
YES
NO

1
00:00:20,069 --> 00:00:17,519
okay the same as for altitude I've

2
00:00:21,600 --> 00:00:20,079
always had an interest in NASA in grade

3
00:00:24,269 --> 00:00:21,610
school I remember just kind of grew a

4
00:00:25,650 --> 00:00:24,279
fascination and it from textbook history

5
00:00:27,959 --> 00:00:25,660
classes and then watching some of the

6
00:00:30,330 --> 00:00:27,969
shuttle operations on TV but I never

7
00:00:32,369 --> 00:00:30,340
really understood how to get to NASA and

8
00:00:34,380 --> 00:00:32,379
I grew up in a very small town in New

9
00:00:36,779 --> 00:00:34,390
York so we didn't have exposure to stem

10
00:00:40,380 --> 00:00:36,789
classes or engineering or science career

11
00:00:41,790 --> 00:00:40,390
fields so it wasn't until the Air Force

12
00:00:43,319 --> 00:00:41,800
actually when I was going into college

13
00:00:46,670 --> 00:00:43,329

that they actually introduced

14
00:00:48,900 --> 00:00:46,680
engineering to me what pong graduation I

15
00:00:50,700 --> 00:00:48,910
commissioned as an officer and then I

16
00:00:52,680 --> 00:00:50,710
stationed out at a Druze Air Force Base

17
00:00:54,660 --> 00:00:52,690
out in California and I worked in

18
00:00:57,330 --> 00:00:54,670
developmental tests for the Air Force

19
00:00:59,760 --> 00:00:57,340
and about the time my service commitment

20
00:01:01,170 --> 00:00:59,770
ended this job opening at Armstrong had

21
00:01:03,660 --> 00:01:01,180
opened up in the operations engineering

22
00:01:04,950 --> 00:01:03,670
branch and it was kind of like a dream

23
00:01:07,020 --> 00:01:04,960
come true because I've always had this

24
00:01:09,389 --> 00:01:07,030
interest in the path kind of forged its

25
00:01:10,950 --> 00:01:09,399
own way so I had this newfound interest

26
00:01:12,240 --> 00:01:10,960
in aeronautics and airplanes and here

27
00:01:13,999 --> 00:01:12,250
was an opportunity to be hands-on with

28
00:01:16,770 --> 00:01:14,009
the aircraft and I've just always

29
00:01:19,109 --> 00:01:16,780
appreciated NASA's mission and vision of

30
00:01:21,120 --> 00:01:19,119
exploring our own curiosity and here was

31
00:01:25,949 --> 00:01:21,130
an opportunity to work and be able to do

32
00:01:30,660 --> 00:01:25,959
that I'm Kay McMurtry and I'm an

33
00:01:33,510 --> 00:01:30,670
Operations engineer at NASA Armstrong an

34
00:01:36,059 --> 00:01:33,520
Operations engineer uses engineering

35
00:01:38,519 --> 00:01:36,069
judgment to ensure the mission success

36
00:01:40,440 --> 00:01:38,529
in air worthiness of Aeronautics

37
00:01:42,779 --> 00:01:40,450
research airborne science the space

38
00:01:48,959 --> 00:01:42,789

technologies as well as their aircraft

39
00:01:50,910 --> 00:01:48,969
that take them into flight so we're kind

40
00:01:53,219 --> 00:01:50,920
of Li the interface between the

41
00:01:54,209 --> 00:01:53,229
technologies and the aircraft so we take

42
00:01:56,609 --> 00:01:54,219
that technology

43
00:01:59,339 --> 00:01:56,619
we help develop it ground test to

44
00:02:00,749 --> 00:01:59,349
integrate it and do the fly execution

45
00:02:02,489 --> 00:02:00,759
and then get that data that the

46
00:02:05,330 --> 00:02:02,499
researchers want and then hand it back

47
00:02:08,150 --> 00:02:05,340
to the researchers for analysis

48
00:02:10,279 --> 00:02:08,160
my first assignment when I came to NASA

49
00:02:12,440 --> 00:02:10,289
Armstrong was with the f-18 aircraft

50
00:02:14,480 --> 00:02:12,450
that's eight four five and we had to

51
00:02:18,110 --> 00:02:14,490
integrate a flat-screen monitor in the

52
00:02:20,300 --> 00:02:18,120
backseat of the f-18 and remap the

53
00:02:22,850 --> 00:02:20,310
window space so that a backseat pilot

54
00:02:24,979 --> 00:02:22,860
could fly the aircraft using the monitor

55
00:02:27,260 --> 00:02:24,989
only with limited peripheral vision out

56
00:02:29,240 --> 00:02:27,270
the window and that was to gain more

57
00:02:31,160 --> 00:02:29,250
information on how a cockpit might be

58
00:02:33,740 --> 00:02:31,170
designed for a supersonic aircraft that

59
00:02:36,680 --> 00:02:33,750
might require different configurations

60
00:02:38,330 --> 00:02:36,690
of the cockpit I didn't really know that

61
00:02:40,160 --> 00:02:38,340
there was a whole aeronautical side and

62
00:02:42,650 --> 00:02:40,170
I didn't really I kind of had this

63
00:02:44,660 --> 00:02:42,660

feeling that NASA was for the super

64
00:02:47,360 --> 00:02:44,670
crazy smart PhD people who invented

65
00:02:49,190 --> 00:02:47,370
everything and went to Harvard I enjoy

66
00:02:50,630 --> 00:02:49,200
the community outreach quite a bit just

67
00:02:53,540 --> 00:02:50,640
because it gives me an opportunity to

68
00:02:56,390 --> 00:02:53,550
introduce engineering to the younger

69
00:02:58,610 --> 00:02:56,400
generation since I felt that in my time

70
00:03:00,170 --> 00:02:58,620
as a as a young kid I didn't have that

71
00:03:01,580 --> 00:03:00,180
exposure so I like to try to make sure

72
00:03:02,930 --> 00:03:01,590
that kids are aware of that because it's

73
00:03:05,090 --> 00:03:02,940
just something that I noticed was

74
00:03:07,130 --> 00:03:05,100
lacking from my school days so that's a

75
00:03:08,750 --> 00:03:07,140
lot of energy that we can be harnessing

76
00:03:10,310 --> 00:03:08,760
so I've developed this passion in

77
00:03:11,900 --> 00:03:10,320
aeronautics this passion for aircraft

78
00:03:14,000 --> 00:03:11,910
and I wanted to become more familiar

79
00:03:15,470 --> 00:03:14,010
with how they operate and I wanted to

80
00:03:17,180 --> 00:03:15,480
gain that knowledge base in aeronautics

81
00:03:19,220 --> 00:03:17,190
a little bit more intimately so I decide

82
00:03:20,600 --> 00:03:19,230
to get my private pilot's license it

83
00:03:22,610 --> 00:03:20,610
puts you in a position where you have to

84
00:03:25,100 --> 00:03:22,620
always be thinking on the ball and kind

85
00:03:26,690 --> 00:03:25,110
of plan ahead so that is the challenge

86
00:03:27,830 --> 00:03:26,700
but it's also exciting and thrilling at

87
00:03:29,210 --> 00:03:27,840
the same time and then being able to

88
00:03:30,680 --> 00:03:29,220

kind of see the world from that vantage

89
00:03:32,750 --> 00:03:30,690
point it's just really interesting and

90
00:03:34,699 --> 00:03:32,760
unique my husband is actually a private

91
00:03:36,530 --> 00:03:34,709
pilot as well so we can kind of do that

92
00:03:37,910 --> 00:03:36,540
together and it kind of builds my

93
00:03:39,979 --> 00:03:37,920
confidence to have another experienced

94
00:03:41,990 --> 00:03:39,989
pilot with me and we have plans this

95
00:03:44,300 --> 00:03:42,000
year this summer to go out and to

96
00:03:47,240 --> 00:03:44,310
northern California maybe into other

97
00:03:50,750 --> 00:03:47,250
states to just explore and go to cool

98
00:03:52,699 --> 00:03:50,760
places so I've recently moved from being

99
00:03:54,530 --> 00:03:52,709
an operations engineer to management

100
00:03:56,509 --> 00:03:54,540
position within the branch and what

101
00:03:57,830 --> 00:03:56,519
motivated me to take that career path is

102
00:04:01,430 --> 00:03:57,840
the fact that it provides an opportunity

103
00:04:03,530 --> 00:04:01,440
for me to learn more things from a wide

104
00:04:05,479 --> 00:04:03,540
variety of people within the branch that

105
00:04:08,509 --> 00:04:05,489
have different experiences viewpoints or

106
00:04:10,640 --> 00:04:08,519
perspectives and that that or options

107
00:04:12,470 --> 00:04:10,650
nearing branch has really provided an

108
00:04:14,750 --> 00:04:12,480
eye-opening experience for me to learn

109
00:04:17,570 --> 00:04:14,760
through them and that's just been the

110
00:04:18,090 --> 00:04:17,580
greatest part of my job and what's kind