



1
00:00:02,667 --> 00:00:06,033
Music

2
00:00:06,033 --> 00:00:08,500
Narrator: Most of us can only
dream of having

3
00:00:08,500 --> 00:00:09,800
an office with a great view.

4
00:00:09,800 --> 00:00:13,233
With hard work and a bit
of luck some people are rewarded

5
00:00:13,233 --> 00:00:15,867
with a view from a
high-rise office building.

6
00:00:15,867 --> 00:00:19,633
AVs Gordon Fullerton found
another way to the top.

7
00:00:19,633 --> 00:00:22,700
Here is the view from his
office. As commander

8
00:00:22,700 --> 00:00:28,333
of the space shuttle in
1985 looking down on
the Antelope Valley.

9
00:00:28,333 --> 00:00:32,733
A resident of Lancaster for over
18 years, Gordon Fullerton,

10
00:00:32,733 --> 00:00:35,700
is a NASA Astronaut
and Research Pilot.

11

00:00:35,700 --> 00:00:38,400

Throughout a distinguished
career with the Air Force

12

00:00:38,400 --> 00:00:41,933

and NASA he has gained a unique
perspective on the world.

13

00:00:41,933 --> 00:00:44,567

From nearly 400
hours in space and over

14

00:00:44,567 --> 00:00:50,500

16,000 hours piloting more
than 130 types of aircraft.

15

00:00:50,500 --> 00:00:54,133

He was born in Rochester, New
York, grew up in Portland,

16

00:00:54,133 --> 00:00:57,733

Oregon and earned advanced
degrees in Mechanical
Engineering at

17

00:00:57,733 --> 00:01:02,033

the California Institute of
Technology in Pasadena.

18

00:01:02,033 --> 00:01:06,233

In 1958, at the age of 22, he
joined the Air Force, and

19

00:01:06,233 --> 00:01:09,033

became a fighter pilot
and bomber pilot,

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00:01:09,033 --> 00:01:12,900

and in 1964 he graduated from
the Air Force Test Pilot
School,

21

00:01:12,900 --> 00:01:15,967
at Edwards Air Force Base.

22

00:01:15,967 --> 00:01:18,733
His calling as an Astronaut
came soon after,

23

00:01:18,733 --> 00:01:23,467
and from 1966 through 1969,
he was a flight crewmember

24

00:01:23,467 --> 00:01:26,400
on an Air Force Space Flight
program called

25

00:01:26,400 --> 00:01:30,267
The Manned Orbiting
Laboratory. This mini space

26

00:01:30,267 --> 00:01:33,233
station program was
eventually cancelled before

27

00:01:33,233 --> 00:01:37,600
he or any other crewmembers had
a chance to orbit the Earth.

28

00:01:37,600 --> 00:01:40,967
Gordon was then assigned
to NASAs Johnsons

29

00:01:40,967 --> 00:01:44,000
Space Center in Houston as
an Astronaut serving on

30

00:01:44,000 --> 00:01:47,267
support crews for the last
four Apollo Missions to the

31

00:01:47,267 --> 00:01:52,733

moon; again he was on deck,
but no trips into space.

32

00:01:52,733 --> 00:01:55,333

Gordon returned to the
Antelope Valley in the mid

33

00:01:55,333 --> 00:01:59,000

1970s where the space
shuttle Enterprise was being

34

00:01:59,000 --> 00:02:03,400

built in Palmdale. He became
one of four pilots to fly

35

00:02:03,400 --> 00:02:09,800

Enterprise during a series
of gliding test flights at
Edwards in 1977.

36

00:02:09,800 --> 00:02:11,033

Fullerton: The
ALT and all of the

37

00:02:11,033 --> 00:02:14,600

flying happened all within
one calendar year in 1977.

38

00:02:14,600 --> 00:02:17,400

Fred Haise and I were selected
as one of the two crews,

39

00:02:17,400 --> 00:02:20,900

Joe Engel and Dick Truly
were the other crew.

40

00:02:20,900 --> 00:02:25,467

We were coming up with the
procedures and the very first

41
00:02:25,467 --> 00:02:28,900
orbiter simulator in
Houston. We did lots

42
00:02:28,900 --> 00:02:31,967
of Engineering Simulations.
We were writing a checklist

43
00:02:31,967 --> 00:02:38,267
from zero and a dream
assignment really for action,

44
00:02:38,267 --> 00:02:44,367
the ability to really
influence a design and
then test it in the end.

45
00:02:44,367 --> 00:02:48,633
Narrator: Finally in 1982,
Gordon made it, serving as
the pilot on the

46
00:02:48,633 --> 00:02:53,833
third shuttle flight in
orbit. Six Five We have
main engine ignition.

47
00:02:53,833 --> 00:03:05,333
****ROAR**** Music

48
00:03:05,333 --> 00:03:08,667
The eight-day test mission
in Columbia subjected the

49
00:03:08,667 --> 00:03:11,933
orbiter to extremes in heat and
tested the shuttles remote

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00:03:11,933 --> 00:03:16,067

manipulator arm. Because of a
not so dry lakebed at Edwards

51

00:03:16,067 --> 00:03:20,333

that spring, it became
the only shuttle flight
to land on the alternate

52

00:03:20,333 --> 00:03:25,867

runway at White
Sands, New Mexico.

53

00:03:25,867 --> 00:03:29,600

Tower: OK Columbia, welcome
home, that was beautiful job.

54

00:03:29,600 --> 00:03:33,533

Narrator: Three years later
Gordon was the commander of
a crew of seven,

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00:03:33,533 --> 00:03:36,600

on a week long mission in the
space shuttle Challenger.

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00:03:36,600 --> 00:03:42,500

This flight carried space
lab and over a dozen
science experiments.

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00:03:42,500 --> 00:03:48,167

Not everything on that
flight, however, was a
scientific experiment.

58

00:03:48,167 --> 00:03:51,467

Music

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00:03:51,467 --> 00:03:55,800

In 1986, after nearly 20 years
in space programs that often

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00:03:55,800 --> 00:03:58,600

took him away from home,
Fullerton decided to resume

61

00:03:58,600 --> 00:04:01,933

his career as a research pilot
so he could live full

62

00:04:01,933 --> 00:04:11,700

time with his wife and two
children in Lancaster.

63

00:04:11,700 --> 00:04:15,600

Fullerton: I came from JSC,
25,000 people work there.

64

00:04:15,600 --> 00:04:21,233

99% of them have never seen
a space craft a real one.

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00:04:21,233 --> 00:04:24,967

They have seen lots of in the
old days it was view graphs,

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00:04:24,967 --> 00:04:30,933

and now its PowerPoint slides.
They have watched on T.V.

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00:04:30,933 --> 00:04:35,233

in mission control, even the few
who were close to operations.

68

00:04:35,233 --> 00:04:39,033

Drydens always been known as
a place that when there is

69

00:04:39,033 --> 00:04:43,600

something tricky to do, send it
to Dryden, it will get done.

70

00:04:43,600 --> 00:04:49,333

And a lot of that is
because people here
really like air planes,

71

00:04:49,333 --> 00:04:54,567

like new and different
experiments and they delight in

72

00:04:54,567 --> 00:04:58,433

being able to walk down out of
the hangar and see it for real.

73

00:04:58,433 --> 00:05:06,967

Even the people working in H.R.
and Finance go down and crowd

74

00:05:06,967 --> 00:05:09,733

into the pilots office or go on
the roof when something new

75

00:05:09,733 --> 00:05:12,600

is on the ramp or
fly by or whatever.

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00:05:12,600 --> 00:05:21,867

So thats why this place gets
things done over the years.

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00:05:21,867 --> 00:05:25,900

From a personal stand point to
get to do what I love to do

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00:05:25,900 --> 00:05:28,900

more then anything for
as long as I have,

79

00:05:28,900 --> 00:05:33,000

and it has been backed up by my

buddies who are all jealous.

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00:05:33,000 --> 00:05:41,333

For personal reasons I count that as a terrific success.

81

00:05:41,333 --> 00:05:47,400

There is hardly anybody that's prolonged

82

00:05:47,400 --> 00:05:52,367

what a lot of people consider the high point of their life for as long as I have.

83

00:05:52,367 --> 00:05:55,300

Pilot Fullerton: OK five zero and six thirty I am going

84

00:05:55,300 --> 00:05:57,333

do some just mild maneuvering here.

85

00:05:57,333 --> 00:06:05,633

Pilot chatter

86

00:06:05,633 --> 00:06:08,600

Fullerton: I count what satisfaction that I have had,

87

00:06:08,600 --> 00:06:12,967

and what success I have had to blind luck and timing.

88

00:06:12,967 --> 00:06:18,167

So much of it is not what you do, not even what

89

00:06:18,167 --> 00:06:21,733

effort you put into it, but its

are you at the right place

90

00:06:21,733 --> 00:06:24,633

at the right time

when it comes along?

91

00:06:24,633 --> 00:06:27,200

And I have really

been lucky that way.

92

00:06:27,200 --> 00:06:33,033

Narrator: Gordons

experience in a variety of

aircraft has served NASA

93

00:06:33,033 --> 00:06:37,567

and America well. He is at

home flying large planes like

94

00:06:37,567 --> 00:06:43,933

the 747 shuttle carrier aircraft

and the N.A.S.A. B-52.

95

00:06:43,933 --> 00:06:47,033

Yet he is just as comfortable

flying high performance and

96

00:06:47,033 --> 00:06:52,933

experimental aircraft such

as the F-18 and the X-29.

97

00:06:52,933 --> 00:06:55,933

His achievements have been

honored by the Society of

98

00:06:55,933 --> 00:07:00,400

experimental test pilots,

NASA, the Airforce, and

99

00:07:00,400 --> 00:07:03,867

the American Institute of
Aeronautics and Astronautics.

100

00:07:03,867 --> 00:07:07,167

He is also one of the test
pilots chosen for the Lancaster

101

00:07:07,167 --> 00:07:10,267

Walk of Honor on
Lancaster Boulevard.

102

00:07:10,267 --> 00:07:15,067

Mr. Fullerton has indeed earned
the office with a great view

103

00:07:15,067 --> 00:07:20,033

and for those of us on the
ground he is a man to look up
to.

104

00:07:20,033 --> 00:07:28,900

Engine Roar : Applause