 86 20

TO

WEINBERGER, C

FROM LATHAM, DONALD

DOCDATE 24 JUN 86

KEYWORDS: SPACE PROGRAMS

SUBJECT: SHUTTLE REPLACEMENT / PRIVATIZATION

ACTION: FOR RECORD PURPOSES DUE: STATUS C FILES WH

FOR ACTION

FOR CONCURRENCE

FOR INFO

MILLER, J

MAY

COMMENTS

REF# LOG NSCIFID ( TC TC )

ACTION OFFICER (S) ASSIGNED ACTION REQUIRED DUE COPIES TO

DISPATCH W/ATTCH FILE (C)

Q5001

WHITE HOUSE  
CORRESPONDENCE TRACKING WORKSHEET O - OUTGOING H - INTERNAL I - INCOMINGDate Correspondence  
Received (YY/MM/DD)

86/06/30

Name of Correspondent: Mr. / Mrs. / Miss / Ms. John Fazio MI Mail Report

User Codes: (A) \_\_\_\_\_ (B) \_\_\_\_\_ (C) \_\_\_\_\_

Subject:

Wants to be the first Senior Citizen  
to go into space.

## ROUTE TO:

## ACTION

## DISPOSITION

Office/Agency	(Staff Name)	Action Code	Tracking Date YY/MM/DD	Type of Response	Code	Completion Date YY/MM/DD
	CoKell	ORIGINATOR	86/07/09		C	86/08/08
✓	NASA	Referral Note:	86/07/11	R	A	86/07/28
		Referral Note:				
		Referral Note:				
		Referral Note:				
		Referral Note:				

## ACTION CODES:

A - Appropriate Action  
 C - Comment/Recommendation  
 D - Draft Response  
 F - Furnish Fact Sheet  
 to be used as Enclosure

I - Info Copy Only/No Action Necessary  
 R - Direct Reply w/Copy  
 S - For Signature  
 X - Interim Reply

## DISPOSITION CODES:

A - Answered  
 B - Non-Special Referral  
 C - Completed  
 S - Suspended

## FOR OUTGOING CORRESPONDENCE:

Type of Response = Initials of Signer  
 Code = "A"  
 Completion Date = Date of Outgoing

Comments: \_\_\_\_\_

Keep this worksheet attached to the original incoming letter.  
 Send all routing updates to Central Reference (Room 75, OEOB).  
 Always return completed correspondence record to Central Files.  
 Refer questions about the correspondence tracking system to Central Reference, ext. 2590.

# RECORDS MANAGEMENT ONLY

## CLASSIFICATION SECTION

No. of Additional Correspondents: \_\_\_\_\_ Media: L Individual Codes: 4000 \_\_\_\_\_  
Prime Subject Code: 05001 Secondary Subject Codes: WE005 \_\_\_\_\_  
-----  
-----  
-----

## PRESIDENTIAL REPLY

<u>Code</u>	<u>Date</u>	<u>Comment</u>	<u>Form</u>
C	_____	Time: _____	P. _____
DSP	_____	Time: _____	Media: _____

### SIGNATURE CODES:

#### CPn - Presidential Correspondence

- n - 0 - Unknown
- n - 1 - Ronald Wilson Reagan
- n - 2 - Ronald Reagan
- n - 3 - Ron
- n - 4 - Dutch
- n - 5 - Ron Reagan
- n - 6 - Ronald
- n - 7 - Ronnie

#### CLn - First Lady's Correspondence

- n - 0 - Unknown
- n - 1 - Nancy Reagan
- n - 2 - Nancy
- n - 3 - Mrs. Ronald Reagan

#### CBn - Presidential & First Lady's Correspondence

- n - 1 - Ronald Reagan - Nancy Reagan
- n - 2 - Ron - Nancy

### MEDIA CODES:

- B - Box/package
- C - Copy
- D - Official document
- G - Message
- H - Handcarried
- L - Letter
- M - Mailgram
- O - Memo
- P - Photo
- R - Report
- S - Sealed
- T - Telegram
- V - Telephone
- X - Miscellaneous
- Y - Study

MCN

JU 28 1986

Mr. John Fazio  
Cabana Club  
Deauville Hotel  
6701 Collins Avenue  
Miami Beach, Florida

Dear Mr. Fazio:

When NASA was established in 1958, one of the mandates in its charter directed the Agency to "provide for the widest practicable and appropriate dissemination of information concerning its activities and the results thereof." One method to disseminate information to the public concerning space shuttle missions is the Space Flight Participant Program. NASA established this program as a means to offer periodic opportunities for private citizens to fly on space shuttle missions.

Because of the emphasis on the desire to share the flight experience with the public, participants in the early stages of the Program will be selected from occupations considered to have unique skills in expressing themselves and interpreting events. At a later time it is anticipated that the eligibility requirements could be expanded to include a broader range of participants.

The first opportunity to fly as a Space Flight Participant has been offered to Barbara Morgan, an elementary school teacher from McCall, Idaho. Ms. Morgan had been selected as the backup candidate in the Teacher in Space Project. A flight opportunity has not been identified at this time.

A second opportunity had been established through the Journalist in Space Project. The selection process for this program is currently on hold and will be reactivated when shuttle flights are resumed.

Eligibility requirements or categories of future private citizen missions are currently under review. Such categories will be recommended by NASA's Space Flight Participant Evaluation Committee and confirmed by the Administrator of NASA at an appropriate time.

In the meantime, we are not taking names, there is no waiting list, unsolicited applications will not be retained. While NASA appreciates the public's support for citizen participation on shuttle missions, it must be remembered that the Space Flight Participant Program is but a small step in the evolution to increase flight opportunities beyond the traditional astronaut corps. With this limited program, it is clear that we will not be able to fulfill the dream of all those who hope to fly.

High regards,

Alan Ladwig  
Manager, Space Participant Program  
Office of Space Flight

cc: MC/Chron.  
MCN/Chron.  
CNN:Ladwig:SFPP-ALTR2  
Ladwig:sct:453-1915:7/22/86

T H E   W H I T E   H O U S E   O F F I C E

REFERRAL

JULY 11, 1986

TO: NATIONAL AERONAUTICS AND SPACE ADMINISTRATION

ACTION REQUESTED:  
DIRECT REPLY, FURNISH INFO COPY

DESCRIPTION OF INCOMING:

ID: 430958

MEDIA: LETTER, DATED JUNE 23, 1986

TO: PRESIDENT REAGAN

FROM: MR. JOHN FAZIO  
CABANA CLUB DIRECTOR  
CABANA CLUB  
DEAUVILLE HOTEL  
6701 COLLINS AVENUE  
MIAMI BEACH FL 00000

SUBJECT: WANTS TO BE THE FIRST SENIOR CITIZEN TO GO  
INTO SPACE

PROMPT ACTION IS ESSENTIAL -- IF REQUIRED ACTION HAS NOT BEEN  
TAKEN WITHIN 9 WORKING DAYS OF RECEIPT, PLEASE TELEPHONE THE  
UNDERSIGNED AT 456-7486.

RETURN CORRESPONDENCE, WORKSHEET AND COPY OF RESPONSE  
(OR DRAFT) TO:  
AGENCY LIAISON, ROOM 91, THE WHITE HOUSE, 20500

SALLY KELLEY  
DIRECTOR OF AGENCY LIAISON  
PRESIDENTIAL CORRESPONDENCE

2/14

5  
W.H.  
P.J. 22/6  
June 23, 1986  
Cabana Club  
Deauville Hotel  
6701 Collins Avenue  
Miami Beach, Florida

President Ronald Reagan  
The White House  
Washington, D.C.

433078

Dear Mr. President:

I realize that this is a critical time for our country's space program, a time when it needs all the support that it can get.

I was heart-broken when I saw the Challenger explosion and knew that the shuttle and its astronauts were destroyed. But now, more than ever, I believe in the future of our space program.

I have been a proponent of our space program from the start. I sent a telegram to Alan Shepherd on May 5, 1961, congratulating him on his historic flight. He signed the telegram and returned it to me. Since then, that same telegram has been sent back and forth between seven other astronauts and myself, each one of these space pioneers having autographed it.

Enclosed is a copy of that telegram.

I am a former athlete -- an amateur wrestling champion and diver -- and last year was inducted into the Professional Division of Comedy and Show Business of the International Swimming Hall of Fame.

I now am 70 years old and in good health, and would like to

462308

be the first senior citizen to go into space with the new shuttle.

If I can pass the physical and make the trip, I will donate \$20,000  
to our space program.

I don't know how many billion people live and die on this planet, but only a handful have had the privilege of seeing our beautiful planet from outer space. I would be honored to be one of those select few.

Sincerely,



John Fazio  
Cabana Club Director

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a fast telegram	
TELEGRAM	\$
DAY LETTER	S
NIGHT LETTER	E

# WESTERN UNION

## TELEGRAM

W. P. MARSHALL, PRESIDENT

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	
LETTER TELEGRAM	
SHORE-SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

To: Mrs. Alan B. Shepard Jr. (Astronaut) 5/5/61  
 Street and No. VIRGINIA BEACH, Virginia Calling Shepard  
 Care of or Destination  
 Apt. No. (B)

MR. SHEPARD:  
 CONGRATULATIONS ON YOUR HISTORIC FLIGHT INTO  
 SPACE. IF YOU TALK IT WAS THE WILL OF GOD THAT  
 EVERYTHING SHOULD COME OUT FINE FOR YOU.  
 AT THE BIRTH OF THE BABY - THERE WERE THREE  
 SHEPARDS WATCHING OVER HIM. — I BELIEVE IT WAS  
 PROPER AND FITTING THAT AT THE BIRTH OF THIS FLIGHT-  
 INTO-SPACE THERE SHOULD HAVE BEEN AT LEAST  
 ONE SHEPARD WITH THE GOOD LORDS WATCHING OVER  
 HIM.

John A. Fazio, Manager Draville Hotel Gamma Club On 5-8511  
 Sender's name and address (For reference) M. Ami Beach, Fla. Sender's telephone number

THE ORIGINAL TELEGRAM READ AS FOLLOWS:

MR. SHEPARD:

CONGRATULATIONS ON YOUR HISTORIC FLIGHT INTO SPACE.

I BELIEVE IT WAS THE WILL OF GOD, THAT EVERYTHING SHOULD COME OUT FINE FOR YOU.

AT THE BIRTH OF OUR LORD - THERE WERE THREE SHEPPARDS WATCHING OVER HIM. I BELIEVE IT WAS PROPER AND FITTING THAT AT THE BIRTH OF OUR FLIGHT INTO SPACE, THERE SHOULD HAVE BEEN AT LEAST ONE SHEPARD WITH THE GOOD LORD WATCHING OVER HIM.

TELEGRAM SIGNED BY:

ALAN B. SHEPARD  
NEIL ARMSTRONG  
JOHN GLENN  
GUS GRISSOM  
EDWIN E. ALDRIN  
MICHAEL COLLINS

CK ROBERTS

# Jobs restored, Sunland looks

By EDITH ROBERTSON

Miami News Reporter

Miami's Sunland Training Center got back 45 staff positions it lost in a state budget squeeze last month. Now, all it needs are people to fill them.

Director Thomas Sullivan said 22 staffers have been hired this week for the perennially troubled institution for the mentally retarded, adding that he is trying to find more people to fill direct-care jobs.

Sunland's depleted staff caused children to be shifted from cottage to cottage, night and day, so that adequate supervision would be available.

Department of Health and Rehabilitative Services officials in Tallahassee said the

Miami Sunland lost its staff positions in a year-end budget realignment because they were already vacant.

Robert Pierce, assistant secretary of HRS, called the Miami center "a special case; they just happened to have an unusually large number of vacancies in June when we needed them elsewhere."

"We always intended to restore them in July."

Sullivan said the positions were vacant because of a hiring freeze imposed by HRS, and because "we have a large number of positions that are generally vacant and difficult to fill."

Sullivan said Sunland has a big turnover in professional positions such as physical

therapists because "of the pay tutions in general have high t he added."

Pierce said the 30-day contra new employes are an interim the state budget realignment The jobs have been restored on basis, he added.

"It had better be permanent man Gerstein, a public defend ing Sunland's 600 mentally r dents.

He said his clients "were jeopardy by having so many p from the center. I'm hoping th realize the seriousness of the that it won't happen again."



Miami News Staff Photo by BOB MACK

## No fear of flying

John Fazio of 45 NW 96 St. gets set to release a 2-by-3 American flag attached to two helium balloons. Fazio, who began the flight yesterday, is attempting to set a flag-flying record. When it finally comes down, record or not, Fazio is offering a \$76 reward to anyone who returns it to him.

**THE MIAMI NEWS**

Thursday, July 15, 1976

# Fired Metro officer sues for

By MAUREEN KELLY

Miami News Reporter

A former Metro police officer who once shot other policeman and was later accused of trying falsify evidence in a drug arrest is suing the cou claiming that his civil rights were violated when was fired from the police department.

Ron Schmitt, a former narcotics detective v Metro's Organized Crime Bureau, is seeking more than \$2,500 in damages from the county.

Schmitt himself is also being sued by Hialeah policeman Thomas McGrath, who was shot by Schmitt during a drug investigation on which the two worked. The November, 1974 shooting was ruled accidental.

More than a year later Schmitt was accused of falsifying evidence in a narcotics arrest and fired from the Public Safety Dept. He was tried and found innocent by a jury.

"The fact that they (Metro) fired me clearly indicates that they presumed me guilty," Schmitt said. "I thought about this suit a great deal and I want to open some eyes so the public can see what can happen to a police officer."

Also named as a defendant in the suit was Ron Kausal, the Metro officer who accused Schmitt of adding tobacco to marijuana seized from a suspect in order to charge the man with a felony instead of a misdemeanor.

Schmitt said family considerations also had a bearing on his decision to sue.

"I really can't put into words what my family



STATE OF NEW YORK  
EXECUTIVE CHAMBER

NELSON A. ROCKEFELLER  
GOVERNOR

ALBANY

July 29, 1963

Dear Mr. Fazio:

We can't thank you enough for your many thoughtful deeds and watchful eye during our stay in Miami Beach. You certainly anticipated our needs and did everything possible to make our free moments comfortable and enjoyable.

Word has also reached me from the members of my staff of your excellent service to them, and I want to take this opportunity to thank you again for your friendly and considerate attention to all of us.

With very best wishes,

Sincerely,

Mr. John Fazio  
Cabana Manager  
The Deauville Hotel  
On the Ocean at 67th Street  
Miami Beach, Florida



STATE OF ALABAMA

GOVERNOR'S OFFICE

MONTGOMERY

GEORGE C. WALLACE  
GOVERNOR

July 26, 1963

Mr. John Fazio  
Cabana Manager  
THE DEAUVILLE HOTEL  
Miami Beach, Florida

Dear Mr. Fazio:

This is a note of appreciation  
for your fine hospitality during the  
National Governors' Conference at The  
Deauville Hotel.

We especially enjoyed the aquatic  
performance at the pool during the Beach-  
combers' Party, and I want to thank you for  
making our stay there more enjoyable.

Yours very truly,

*George C. Wallace*  
GEORGE C. WALLACE  
Governor Alabama



# UNITED STATES OLYMPIC COMMITTEE

OLYMPIC HOUSE:

1750 EAST BOULDER STREET, COLORADO SPRINGS, COLORADO 80909

Tel: (303) 632-5551 Telex: 45-2424 Cable: "AMOLYMPIC CSP"

IX PAN AMERICAN GAMES, Caracas, Venezuela, August 14-29, 1983  
XIV OLYMPIC WINTER GAMES, Sarajevo, Yugoslavia, February 7-19, 1984  
GAMES OF THE XXIII OLYMPIAD, Los Angeles, California, U.S.A., July 28-August 12, 1984

GOVERNOR ALBERT D. ROSELLINI

Washington State Chairman

5930 6th Avenue, S.  
Seattle, WA 98108  
(206) 763-9766

May 9, 1986

Mr. John Fazio  
The Deauville Hotel  
On The Ocean At 67th Street  
Miami Beach, Florida

Dear John:

I was delighted to hear from you through our mutual friend Charlie Newscwander, it brought back many memories of the great times we had with you on the ocean at The Deauville. I haven't been back in your area for some time, but expect to be there for a convention in a couple of years and will certainly look you up.

I hope that everything is going well with you and your family and that we get a chance to see you before too long.

Best personal wishes.

Sincerely yours,

ALBERT D. ROSELLINI

ADR/tmb

JOHN FAZIO  
45 NW 95TH STREET  
MIAMI SHORES, FLORIDA

BORN: HOBOKEN, NEW JERSEY  
JANUARY 27, 1916

1933                   Undefeated 126 lbs. Wrestling Champion

1933-34-35-36       Undefeated Hudson County Champion

1934                   Defeated New Jersey State 126 lbs. Champion

1935                   126 lbs. Metropolitan Wrestling Champion  
Hold record of 13 second Pin at Tournament

1939 - 1956           Pilot Seaplanes

1955                   Purchased a Piper Pacer 4-seater plane

1942-43-44           Worked as Rigger Foreman for Bethlehem Steel  
Shipyard in Hoboken, New Jersey  
  
                         Helped transform the Queen Elizabeth from  
Luxury Liner to Troop Transport Ship

1945                   Feature Comedy Diving Act, Elliot Murphy  
Productions. Flushing Meadows, Long Island,  
NY. Site of 1939 Worlds Fair Stadium.  
Billy Rose Productions

1946 - 1957           Pool Beach & Cabana Manager at the  
Caribbean Hotel, Miami Beach, Florida

1946 - 1975           Produced, directed and performed in Johnny  
Fazio's Aqua Follies. Also performed in  
Pete Des Jardins Aquacade and Bob Maxwell  
Aqua Shows.  
Performed in hundreds of hotel conventions  
Water Shows. Also TV Commercials

1948                   Pioneered in and charter member of Florida  
Swimming Pool Operators Association and  
Consultant for Swimming Pool Construction

1958 - 1985           As Pool Beach & Cabana Director at the  
Deauville Hotel, Miami Beach, Florida

1958                   Invented 2 Swimming Pool alarms

1963                   Elected President of Florida Swimming Pool  
Operators Association

1965                   Invented the "AQUAPUS" Automatic Jet Action  
Swim Pool Cleaner

FOOTNOTE:  
1972                   Made Honorary Mayor of the City of Hoboken,  
New Jersey. Presented with Gold Mayoral  
Badge by Mayor Louis De Pascale



## RECOGNITION AWARD

THE INTERNATIONAL SWIMMING HALL OF FAME  
PROUDLY RECOGNIZES

JOHN FAZIO

FOR ACHIEVEMENT IN THE ART  
OF COMEDY AND SHOW DIVING.

OFFICIALLY AWARDED  
AT THE  
INTERNATIONAL SWIMMING HALL OF FAME  
1 Hall of Fame Drive, Ft. Lauderdale, Florida

5-10-85

*Buck Dunning*

Executive Director





MEMORANDUM

## NATIONAL SECURITY COUNCIL

431617

1110

05001

FG185

FGD13

FGD06-12

PRD10

June 7, 1986

INFORMATION

NOTED

*G.M.M.*

MEMORANDUM FOR RODNEY B. McDANIEL

FROM: GERALD M. MAY

SUBJECT: Proposed Questions and Answers on Space

Attached is a list of questions that could be asked of the Administration this coming week. The list of questions is incomplete since the President has the only copy of the accident report available, and we don't know what major issues are raised. Also, there are no answers attached since some research is necessary to ensure factual data and references are cited. That research is on-going now. With your approval copies of the Q's will be circulated to NASA, DOD and others.

Attachment:  
Tab A      Q's

1160 86044176

National Security Council  
The White House

System #

F

Package #

4476

86 JUN 7

PI2: 43

DOCLOG

E7.

A/O

	SEQUENCE TO	HAS SEEN	DISPOSITION
Bob Pearson			
Rodney McDaniel	1	R	I
Don Fortier			
Paul Thompson			
Florence Gantt			
John Poindexter			
Rodney McDaniel	3	R	I
NSC Secretariat	4		N
Situation Room	Karen Smith	2	?

~~1=Information    A=Action    R=Retain    D=Dispatch    N=No further Action~~

cc: VP Regan Buchanan Other \_\_\_\_\_

COMMENTS

Should be seen by: \_\_\_\_\_

(Date/Time)

DE per  
Karen 6/9

PROPOSED  
SHUTTLE ACCIDENT  
and  
SPACE LAUNCH  
QUESTIONS

- Why did it happen?
- Who is responsible?
- What is the future of the space program?
- What are we doing to keep it from happening again?
- Can the government or NASA or individuals at NASA be sued?
- What will it cost to repair faulty hardware?
- Why has it taken so long to make a decision?
- Is there consideration of cancelling manned space flight plans?
- Do you agree with the report?

- Have any of the Astronauts' relatives or families filed a law suit against the government or NASA, or have any of them informed you that they intend to so so?
- Will there be a change in the U.S. space launch or space operations policy?
- Will there be more commercial involvement in space?
- Once launch operations begin again will we be able to accommodate all requirements to place satellites into orbit?
- Is the U.S. required to honor all launch commitments made before the Challenger accident?
- Can the U.S. government terminate launch agreements made with other countries and private industry?
- Why does the DOD need additional expendable launch vehicles as a result of the Challenger accident?
- What is your new National space launch strategy?

- What is the total cost of this new National strategy?
- Is the new strategy a costly, redundant solution if the fourth orbiter is replaced?
- How does the new strategy affect NASA and the Shuttle program?
- How does the new strategy affect the private sector and development of a domestic commercial ELV industry?
- What are the critical milestones required to implement the new National space launch strategy?
- Does the new strategy presuppose we are going to build a fourth orbiter?
- Can the U.S. space program operate effectively if we don't build a fourth orbiter and have only three orbiters?
- Is the U.S. space launch program in a state of crisis now?

- What is the status of the NASA Delta rocket accident that occurred in Florida on May 5?
- What is the status of the Air Force Titan 34D accident that occurred in California on April 18?
- Is sabotage being considered as a possible cause of either the Shuttle, the Titan or the Delta accidents?
- Has consideration been given to private funding to build a fourth orbiter?
- What has been done with the money that has been thus far raised in donations from all over the world, from private citizens, and how much is it?
- Have you asked for a waiver to the Gramm-Rudman-Hollings bill to allow purchase of a fourth orbiter?
- When will the next shuttle fly?
- What will be the payload the next shuttle will take to space?

- Do you plan to fly another teacher in space?
- Where are we in the process of selecting a journalist to fly in space?
- Are you re-assessing the government policy to fly non-essential, non-astronaut citizens, foreign or domestic, in space aboard the Shuttle?
- If we buy a fourth orbiter wouldn't we be simply purchasing a 1970's technology for use in the 1990's and beyond?
- Haven't we saved significant amounts of money in launch services since we have not been launching?
- What will we do in the future to launch spacecraft if the Shuttles are grounded again?
- How many launch vehicles do we have in today's inventory?
- If a decision is made to only have a fleet of three orbiters can we justify such large expenditures for space?

- Has there been an adverse impact to the U.S. space launch industry and national prestige that has driven business to foreign space launch competitors?
- Is there disagreement within the Administration or within the Departments and Agencies about what to do to restore U.S. space launch capabilities?
- Aren't ELVs a cheaper way to launch spacecraft and experiments into space?
- Why do we need man in space?
- Isn't the shuttle a very expensive vehicle to operate and maintain and thus too costly to continue?
- What are the plans for the future of the U.S. in space? Where do we go from here?
- Is there any thought of another joint U.S./Soviet space mission?
- There is talk that the Shuttles will no longer launch commercial satellites into space. Is that true?

- With fewer shuttles and ELVs to launch over the next two or three years are you thinking of reducing space support expenditures or cutting back, laying off workers or closing facilities?
- What will be the impact to the SDI program with only a limited amount of launch systems available?
- With resumption soon of space launch operations will there be restraints placed on the program to avoid pressure to expedite and shortcut procedures?
- Does a feeling of distrust, anger or disappointment exist in the astronaut corps about the lack of information or consultation that exists?
- What are we going to do to take the risk out of space flight?
- Would it have been better to keep our manned ELV program and have evolved into the space station than to have gone to a shuttle as an intermediate step?

- Will you direct Dr. Fletcher, the new Administrator of NASA, to undertake immediate action to correct organizational and administrative shortcomings identified in the Rogers Commission report?
  
- Do you intend to fire or prosecute anyone in government who may have been at fault in the Challenger accident?
  
- What actions will be taken to fix responsibility for faulty hardware or Shuttle related equipment that has been provided by private industry?
  
- Will the government cease procurement of space systems hardware from those manufacturers that are to have allegedly provided less than quality goods?

NSC/S PROFILE

UNCLASSIFIED

ID 8604476

RECEIVED 07 JUN 86 15

TO MCDANIEL

FROM MAY

DOCDATE 07 JUN 86

KEYWORDS: SPACE POLICY

Q&A

MEDIA

SUBJECT: PROPOSED Q & A RE SPACE

---

ACTION: FOR INFORMATION DUE: STATUS IX FILES WH

---

FOR ACTION FOR CONCURRENCE FOR INFO

MCDANIEL

COMMENTS

REF# LOG NSCIFID ( PS )

---

ACTION OFFICER (S) ASSIGNED ACTION REQUIRED DUE COPIES TO

C 6/10 NOTED By MCDANIEL GM - MN

---

---

---

---

DISPATCH W/ATTCH FILE (C) EF.

80  
431818  
0500/

DOUGLAS MORROW

July 17, 1986

Dear Mr. President:

I appreciate very much your prompt and considerate reply to my letter of July 8th.

Although the delay of flight resumption to first quarter 1988 is detrimental to the program, it is a necessary delay to guarantee safety. No one can quarrel with that.

But this safety-delay should have no bearing on the decision regarding the replacement orbiter. If anything, it should hasten the decision to get the replacement started as soon as possible. Any delay now in getting the replacement started only compounds the problem caused by the safety-delay.

To get the program, and particularly Space Station, as close to schedule as possible requires at least 4 orbiters,- and eventually probably five. The longer NASA has to limp along with three, the longer it will take for Space Station to become operational,- and the worse our position will be vis-a-vis the Soviets.

We know we are going to solve the safety problem and resume flying. We know we need and are going to have a fourth orbiter. We know that, even if started tomorrow, the fourth orbiter will not be operational for a minimum of 3 years,- during which time all of the revised safety features can be incorporated into its construction. Therefore, why add delay upon delay?

The restored ongoing viability of the space program, and Space Station, is an urgent national priority. And I stress again that if you are perceived as seeming not to regard it as such, by delaying the start of replacement, how can NASA get the broad support it needs from the public, the Congress and the media?

The very fact that you are so popular and have such a broad acceptance of your leadership would, in a strange way, work against the space program's best interests if you give any appearance of doubt or dubious confidence. Following your lead, the reaction will be - If he isn't gung-ho about this, why should I be?

It is vital to get the damn thing started now. And rely upon American experience and ingenuity to get the job done as quickly, as safely, and as economically as possible.

It must be done and, to quote the little sign on your desk, (which I hope isn't facing the wrong way), - it CAN be done.

Did you ever get a chance to look at that Cuomo tape? What was your reaction, and Nancy's, to it?

I will be in Washington August 1st-August 8th. There is something pretty important coming up that I'd like to give you a report on. I'd be most grateful if you'd do what you can to squeeze me in for 5 minutes whenever your time permits.

Margot joins me in affectionate regards to you and Nancy.

Sincerely,



P.S. Has Nancy warmed up yet from Governor's Island?

P.P.S. Have you?

P.P.P.S. At one point I thought I could read Mitterand's mind - "I wish to hell we hadn't given them the damn statue. I wouldn't have to be sitting here freezing my....."

(You finish it. I don't want to get in trouble with Meese's pornography commission).



DOUGLAS MORROW

July 8, 1986

Dear Kathy:

I greatly appreciate your getting this to the President so he'll have a chance to go through it over the weekend. It might be helpful to him for some things that are upcoming during the week.

I have a series of meetings from August 2 through August 5 that I would like to give him a report on, - anytime Wednesday, August 6, or until 3PM Thursday, August 7. I'm tentatively scheduled for a 4:50PM flight out that day. But I would stay over if he can only see me on Friday.

I will only need about five minutes with him. Please do whatever you can to squeeze me in Wednesday, Thursday, or Friday.

DOUGLAS MORROW

July 8, 1986

Dear Mr. President:

Attached is a distillation or summation of what I gathered from a series of contacts I had with various top-level private sector sources, prime contractors, etc. Please give this your serious consideration, along with my own thoughts, which follow:

As we discussed on the phone last Wednesday, there is some possibility that the private sector might be exploited to provide some or all of the financing for the replacement orbiter. But as I explore this possibility, and consider the consequences of this approach, I am increasingly convinced that government financing, vigorously proposed by you, is by far the more desirable way to go. For several reasons:

1 - The time element. And time is very much of the essence on this. That is why I was disconcerted when you said that a decision would be made in a month or two. With each passing day, to say nothing of months, the crisis of our space program is compounded. And our position vis-a-vis the Soviets with respect to space generally, and Space Station particularly, will be increasingly prejudiced. They have been, and are, feverishly moving ahead while we tread water. If you yield to pressure to opt for private financing on this, the fourth orbiter will be delayed many months. Putting together a deal like this, that is acceptable to all concerned, would take a hell of a long time. Much longer than government appropriation.

2 - The cost. There is no free lunch. Sooner or later, the cost to NASA and/or the government will be far greater in a privately financed deal than if financed conventionally. Middle men don't work for nothing. The additional profit margins, interest charges, fees, duplicated costs, etc., will all, eventually, come out of the government and/or NASA. Going this route would turn out to be penny-wise pound-foolish. You can be certain that, to finance this thing, the private sector would require cost and profit guarantees that would be a heavy burden upon the government, far beyond what the government would have to come up with to do the thing itself.

3 - Public, Congressional and Media perception. If you, personally don't vigorously use your presidential leverage to lean on OMB and Congress to get this appropriation started, it will be perceived as a significant lessening of your commitment to the space program, and to Space Station. What NASA desperately needs now is your strong tangible support on the orbiter financing. If, in effect, you say to NASA, "I want you to have a fourth orbiter, but dig up the money yourself", - I can't think of anything more calculated to diminish NASA in the perception of the public, the Congress and the media. To get going again

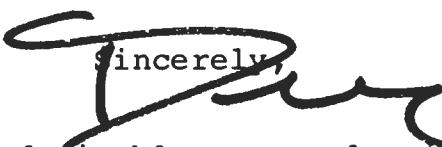
quickly, aggressively and successfully, NASA needs public, congressional and media support. And they'll have a hell of a tough time getting it if you are perceived as backing off in your support. In addition, this would adversely affect your ability to fulfill the commitments you have made to the public and to the astronauts' families.

4 - In terms of a national budget of almost a trillion dollars, and in terms of what the space program, including Space Station, means to the future of this country, - what is involved here is relative peanuts. Under the best scenario, it will take several years to get the fourth orbiter operational. All it takes now is a start-up appropriation of 500-600 million, - the rest to be phased in as the orbiter construction proceeds over the following three years. This seems to be a hell of a small price to pay to avert the possibility that, in the early 1990s, the Soviets will have an operational Space Station up there and this country, as in the late 1950s, will be demanding to know how come they've done it and we haven't. They won't blame OMB, or White House staff, or congress, or anybody else. They'll lay it on you. Of all presidents, you are the one least deserving of a potential rap like this. You will have left office with a magnificent record. Let's not risk any possible tarnishing of your leadership record by failing to do promptly what needs to be done now.

Mr. President - as strongly as I can, I urge you to come forward now, as persuasively as only you can, to induce OMB and the Congress to give NASA what it so desperately needs.

The accident was a great tragedy. Mistakes and poor judgements may have occurred. But who among us has been exempt from mistake and poor judgement? Overall, NASA's record has been superb. And its shortcomings have been blown up and overstated, - particularly by the media. NASA has taken enough punishment. Now, it needs help, - your help. I hope you'll give it.

As always, Margot joins me in affectionate regards to you and Nancy.

  
Sincerely,

P.S. It may well be necessary, and desirable, to accelerate expendable launchers to get some essential DOD equipment up quickly. But to do this at the expense of NASA's long-range program would be very non-visionary. I yield to no one in my enthusiastic support of DOD and Air Force. But the last thing the Space Program needs now is a battle for "turf". No matter who wins that battle, the "war" between us and the Soviets for space pre-eminence could be lost.



My views are based on a series of contacts and discussions I have had with high-level representatives of the private sector, including prime contractors. At my request, one of the contractors (Rockwell International) prepared a brief summary of our discussions. Since it reflects what I gather to be a fairly broad consensus--which I share--I have enclosed a copy. I believe it is well worth your reading.

## SUMMATION

Because of its unique capabilities the Shuttle will be central to the development of space. Contrary to suggestions made by some that the orbiter will represent old technology, the key orbiter systems continue to represent the latest state-of-the-art technology and as to those subsystems where upgrading is indicated, modifications are being made to incorporate more modern components. Thus, the Shuttle will keep pace with advances in technology until the national aerospace plane becomes available. The technical consensus seems to be that the aerospace plane will not be available until after the year 2000 since it requires the creation of new technology in some areas, particularly propulsion.

As both NASA and the Department of Defense have emphasized, however, a fleet of three Shuttles is inadequate to meet even the minimum needs. Without a fourth orbiter the timely ability to deploy the space station and to meet the nation's defense needs, including particularly the development of SDI, is significantly impaired. Also adversely affected are critical scientific payloads for which no alternative launch capability is available.

The funding problem is serious but if the need is articulated clearly and forcefully it will be resolved. It would be difficult to resolve, however, if private financing is made a necessary condition for acquiring a fourth orbiter. As noted below, this would very likely cause interminable delay and a bogging down of the acquisition process.

The private sector now has a role in space which over the years, with Government encouragement, will grow ever larger. When, a few years ago, the Shuttle was proclaimed to be "operational" it fostered hopes that much if not all of NASA's operational responsibilities could be transferred to the private sector. Recent events, however, have shown this was only a hope and not realistic and that "privatization" of significant responsibilities (particularly those affecting safety and reliability) lies well in the future.

Currently, then, what "privatization" has come down to is the idea of private sector financing through something like a "sale and leaseback" arrangement. That is, NASA would transfer title to the orbiter to a private group and then be committed to pay annual rental for the next 10 or 15 years. This may prove to be a good idea but no one knows or really can know today whether it is so. Based on testimony by representatives of the private sector at a recent congressional hearing and on analyses made by others, it is apparent that substantial Government guarantees will be required in order to raise the necessary investment capital from lending institutions and the public. It is also clear that special legislation will also be required. It remains to be seen whether an arrangement could be put together which is fair to both sides and which does not handcuff NASA and the DOD in carrying out their mission responsibilities. Moreover, many have expressed serious concern that such a leasing arrangement would by its very nature entail significantly increased cost for the Government.

What is certain, however, is that it will be a long process at best. Wrangling seems inevitable as different groups express their views of what would constitute a "fair" deal for the Government. (For example, special tax breaks will probably be viewed as necessary by the investors, raising cries that the private financing is no more than an elaborate tax shelter at the taxpayers' expense.)

It is tempting to see private financing as an easy and currently available solution to the budget problem but the temptation should be resisted or else it will disrupt the clear signal which would otherwise sound on the announcement of the fourth orbiter.

A better approach, and one which appears to have support within key congressional committees, is to proceed unequivocally now with conventional authorization for the orbiter but with an understanding that should specific private financing proposals be put forward in the future, their feasibility could be evaluated and applied as appropriate.

431818

5300

05001

SA

AB

F1004

F6185

PR00701

RS

PR00502

July 16, 1986

Dear Doug:

Wait up a minute. Money isn't the big delay on the shuttle, safety is. It's true I wanted to look into this private funding because it was coming up from several directions. As it turned out, there would be a conflict with the private sector which is moving toward commercial launching of satellites.

Doug, Jim Fletcher was in yesterday with a full report. He has declared that the next shuttle launch can't be scheduled until the 1st quarter of 1988. The study of and testing of the solid rocket boosters are part of the problem. Added to this are safety features on the shuttles themselves, which are being studied. Yes, the money problem has to do with several hundred million to make a start, but it's my understanding from Jim that this does not change that 1988 date.

I know this is a disappointment to you but, unless I heard him wrong, '88 is the scheduled time. Love to Margot.

Regards,

RON

Mr. Douglas Morrow  
1155 North Brand Boulevard  
Glendale, California 91202

RR:AVH:pps

RR Dictation

860717 **Handwriting File**

To Douglas Morrison 1155 No. Brand Blvd. Glendale Calif.  
Dear Doug

9/20/2

Wait up a minute. Money isn't the big delay on the shuttle, safety is. It's true I wanted to look into this private funding because it was coming up from several directions. As it turned out there would be a conflict with the private sector which is moving toward commercial launching of satellites.

Doug, <sup>Jim</sup> Fletcher was in ~~the office~~ yesterday with a full report. He has declared that the next shuttle launch can't be scheduled until the 1<sup>st</sup> quarter of 1988. The study of & testing of the solid rocket boosters is part of the problem. Added to this are safety features on the shuttles themselves which are being studied. Yes the money problem has to do with several hundred million to make a start but it's my understanding from Jim that this does not change that 1988 date.

I know this is a disappointment to you but unless I heard him wrong '88 is the rescheduled time.  
Love to Margot. — Regards Ron

THE WHITE HOUSE  
WASHINGTON

✓

David:

Mr. Morrow wants me to give  
this to the boss to take to  
Camp David with him tomorrow.

DTR has a copy.

Kathy O.

DOUGLAS MORROW

July 8, 1986

Dear Kathy:

I greatly appreciate your getting this to the President so he'll have a chance to go through it over the weekend. It might be helpful to him for some things that are upcoming during the week.

I have a series of meetings from August 2 through August 5 that I would like to give him a report on, - anytime Wednesday, August 6, or until 3PM Thursday, August 7. I'm tentatively scheduled for a 4:50PM flight out that day. But I would stay over if he can only see me on Friday.

I will only need about five minutes with him. Please do whatever you can to squeeze me in Wednesday, Thursday, or Friday.

DOUGLAS MORROW

1155 N. Broad Blvd.

July 8, 1986

Glendale Calif. 91202

Dear Mr. President:

Attached is a distillation or summation of what I gathered from a series of contacts I had with various top-level private sector sources, prime contractors, etc. Please give this your serious consideration, along with my own thoughts, which follow:

As we discussed on the phone last Wednesday, there is some possibility that the private sector might be exploited to provide some or all of the financing for the replacement orbiter. But as I explore this possibility, and consider the consequences of this approach, I am increasingly convinced that government financing, vigorously proposed by you, is by far the more desirable way to go. For several reasons:

1 - The time element. And time is very much of the essence on this. That is why I was disconcerted when you said that a decision would be made in a month or two. With each passing day, to say nothing of months, the crisis of our space program is compounded. And our position vis-a-vis the Soviets with respect to space generally, and Space Station particularly, will be increasingly prejudiced. They have been, and are, feverishly moving ahead while we tread water. If you yield to pressure to opt for private financing on this, the fourth orbiter will be delayed many months. Putting together a deal like this, that is acceptable to all concerned, would take a hell of a long time. Much longer than government appropriation.

2 - The cost. There is no free lunch. Sooner or later, the cost to NASA and/or the government will be far greater in a privately financed deal than if financed conventionally. Middle men don't work for nothing. The additional profit margins, interest charges, fees, duplicated costs, etc., will all, eventually, come out of the government and/or NASA. Going this route would turn out to be penny-wise pound-foolish. You can be certain that, to finance this thing, the private sector would require cost and profit guarantees that would be a heavy burden upon the government, far beyond what the government would have to come up with to do the thing itself.

3 - Public, Congressional and Media perception. If you, personally, don't vigorously use your presidential leverage to lean on OMB and Congress to get this appropriation started, it will be perceived as a significant lessening of your commitment to the space program, and to Space Station. What NASA desperately needs now is your strong tangible support on the orbiter financing. If, in effect, you say to NASA, "I want you to have a fourth orbiter, but dig up the money yourself", - I can't think of anything more calculated to diminish NASA in the perception of the public, the Congress and the media. To get going again

quickly, aggressively and successfully, NASA needs public, congressional and media support. And they'll have a hell of a tough time getting it if you are perceived as backing off in your support. In addition, this would adversely affect your ability to fulfill the commitments you have made to the public and to the astronauts' families.

4 - In terms of a national budget of almost a trillion dollars, and in terms of what the space program, including Space Station, means to the future of this country, - what is involved here is relative peanuts. Under the best scenario, it will take several years to get the fourth orbiter operational. All it takes now is a start-up appropriation of 500-600 million, - the rest to be phased in as the orbiter construction proceeds over the following three years. This seems to be a hell of a small price to pay to avert the possibility that, in the early 1990s, the Soviets will have an operational Space Station up there and this country, as in the late 1950s, will be demanding to know how come they've done it and we haven't. They won't blame OMB, or White House staff, or congress, or anybody else. They'll lay it on you. Of all presidents, you are the one least deserving of a potential rap like this. You will have left office with a magnificent record. Let's not risk any possible tarnishing of your leadership record by failing to do promptly what needs to be done now.

Mr. President - as strongly as I can, I urge you to come forward now, as persuasively as only you can, to induce OMB and the Congress to give NASA what it so desperately needs.

The accident was a great tragedy. Mistakes and poor judgements may have occurred. But who among us has been exempt from mistake and poor judgement? Overall, NASA's record has been superb. And its shortcomings have been blown up and overstated, - particularly by the media. NASA has taken enough punishment. Now, it needs help, - your help. I hope you'll give it.

As always, Margot joins me in affectionate regards to you and Nancy.

*Sincerely,*

P.S. It may well be necessary, and desirable, to accelerate expendable launchers to get some essential DOD equipment up quickly. But to do this at the expense of NASA's long-range program would be very non-visionary. I yield to no one in my enthusiastic support of DOD and Air Force. But the last thing the Space Program needs now is a battle for "turf". No matter who wins that battle, the "war" between us and the Soviets for space pre-eminence could be lost.

My views are based on a series of contacts and discussions I have had with high-level representatives of the private sector, including prime contractors.

At my request, one of the contractors (Rockwell International) prepared a brief summary of our discussions. Since it reflects what I gather to be a fairly broad consensus--which I share--I have enclosed a copy. I believe it is well worth your reading.

## SUMMATION

Because of its unique capabilities the Shuttle will be central to the development of space. Contrary to suggestions made by some that the orbiter will represent old technology, the key orbiter systems continue to represent the latest state-of-the-art technology and as to those subsystems where upgrading is indicated, modifications are being made to incorporate more modern components. Thus, the Shuttle will keep pace with advances in technology until the national aerospace plane becomes available. The technical consensus seems to be that the aerospace plane will not be available until after the year 2000 since it requires the creation of new technology in some areas, particularly propulsion.

As both NASA and the Department of Defense have emphasized, however, a fleet of three Shuttles is inadequate to meet even the minimum needs. Without a fourth orbiter the timely ability to deploy the space station and to meet the nation's defense needs, including particularly the development of SDI, is significantly impaired. Also adversely affected are critical scientific payloads for which no alternative launch capability is available.

The funding problem is serious but if the need is articulated clearly and forcefully it will be resolved. It would be difficult to resolve, however, if private financing is made a necessary condition for acquiring a fourth orbiter. As noted below, this would very likely cause interminable delay and a bogging down of the acquisition process.

The private sector now has a role in space which over the years, with Government encouragement, will grow ever larger. When, a few years ago, the Shuttle was proclaimed to be "operational" it fostered hopes that much if not all of NASA's operational responsibilities could be transferred to the private sector. Recent events, however, have shown this was only a hope and not realistic and that "privatization" of significant responsibilities (particularly those affecting safety and reliability) lies well in the future.

Currently, then, what "privatization" has come down to is the idea of private sector financing through something like a "sale and leaseback" arrangement. That is, NASA would transfer title to the orbiter to a private group and then be committed to pay annual rental for the next 10 or 15 years. This may prove to be a good idea but no one knows or really can know today whether it is so. Based on testimony by representatives of the private sector at a recent congressional hearing and on analyses made by others, it is apparent that substantial Government guarantees will be required in order to raise the necessary investment capital from lending institutions and the public. It is also clear that special legislation will also be required. It remains to be seen whether an arrangement could be put together which is fair to both sides and which does not handcuff NASA and the DOD in carrying out their mission responsibilities. Moreover, many have expressed serious concern that such a leasing arrangement would by its very nature entail significantly increased cost for the Government.

What is certain, however, is that it will be a long process at best. Wrangling seems inevitable as different groups express their views of what would constitute a "fair" deal for the Government. (For example, special tax breaks will probably be viewed as necessary by the investors, raising cries that the private financing is no more than an elaborate tax shelter at the taxpayers' expense.)

It is tempting to see private financing as an easy and currently available solution to the budget problem but the temptation should be resisted or else it will disrupt the clear signal which would otherwise sound on the announcement of the fourth orbiter.

A better approach, and one which appears to have support within key congressional committees, is to proceed unequivocally now with conventional authorization for the orbiter but with an understanding that should specific private financing proposals be put forward in the future, their feasibility could be evaluated and applied as appropriate.



S/S 8608963  
United States Department of State

2298

9  
Washington, D.C. 20520  
March 19, 1986

DeGennari

May

432389

1150

MEMORANDUM FOR:

Mr. Rodney B. McDaniel  
National Security Council

05001

00067

SUBJECT:

Alerting NSC on Presidential  
Correspondence

PO

FG 006-12

Enclosed is the original of a letter to President  
Reagan from US Ambassador to Hungary, The Nicolas Salgo  
which is transmitted for your information. \*

This correspondence was received in the Information  
Management Secretary of the Executive Secretariat on  
March 19, 1986.

*Charles G. Jackson, Jr. for*  
Director, S/S-I  
Information Management Section  
Executive Secretariat  
647-3836

Re Challenger Commemorative Stamp

NSC #8602298



EMBASSY OF THE  
UNITED STATES OF AMERICA  
Budapest, Hungary

March 10, 1986

Dear Mr. President:

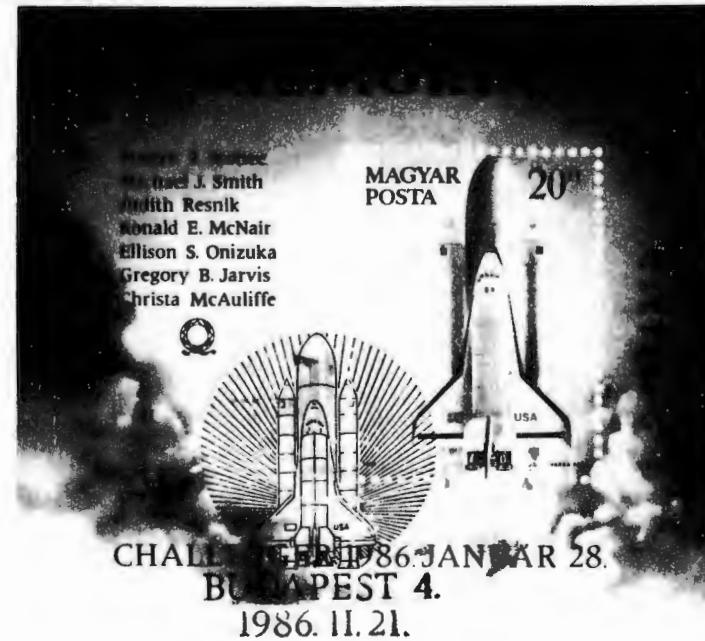
Following the loss of the crew of the space shuttle Challenger, the Hungarian authorities ordered the issue of a commemorative stamp. As far as I know this gesture is unique within Eastern Europe and was certainly an act which crossed ideological barriers.

I thought you might enjoy having a copy of the First Day Cover issued with the stamp as a present from the members of our Embassy in Budapest.

Respectfully yours,

Nicolas M. Salgo  
Ambassador

The Honorable  
Ronald Reagan  
President of the United States  
The White House  
Washington, D.C.



IN MEMORIAM  
CHALLENGER



EMBASSY OF THE  
UNITED STATES OF AMERICA  
Budapest, Hungary

March 10, 1986

Dear Director Poindexter:

Following the loss of the crew of the space shuttle Challenger, the Hungarian authorities ordered the issue of a commemorative stamp. As far as I know this gesture is unique within Eastern Europe and was certainly an act which crossed ideological barriers.

I thought you might enjoy having a copy of the First Day Cover issued with the stamp as a present from the members of our Embassy in Budapest.

With warm regards,

Nicolas M. Salgo  
Ambassador

The Honorable  
John M. Poindexter  
Director  
National Security Council  
Washington, D.C.

86 MAR 20 p 5: 20

RECEIVED 20 MAR 86 18

TO MCDANIEL FROM JACKSON, C DOCDATE 19 MAR 86  
SALGO, NICOLAS 10 MAR 86

KEYWORDS: HUNGARY

SUBJECT: US AMB FORWARDS HUNGARIAN COMMEMORATIVE STAMP FOR SPACE SHUTTLE CREW

ACTION: FOR RECORD PURPOSES DUE: STATUS C FILES WH

FOR ACTION FOR CONCURRENCE FOR INFO  
NONE *Dashowby May*

COMMENTS

REF# 8608963 LOG NSCIFID ( V )

ACTION OFFICER (S) ASSIGNED ACTION REQUIRED DUE COPIES TO

DISPATCH W/ATTCH FILE (C)

IN MEMORIAM  
CHALLENGER



BUDAPEST 4.  
1986. II. 21.

NEUHEITENBERICHT  
4/1986

Als Erinnerung an die verunglückte Besatzung der amerikanischen Raumfähre "Challenger" wird am 21. Februar 1986. ein Block mit Benennung "IN MEMORIAM CHALLENGER", im Nennwert von 20,- Ft ausgegeben.

Grösse: äussere Schnittgrösse: 92 x 79 mm  
Marke im Block: 33 x 43 mm

Druck: mehrfarbiger Offset, Banknotendruckerei, Budapest

Entwurf: Pál VARGA, Graphiker

Auf der Briefmarke - rechts unten im Block - ist die Raumfähre "Challenger" im Startsmoment zu sehen. Auf dem Blockrahmen, im Hintergrund der Briefmarke sind die bereits angelassenen Startsraketen, linksseitig die Namen der sieben verunglückten Astronauten, darunter ein Kranz dargestellt.

Aufschrift des Blockes: oben IN MEMORIAM, unter der Briefmarke: CHALLENGER - 28. Januar 1986. Alle Aufschriften sind schwarz.

Grundfarbe des Blockes: grünlichblau von unten nach oben dunkelnd.

Diese Tragödie ist am 28. Januar 1986. einige Minuten nach halb 12 /Lokalzeit/ geschehen, als die Raumfähre "Challenger" - aus bisher unbekannten Gründen - nach dem Start explodiert und die 7 Mitglieder der Besatzung ums Leben gekommen sind.

Die menschliche Sehnsucht nach Wissen und Entdecken hat neue Opfer gefordert, wie es seit Ikarus so oft geschehen ist. Trotz der Tragödie werden die Raumforschungen fortgesetzt, um die noch nicht bekannte Umgebung unserer Erde bestmöglich zu entdecken.

Auflagezahl : 239.200 gezähnte, nummerierte und  
8.800 geschnittene, nummerierte Blocks

ADMINISTRATION CENTRALE DES POSTES  
ET TELECOMMUNICATIONS DE HONGRIE

IN MEMORIAM CHALLENGER

Budapest, en février 1986

Motif: recherche d'espace

Bulletin de Nouveautés  
4/1986

En l'honneur de l'équipage de l'avion spatial américain Challenger, ayant un destin fatal, on émettra le 21 février 1986 un bloc d'une valeur faciale de 20,- Ft nommé "IN MEMORIAM CHALLENGER".

Dimensions : bloc entier 92 x 79 mm  
timbre dans le bloc 33 x 43 mm

Impression : offset multicolore par l'Imprimerie de Billets de Banque,  
Budapest

Dessin : Pál VARGA, artiste graphique

Sur le timbre, dans la partie droite-basse du bloc, l'avion spatial Challenger est représenté au moment du départ. Sur le cadre du bloc, au fond du timbre, on voit les fusées de décollage déjà en fonction, à gauche les noms des sept astronautes tués, au-dessous une couronne. L'inscription sur le bloc : au-dessus IN MEMORIAM au-dessous du timbre CHALLENGER, le 28 janvier 1986. Toutes les inscriptions sont en noir. La couleur de fond du cadre du bloc est bleu-vert tournant au sombre du bas en haut.

La tragédie est survenue quelques minutes après onze heures trente, heure locale, le 28 janvier 1986, où après son lancement - à cause des motifs encore inconnus - l'avion spatial Challenger a explosé et son équipage de sept personnes a été tué.

Comme tant de fois depuis l'époque d'Icare, la soif humaine de connaître et le désir à la découverte ont demandé de nouvelles victimes. Malgré la tragédie, les expériences pour la recherche d'espace se continueront, pour le fin que notre Terre ne soit pas entourée de l'obscurité.

Tirage : 239.200 blocs dentelés, numérotés  
8.800 blocs non-dentelés, numérotés

IN MEMORIAM CHALLENGER

Topic: space research

New Issue Bulletin  
4/1986

In honour of the ill-fated crew of the American Challenger space shuttle, a souvenir sheet with a 20,- Ft facevalue will be issued on 21st February, 1986 named "IN MEMORIAM CHALLENGER".

Size: imperforated outline : 92 x 79 mm  
stamp in the s/s : 33 x 43 mm

Print: multicolour offset in the Banknote Printing Office, Budapest

Design: Pál VARGA, graphic artist

On the stamp at the right lower part of the souvenir sheet the Challenger space shuttle is depicted at the moment of the lift-off. On the frame of the s/s, in the background of the stamp the started rocket boosters, on the left side the names of the seven killed astronauts can be seen, below a funeral wreath.

Inscription of the s/s : above IN MEMORIAM, under the stamp CHALLENGER 28th January, 1986. The colour of all inscriptions is black.

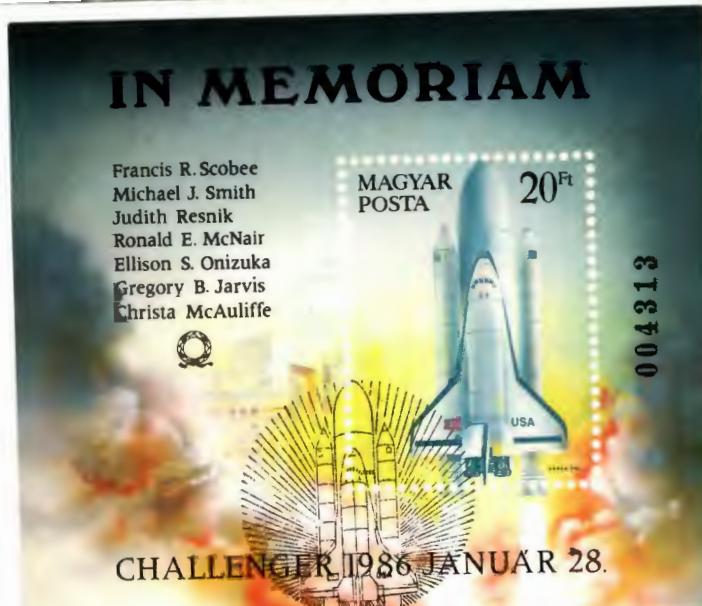
The background-colour of the frame of the s/s is greenish-blue, getting darker from down upwards. The tragedy occurred at a few minutes past eleven thirty a.m., local time, on 28th January, 1986 when after the lift-off - because of still unknown reasons - the Challenger space shuttle exploded and its seven crew members have been killed.

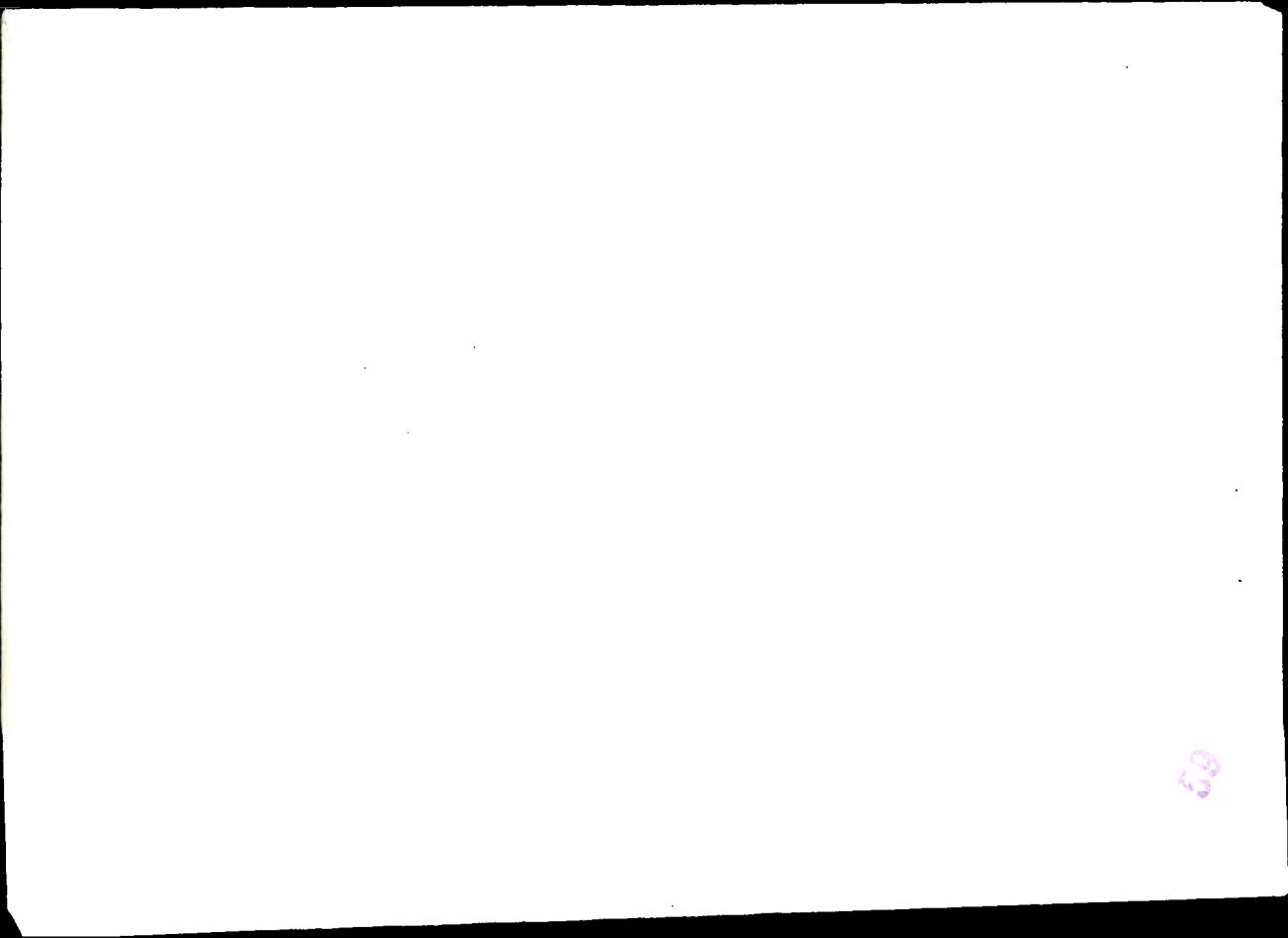
As so many times since Icarus, the desire of the mankind for knowledge and for discoveries demanded new victims. Inspite of this tragedy, attempts for discovering the space will continue with the object to eliminate the unknown around our World.

Quantity : 239.200 perforated, numerated s/s  
8.800 imperforated, numerated s/s



IN MEMORIAM  
CHALLENGER





ADMINISTRATION CENTRALE DES POSTES  
ET TELECOMMUNICATIONS DE HONGRIE

Budapest, en février 1986

IN MEMORIAM CHALLENGER

Motif: recherche d'espace

Bulletin de Nouveautés  
4/1986

En l'honneur de l'équipage de l'avion spatial américain Challenger, ayant un destin fatal, on émettra le 21 février 1986 un bloc d'une valeur faciale de 20,- Ft nommé "IN MEMORIAM CHALLENGER".

Dimensions : bloc entier 92 x 79 mm  
timbre dans le bloc 33 x 43 mm

Impression : offset multicolore par l'Imprimerie de Billets de Banque,  
Budapest

Dessin : Pál VARGA, artiste graphique

Sur le timbre, dans la partie droite-basse du bloc, l'avion spatial Challenger est représenté au moment du départ. Sur le cadre du bloc, au fond du timbre, on voit les fusées de décollage déjà en fonction, à gauche les noms des sept astronautes tués, au-dessous une couronne. L'inscription sur le bloc : au-dessus IN MEMORIAM au dessous du timbre CHALLENGER, le 28 janvier 1986. Toutes les inscriptions sont en noir. La couleur de fond du cadre du bloc est bleu-vert tournant au sombre du bas en haut.

La tragédie est survenue quelques minutes après onze heures trente, heure locale, le 28 janvier 1986, où après son lancement - à cause des motifs encore inconnus - l'avion spatial Challenger a explosé et son équipage de sept personnes a été tué.

Comme tant de fois depuis l'époque d'Icare, la soif humaine de connaître et le désir à la découverte ont demandé de nouvelles victimes. Malgré la tragédie, les expériences pour la recherche d'espace se continueront, pour le fin que notre Terre ne soit pas entourée de l'obscurité.

Tirage : 239.200 blocs dentelés, numérotés  
8.800 blocs non-dentelés, numérotés

IN MEMORIAM CHALLENGER

Topic: space research

New Issue Bulletin  
4/1986

In honour of the ill-fated crew of the American Challenger space shuttle, a souvenir sheet with a 20,- Ft facevalue will be issued on 21st February, 1986 named "IN MEMORIAM CHALLENGER".

Size: imperforated outline : 92 x 79 mm  
stamp in the s/s : 33 x 43 mm

Print: multicolour offset in the Banknote Printing Office, Budapest

Design: Pál VARGA, graphic artist

On the stamp at the right lower part of the souvenir sheet the Challenger space shuttle is depicted at the moment of the lift-off. On the frame of the s/s, in the background of the stamp the started rocket boosters, on the left side the names of the seven killed astronauts can be seen, below a funeral wreath.

Inscription of the s/s : above IN MEMORIAM, under the stamp CHALLENGER 28th January, 1986.

The colour of all inscriptions is black.

The background-colour of the frame of the s/s is greenish-blue, getting darker from down upwards. The tragedy occurred at a few minutes past eleven thirty a.m., local time, on 28th January, 1986 when after the lift-off - because of still unknown reasons - the Challenger space shuttle exploded and its seven crew members have been killed.

As so many times since Icaros, the desire of the mankind for knowledge and for discoveries demanded new victims. Inspite of this tragedy, attempts for discovering the space will continue with the object to eliminate the unknown around our World.

Quantity : 239.200 perforated, numerated s/s  
8.800 imperforated, numerated s/s

NEUHEITENBERICHT  
4/1986

Als Erinnerung an die verunglückte Besatzung der amerikanischen Raumfähre "Challenger" wird am 21. Februar 1986. ein Block mit Benennung "IN MEMORIAM CHALLENGER", im Nennwert von 20,- Ft ausgegeben.

Grösse: äussere Schnittgrösse: 92 x 79 mm  
Marke im Block: 33 x 43 mm

Druck: mehrfarbiger Offset, Banknotendruckerei, Budapest

Entwurf: Pál VARGA, Graphiker

Auf der Briefmarke - rechts unten im Block - ist die Raumfähre "Challenger" im Startsmoment zu sehen. Auf dem Blockrahmen, im Hintergrund der Briefmarke sind die bereits angelassenen Startsraketen, linksseitig die Namen der sieben verunglückten Astronauten, darunter ein Kranz dargestellt.

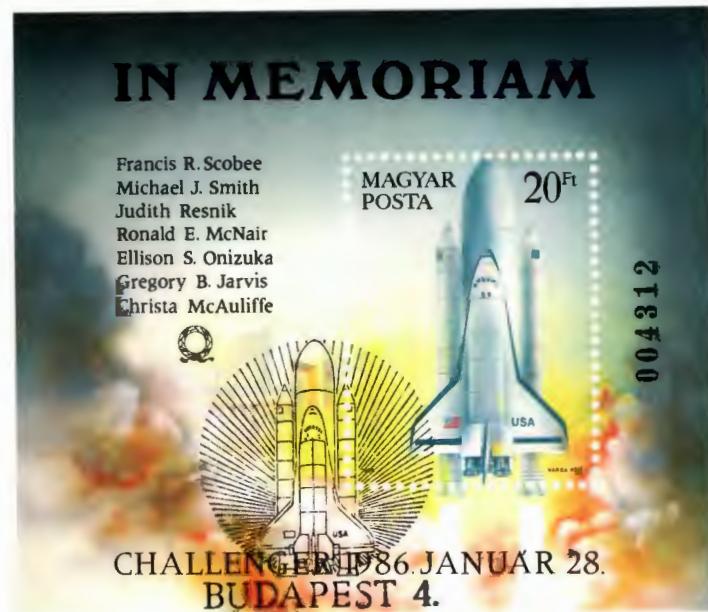
Aufschrift des Blockes: oben IN MEMORIAM, unter der Briefmarke: CHALLENGER - 28. Januar 1986. Alle Aufschriften sind schwarz.

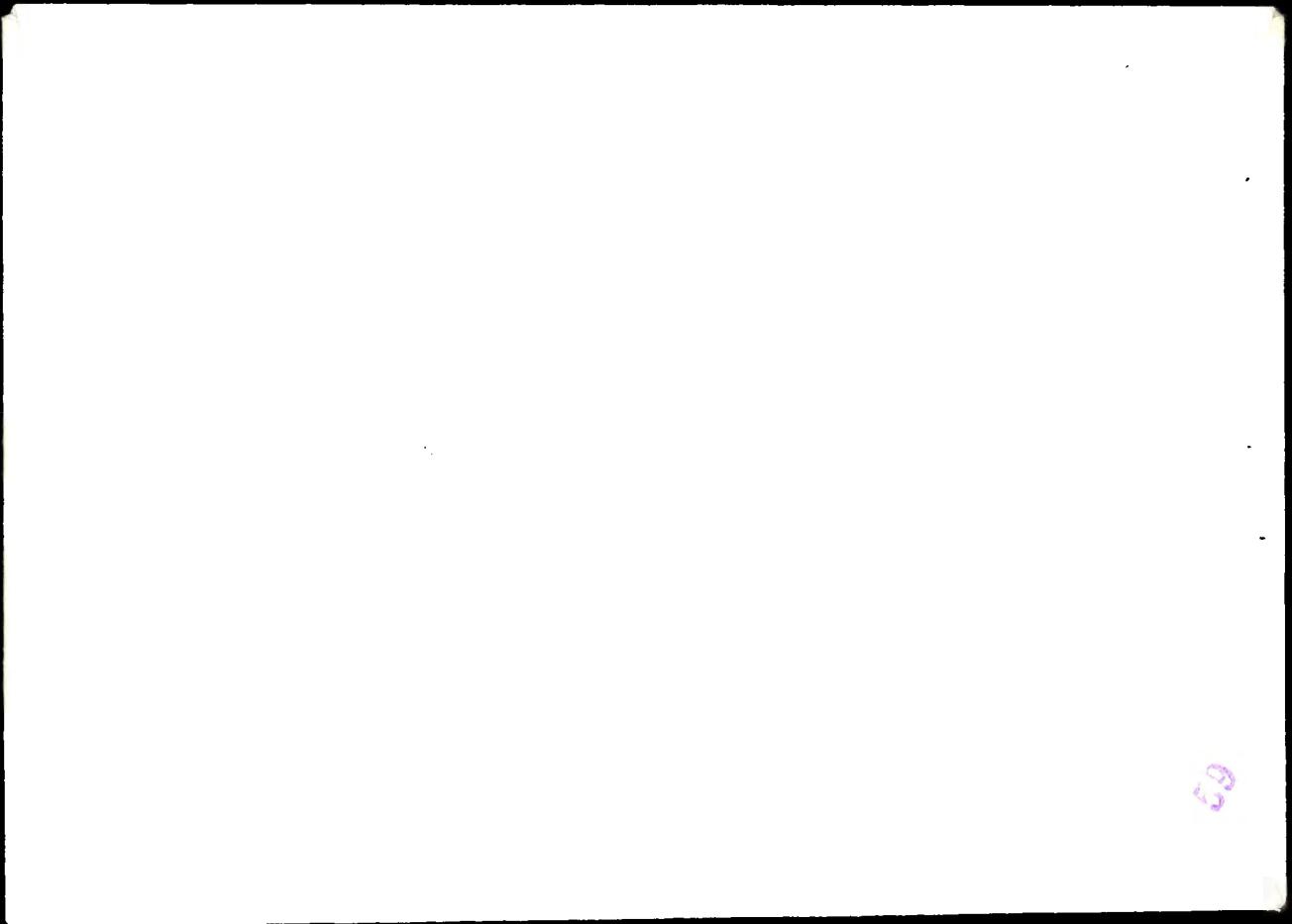
Grundfarbe des Blockes: grünlichblau von unten nach oben dunkelnd.

Diese Tragödie ist am 28. Januar 1986. einige Minuten nach halb 12 /Lokalzeit/ geschehen, als die Raumfähre "Challenger" - aus bisher unbekannten Gründen - nach dem Start explodiert und die 7 Mitglieder der Besatzung ums Leben gekommen sind.

Die menschliche Sehnsucht nach Wissen und Entdecken hat neue Opfer gefordert, wie es seit Ikarus so oft geschehen ist. Trotz der Tragödie werden die Raumforschungen fortgesetzt, um die noch nicht bekannte Umgebung unserer Erde bestmöglich zu entdecken.

Auflagezahl : 239.200 gezähnte, nummerierte und  
8.800 geschnittene, nummerierte Blocks





ADMINISTRATION CENTRALE DES POSTES  
ET TELECOMMUNICATIONS DE HONGRIE

Budapest, en février 1986

IN MEMORIAM CHALLENGER

Motif: recherche d'espace

Bulletin de Nouveautés  
4/1986

En l'honneur de l'équipage de l'avion spatial américain Challenger, ayant un destin fatal, on émettra le 21 février 1986 un bloc d'une valeur faciale de 20,- Ft nommé "IN MEMORIAM CHALLENGER".

Dimensions : bloc entier 92 x 79 mm  
timbre dans le bloc 33 x 43 mm

Impression : offset multicolore par l'Imprimerie de Billets de Banque,  
Budapest

Dessin : Pál VARGA, artiste graphique

Sur le timbre, dans la partie droite-basse du bloc, l'avion spatial Challenger est représenté au moment du départ. Sur le cadre du bloc, au fond du timbre, on voit les fusées de démarrage déjà en fonction, à gauche les noms des sept astronautes tués, au-dessous une couronne. L'inscription sur le bloc : au-dessus IN MEMORIAM au dessous du timbre CHALLENGER, le 28 janvier 1986. Toutes les inscriptions sont en noir. La couleur de fond du cadre du bloc est bleu-vert tournant au sombre du bas en haut.

La tragédie est survenue quelques minutes après onze heures trente, heure locale, le 28 janvier 1986, où après son lancement - à cause des motifs encore inconnus - l'avion spatial Challenger a explosé et son équipage de sept personnes a été tué.

Comme tant de fois depuis l'époque d'Icare, la soif humaine de connaître et le désir à la découverte ont demandé de nouvelles victimes. Malgré la tragédie, les expériences pour la recherche d'espace se continueront, pour le fin que notre Terre ne soit pas entourée de l'obscurité.

Tirage : 239.200 blocs dentelés, numérotés  
8.800 blocs non-dentelés, numérotés

IN MEMORIAM CHALLENGER

Topic: space research

New Issue Bulletin  
4/1986

In honour of the ill-fated crew of the American Challenger space shuttle, a souvenir sheet with a 20,- Ft facevalue will be issued on 21st February, 1986 named "IN MEMORIAM CHALLENGER".

Size: imperforated outline : 92 x 79 mm  
stamp in the s/s : 33 x 43 mm

Print: multicolour offset in the Banknote Printing Office, Budapest

Design: Pál VARGA, graphic artist

On the stamp at the right lower part of the souvenir sheet the Challenger space shuttle is depicted at the moment of the lift-off. On the frame of the s/s, in the background of the stamp the started rocket boosters, on the left side the names of the seven killed astronauts can be seen, below a funeral wreath.

Inscription of the s/s : above IN MEMORIAM, under the stamp CHALLENGER 28th January, 1986.

The colour of all inscriptions is black.

The background-colour of the frame of the s/s is greenish-blue, getting darker from down upwards. The tragedy occurred at a few minutes past eleven thirty a.m., local time, on 28th January, 1986 when after the lift-off - because of still unknown reasons - the Challenger space shuttle exploded and its seven crew members have been killed.

As so many times since Icaros, the desire of the mankind for knowledge and for discoveries demanded new victims. Inspite of this tragedy, attempts for discovering the space will continue with the object to eliminate the unknown around our World.

Quantity : 239.200 perforated, numerated s/s  
8.800 imperforated, numerated s/s

NEUHEITENBERICHT  
4/1986

Als Erinnerung an die verunglückte Besatzung der amerikanischen Raumfähre "Challenger" wird am 21. Februar 1986. ein Block mit Benennung "IN MEMORIAM CHALLENGER", im Nennwert von 20,- Ft ausgegeben.

Grösse: äussere Schnittgrösse: 92 x 79 mm  
Marke im Block: 33 x 43 mm

Druck: mehrfarbiger Offset, Banknotendruckerei, Budapest

Entwurf: Pál VARGA, Graphiker

Auf der Briefmarke - rechts unten im Block - ist die Raumfähre "Challenger" im Startsmoment zu sehen. Auf dem Blockrahmen, im Hintergrund der Briefmarke sind die bereits angelassenen Startsraketen, linksseitig die Namen der sieben verunglückten Astronauten, darunter ein Kranz dargestellt.

Aufschrift des Blockes: oben IN MEMORIAM, unter der Briefmarke: CHALLENGER - 28. Januar 1986. Alle Aufschriften sind schwarz.

Grundfarbe des Blockes: grünlichblau von unten nach oben dunkelnd.

Diese Tragödie ist am 28. Januar 1986. einige Minuten nach halb 12 /Lokalzeit/ geschehen, als die Raumfähre "Challenger" - aus bisher unbekannten Gründen - nach dem Start explodiert und die 7 Mitglieder der Besatzung ums Leben gekommen sind.

Die menschliche Sehnsucht nach Wissen und Entdecken hat neue Opfer gefordert, wie es seit Ikarus so oft geschehen ist. Trotz der Tragödie werden die Raumforschungen fortgesetzt, um die noch nicht bekannte Umgebung unserer Erde bestmöglich zu entdecken.

Auflagezahl : 239.200 gezähnte, nummerierte und  
8.800 geschnittene, nummerierte Blocks

NSC/S PROFILE

UNCLASSIFIED

ID 8604343

RECEIVED 05 JUN 86 07

TO POINDEXTER FROM WHEELON, ALBERT D DOCDATE 20 MAY 86

433523

05001

UT001

CO 070

FG 006-12

KEYWORDS: SPACE PROGRAMS INDONESIA

MP

SUBJECT: WHEELON'S RECOM FOR US TO LAUNCH INDONESIAN SATELLITES

ACTION: PREPARE REPLY FOR POINDEXTER DUE: 15 JUN 86 STATUS C FILES WH

FOR ACTION

FOR CONCURRENCE

FOR INFO

MAY

CHILDRESS

KELLY

COMMENTS

REF#

LOG

NSCIFID

( V JF )

ACTION OFFICER (S) ASSIGNED ACTION REQUIRED DUE COPIES TO

C 6119 Handled by Phone

Z 6119 OMR

NSC# 8604343

DISPATCH

W/ATTCH FILE (C)

**NATIONAL SECURITY COUNCIL  
EXECUTIVE SECRETARIAT STAFFING DOCUMENT**

TIME STAMP

SYSTEM LOG NUMBER:

4343

433523

aq

ACTION OFFICER: May DUE: 15 June 05001

<input type="checkbox"/> Prepare Memo For President	<input type="checkbox"/> Prepare Memo McDaniel to Chew <u>UT001</u>
<input type="checkbox"/> Prepare Memo For Poindexter / Fortier	<input type="checkbox"/> Prepare Memo McDaniel to Elliott <u>CO 070</u>
<input type="checkbox"/> Prepare Memo _____ to <u>FG006-12</u>	

**CONCURRENCES/COMMENTS\***

**PHONE\*** to action officer at ext. \_\_\_\_\_

**FYI**

- Burghardt
- Cannistraro
- Childress
- Cobb
- Covey
- Danzansky
- deGraffenreid
- Djerejian
- Dobriansky
- Donley
- Douglass
- Grimes
- Hughes
- Kraemer
- Laux
- Lenczowski

**FYI**

- Levine
- Linhard
- Mahley
- Major
- Mandel
- Matlock
- May
- Menges
- Miller
- North
- Platt
- Pugliaresi
- Raymond
- Reger
- Ringdahl
- Sable

**FYI**

- Sachs
- Sestanovich
- Sigur
- Small
- Sommer
- Soos
- Stark
- Steiner
- Tahir-Kheli
- Teicher
- Thompson
- Tillman
- Wigg
- Wright
- Kelly

**INFORMATION**  McDaniel

Pearson

Secretariat

Rodman

Lehman

\_\_\_\_\_

Poindexter (advance)

Fortier (advance)

**COMMENTS**

NSC #8604343

Return to Secretariat

JOHN DENVER  
PO BOX 1587  
ASPEN CO 81612 22AM

Western Union **Mailgram**®



1-038791S203 07/22/86 ICS IPMRNCZ CSP WHSB  
3039257606 MGMB TDRN ASPEN CO 81 07-22 0436P EST

433847

OS001 PS

DONALD REGAN  
WHITE HOUSE  
WASHINGTON DC 20500

AC  
7/24/86

DEAR MR REGAN:

I URGE YOUR SUPPORT OF THE BUILDING OF THE REPLACEMENT SHUTTLE CHALLENGER I REMEMBER MEETING YOU LAST FALL IN SENATOR DOLE'S OFFICE TOGETHER WITH SENATOR JOHN GLENN AND JAKE GARN AND AT THAT TIME YOU WERE DISCUSSING THE FUTURE OF NASA. I BELIEVE NASA IS ONE OF THE FINEST INSTITUTIONS IN AMERICA, ESPECIALLY IN LIGHT OF ITS POTENTIAL VALUE IN THE WHOLE OF HUMANKIND, THANK YOU VERY MUCH.

RESPECTFULLY YOURS,  
JOHN DENVER

16:34 EST

MGMCOMP

TO REPLY BY MAILGRAM MESSAGE, PHONE WESTERN UNION ANYTIME, DAY OR NIGHT.

FOR YOUR LOCAL NUMBER, SEE THE WHITE PAGES

OF YOUR LOCAL TELEPHONE DIRECTORY

OR

DIAL (TOLL-FREE) 800-325-6000

OR DIAL WESTERN UNION'S COMPUTER DIRECTLY:

FROM TELEX I ..... 6161    FROM TELEX II (TWX) ..... 910-420-1212

JOHN DENVER  
PO BOX 1587  
ASPEN CO 81612 22AM

Western Union **Mailgram** UNITED STATES POSTAL SERVICE  
U.S. MAIL

1-0387915203 07/22/86 ICS IPMRNCZ CSP WHSB  
3039257606 MGMB TDRN ASPEN CO 81 07-22 0436P EST

433844  
4710

05001  
FG 185

DONALD REGAN  
WHITE HOUSE  
WASHINGTON DC 20500

DL  
7/24/86

DEAR MR REGAN:

I URGE YOUR SUPPORT OF THE BUILDING OF THE REPLACEMENT SHUTTLE  
CHALLENGER I REMEMBER MEETING YOU LAST FALL IN SENATOR DOLE'S OFFICE  
TOGETHER WITH SENATOR JOHN GLENN AND JAKE GARN AND AT THAT TIME YOU  
WERE DISCUSSING THE FUTURE OF NASA. I BELIEVE NASA IS ONE OF THE  
FINEST INSTITUTIONS IN AMERICA, ESPECIALLY IN LIGHT OF ITS POTENTIAL  
VALUE IN THE WHOLE OF HUMANKIND. THANK YOU VERY MUCH.

RESPECTFULLY YOURS,  
JOHN DENVER

16:34 EST

MGMCOMP