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00:00:00,000 --> 00:00:02,000

Jay Barbree: Senator Glenn

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00:00:02,001 --> 00:00:05,001

John Glenn: I'm not sure I got the whole thing being the age I am. [laughter]

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00:00:05,002 --> 00:00:06,002

Jay Barbree: Courage, the right stuff.

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00:00:06,003 --> 00:00:08,003

John Glenn: Repeat the question.

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00:00:08,004 --> 00:00:12,004

Jay Barbree: She wants to know where you get your courage from.

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00:00:12,005 --> 00:00:16,005

To climb on an Atlas rocket that has probably blown up

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00:00:16,006 --> 00:00:18,006

more times than it flew right,

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00:00:18,007 --> 00:00:20,007

and you rode it into orbit.

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00:00:20,008 --> 00:00:22,008

She wanted to know how you got that courage.

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00:00:22,009 --> 00:00:24,009

John Glenn: People say during launch, you know,

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00:00:24,010 --> 00:00:28,010

that's the most crucial time and where you're changing things the most

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00:00:28,011 --> 00:00:29,011

and where all the thrust is on there

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00:00:29,012 --> 00:00:31,112

and what do you think about when you're getting ready to launch?

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00:00:31,113 --> 00:00:35,113

And I think the question goes back to,

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00:00:35,114 --> 00:00:38,114

"How do you think you'd feel if you new you were on top of 2 million parts

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00:00:38,115 --> 00:00:40,215

built by the lowest bidder on a government contract. [laughter]

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00:00:40,216 --> 00:00:48,216

That's the flippant answer.

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00:00:48,217 --> 00:00:54,217

I think you develop courage in a couple of areas.

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One, you develop this by what your purpose is,

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the mission, your dedicated to the mission

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00:00:59,220 --> 00:01:04,220

and by the preparation and that gives you confidence

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00:01:04,221 --> 00:01:06,221

you can really do this thing that you've really tried

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00:01:06,222 --> 00:01:10,222

to see all the aspects of it and all the things that can go wrong.

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00:01:10,223 --> 00:01:12,223

You try to take care of all these things before you launch.

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00:01:12,224 --> 00:01:14,224

John Glenn: So I think it comes from two things.

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00:01:14,225 --> 00:01:18,325

One, dedication to the country and what you think is important for the country.

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00:01:18,326 --> 00:01:21,326

Back in the early days it was the competition with the Soviets

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00:01:21,327 --> 00:01:26,327

who we weren't sure then they might be taking over the world.

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00:01:26,328 --> 00:01:30,328

And then its preparation, and preparation, and preparation

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that gives you confidence to go.

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Jim Lovell: Well, sometimes when you're confronted with a problem

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00:01:36,331 --> 00:01:38,331

and there is no alternative,

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you either had to have the courage to continue or your lost and consequently, on Apollo 13,

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00:01:46,333 --> 00:01:50,333

when the explosion first occurred, and we didn't know what happened,

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00:01:50,334 --> 00:01:54,334

and at first we didn't think we were in that danger

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00:01:54,335 --> 00:01:58,335

until I saw the oxygen escaping from the spacecraft

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00:01:58,336 --> 00:02:02,336

and then I realized that we were in serious danger

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00:02:02,337 --> 00:02:04,337

and we looked around to see what we had to use

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00:02:04,338 --> 00:02:09,338

and the Lunar module, fortunately, was a part of our system

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00:02:09,339 --> 00:02:13,339

and then we worked very closely

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00:02:13,340 --> 00:02:17,340

with a dedicated group of people at the Mission Control Center,

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00:02:17,341 --> 00:02:21,341

which indicated to me that the good leadership

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00:02:21,342 --> 00:02:25,342

and the team work that evolved from that

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00:02:25,343 --> 00:02:28,343

was the initiative of the perseverance and the motivation

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00:02:28,344 --> 00:02:30,344

of these people working with the crew

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00:02:30,345 --> 00:02:38,345

crew indicated that Apollo 13 was not just another space flight

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00:02:38,346 --> 00:02:44,346

of dangerous situations but really a classic case of crisis management.

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00:02:44,347 --> 00:02:48,347

Jay Barbree: Neil Armstrong, you started to land Eagle on the moon.

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You found out I believe that they were heading you

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00:02:51,349 --> 00:02:55,349

toward a crater that you didn't want to land in

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00:02:55,350 --> 00:03:00,350

and you had to fly your ship across the surface of the moon

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00:03:00,351 --> 00:03:03,351

until you could find a spot to sit it down.

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00:03:03,352 --> 00:03:08,552

I think you had sixteen seconds of fuel left, can you tell us what that was like?

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00:03:08,553 --> 00:03:14,553

Neil Armstrong: No Pilot likes to land in a bad place. [laughter]

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00:03:14,554 --> 00:03:16,554

Jay Barbree: Great.

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00:03:16,555 --> 00:03:25,555

Neil Armstrong: Pilots, by nature, will go to any extreme to find a good place to land.

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00:03:25,556 --> 00:03:28,556

And that's what we did. [laughter/applause]

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00:03:28,557 --> 00:03:29,557

Jay Barbree: And that's what you did.

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00:03:29,558 --> 00:03:32,558

Jay Barbree: What we would like to know from you, Neil,

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what it was like to step onto that moon

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and turn around and take your first steps,

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00:03:39,561 --> 00:03:45,561

and really learn how to walk into reverse on that surface.

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00:03:45,562 --> 00:03:51,562

Neil Armstrong: We had a few people that thought it was going to be very difficult

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00:03:51,563 --> 00:03:56,563

to walk on the surface for whatever reasons they believed that to be true.

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In our simulations sometimes were a little difficult.

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00:04:00,565 --> 00:04:04,865

But the human is remarkably adaptive

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and what we found out was that by the

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00:04:08,867 --> 00:04:12,867

time we had just stood around in the cockpit for a couple hours

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00:04:12,868 --> 00:04:14,068

we were completely adapted

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00:04:14,069 --> 00:04:17,069

and when we walked on off of the craft onto the surface,

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00:04:17,070 --> 00:04:26,070

we already were right at home and you'd really like it. [laughter/applause]

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00:04:26,071 --> 00:04:31,071

Mary Ellen Weber: You know, a lot of folks have asked me, well you must be a real risk taker,

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00:04:31,072 --> 00:04:33,172

and I really don't think that's true,

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00:04:33,173 --> 00:04:35,173

I think I'm one of the most safety conscious people that I know.

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00:04:35,174 --> 00:04:39,174

What I think I am is an opportunity seeker

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00:04:39,175 --> 00:04:44,175

and I think that's what has lead me to be a part of the Astronaut Corps.

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00:04:44,176 --> 00:04:47,176

and to some of the other things I've had an opportunity to do.

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00:04:47,177 --> 00:04:50,177

And so I guess my only words of inspiration

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00:04:50,178 --> 00:04:57,178

to an aspiring engineer and an aspiring astronaut is to seek out those opportunities.

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00:04:57,179 --> 00:05:00,179

I recently had a newspaper ask me,

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00:05:00,180 --> 00:05:04,180

What was a key formative thing that happed to you

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00:05:04,181 --> 00:05:09,481

that you think lead you to where you got to?

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00:05:09,482 --> 00:05:13,482

And I recalled being in college, at Purdue University,

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00:05:13,483 --> 00:05:17,483

and I remember seeing in the Purdue newspaper

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00:05:17,484 --> 00:05:20,484

a little article about the Purdue Skydiving club.

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00:05:20,485 --> 00:05:23,485

And it really consisted of one guy with a car

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00:05:23,486 --> 00:05:26,786

that would drive out to the drop zone each weekend. [laughter]

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00:05:27,487 --> 00:05:29,487

But it turns out so I called that number

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00:05:29,488 --> 00:05:32,488

and I started that and that's what got me into aviation

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00:05:32,489 --> 00:05:35,489

and I'm still involved in aviation and skydiving even today.

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00:05:35,490 --> 00:05:40,490

But had I not seen that little ad,

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00:05:40,491 --> 00:05:44,491

had I not responded to it, had I not sought out that opportunity,

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00:05:44,492 --> 00:05:50,492

this whole world that became open to me a decade later

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00:05:50,493 --> 00:05:52,493

would not have become open to me.

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00:05:52,494 --> 00:05:54,494

And so I guess that's my only words of inspiration

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00:05:54,495 --> 00:05:56,495

is keep your eyes and ears open.

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Look for the tiniest opportunity to try something new,