

Famous person of USA:

Neil Armstrong – the first man, who stepped on the Moon



Подготовил: Лемещенко Даниил 11АТ.
“Колледж Электроники и Приборостроения”

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Neil Armstrong

Neil Alden Armstrong (1930–2012) was an American Astronaut and aeronautical engineer, and the first person to walk on the Moon.



He was also a naval aviator, test pilot, and university professor.

Early years

Armstrong was born on August 5, 1930, near Wapakoneta, Ohio, the son of Stephen Koenig Armstrong and Viola Louise Engel.

He was of German, Irish and Scottish ancestry, and had a younger sister, June, and a younger brother, Dean.

His father worked as an auditor for the Ohio state government, and the family moved around the state repeatedly, living in 20 towns.



Early years

Armstrong's love for flying grew during this time, having started early when his father took his two-year-old son to the Cleveland Air Races. When he was five, he experienced his first airplane flight in Warren, Ohio, on July 20, 1936, when he and his father took a ride in a Ford

Trimotor.



Navy service

Armstrong's call-up from the Navy arrived on January 26, 1949, requiring him to report to Naval Air Station Pensacola in Florida for flight training with class 5-49. After passing the medical examinations, he became a midshipman on February 24, 1949.



Flight training was conducted in a North American SNJ trainer, in which he soloed on September 9, 1949. On March 2, 1950, he made his first aircraft carrier landing on the USS Cabot, an event he considered comparable to his first solo flight.

Navy service



He was then sent to Naval Air Station Corpus Christin in Texas for training on the Grumman F8F Bearcat, culminating in a carrier landing on the USS Wright.

On August 16, 1950, Armstrong was informed by letter that he was a fully qualified naval aviator. His mother and sister attended his graduation ceremony on August 23, 1950.

Korean War

On August 29, 1951, Armstrong saw action in the Korean War as an escort for a photo reconnaissance plane over Songjin.

Five days later, on September 3, he flew armed reconnaissance over the primary transportation and storage facilities south of the village of Majon-ni, west of Wonsan.



While making a low bombing run at about 350 mph (560 km/h), Armstrong's F9F Panther was hit by anti-aircraft fire.

While trying to regain control, he collided with a pole at a height of about 20 feet (6 m), which sliced off about 3 feet (1 m) of the Panther's right wing.

Korean War



Armstrong flew the plane back to friendly territory, but due to the loss of the aileron, ejection was his only safe option.

Planning to eject over water and await rescue by Navy helicopters, he flew to an airfield near Pohang, but his parachute was blown back over land.

A jeep driven by a roommate from flight school picked Armstrong up; it is unknown what happened to the wreckage of his aircraft, F9F-2

Test pilot

Following his graduation from Purdue, Armstrong decided to become an experimental research test pilot.

On his first day, Armstrong was tasked with piloting chase planes during releases of experimental aircraft from modified bombers.

On March 22, 1956, he was in a Boeing B-29 Superfortress, which was to air-drop a Douglas D-558-2 Skyrocket.



Boeing B-29 Superfortress

Douglas D-558-2 Skyrocket



Test pilot

As they ascended to 30,000 feet (9 km), the number-four engine stopped and the propeller began windmilling (rotating freely) in the airstream. Their aircraft needed to hold an airspeed of 210 mph (338 km/h) to launch its Skyrocket payload, and the B-29 could not land with the Skyrocket attached to its belly.

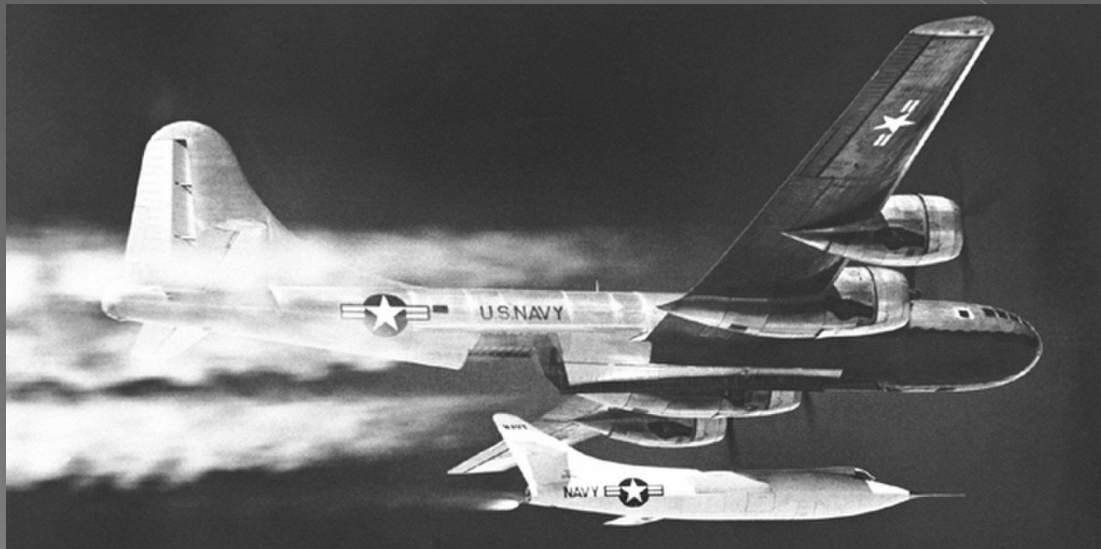


Armstrong and Butchart brought the aircraft into a nose-down attitude to increase speed, then launched the Skyrocket. At the instant of launch, the number-four engine propeller disintegrated. Pieces of it damaged the number-three engine and hit the number-two engine.

Test pilot

Butchart and Armstrong were forced to shut down the damaged number-three engine, along with the number-one engine, due to the torque it created.

They made a slow, circling descent from 30,000 ft (9 km) using only the number-two engine, and landed safely.



Stanley P. Butchart

Astronaut career

In June 1958, Armstrong was selected for the U.S. Air Force's Man In Space Soonest program, but the Advanced Research Projects Agency (ARPA) cancelled its funding on August 1, 1958, and on November 5, 1958, it was superseded by Project Mercury, a civilian project run by NASA.



Ironically, as a NASA civilian test pilot, Armstrong was ineligible to become one of its astronauts at this time, as selection was restricted to military test pilots.



In November 1960, he was chosen as part of the pilot consultant group for the X-20 Dyna-Soar, a military space plane under development by Boeing for the U.S. Air Force, and on March 15, 1962, he was selected by the U.S. Air Force as one of seven pilot-engineers who would fly the X-20 when it got off the design board.

Apollo program

After Armstrong served as backup commander for Apollo 8, Slayton offered him the post of commander of Apollo 11 on December 23, 1968, as Apollo 8 orbited the Moon.



Buzz Aldrin



Michael Collins



Jim Lovell

In a meeting Slayton told him that although the planned crew was Armstrong as Commander, Lunar Module Pilot Buzz Aldrin and Command Module Pilot Michael Collins, he was offering Armstrong the chance to replace Aldrin with Jim Lovell.

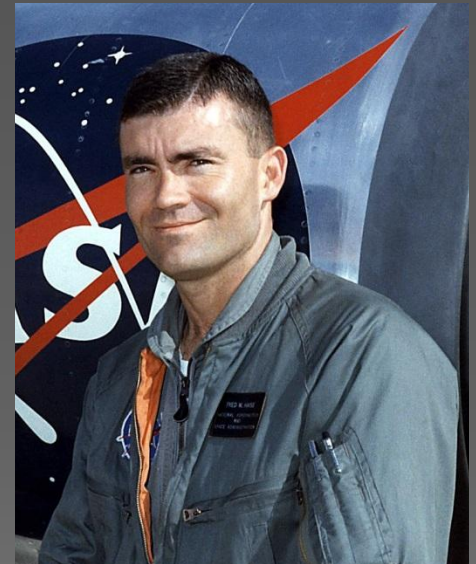
Apollo program

After thinking it over for a day, Armstrong told Slayton he would stick with Aldrin, as he had no difficulty working with him and thought Lovell deserved his own command.

Replacing Aldrin with Lovell would have made Lovell the Lunar Module Pilot, unofficially the lowest ranked member, and Armstrong could not justify placing Lovell, the commander of Gemini 12, in the number 3 position of the crew.



William Anders



Fred Haise

The crew of Apollo 11 was officially announced on January 9, 1969, as Armstrong, Collins and Aldrin, with Lovell, Anders and Fred Haise as the backup crew.

Voyage to the Moon

The objective of Apollo 11 was to land safely rather than to touch down with precision on a particular spot.



Three minutes into the lunar descent burn, Armstrong noted that craters were passing about two seconds too early, which meant the LM Eagle would probably touch down beyond the planned landing zone by several miles.

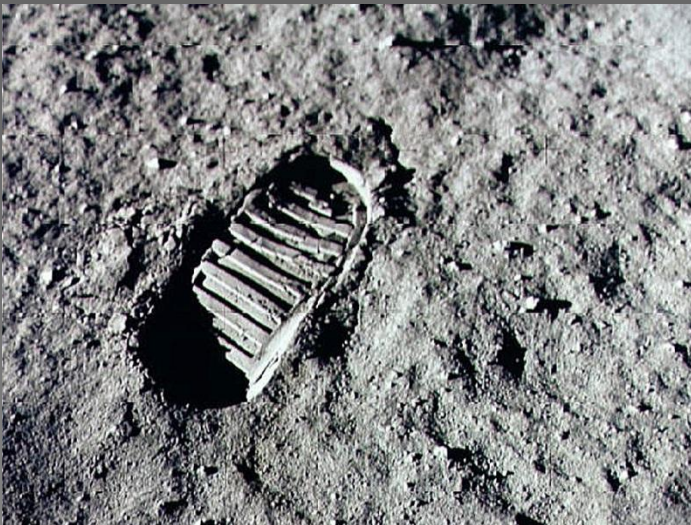
As the Eagle's landing radar acquired the surface, several computer error alarms appeared.



The landing on the surface of the Moon occurred several seconds after 20:17:40 UTC on July 20, 1969, at which time one of three 67-inch (170 cm) probes attached to three of the Lunar Module's four legs made contact with the surface, a panel light inside the LM lit up, and Aldrin called out, "Contact light."

"That's one small step for a man, one giant leap for mankind."

Although the official NASA flight plan called for a crew rest period before extravehicular activity, Armstrong requested that the EVA be moved to earlier in the evening, Houston time.



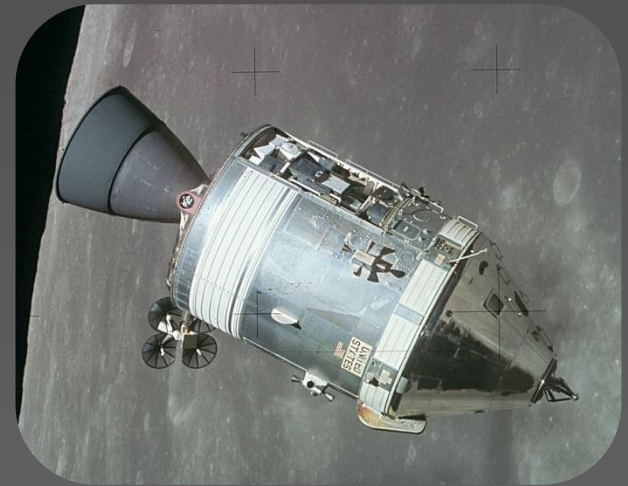
Once Armstrong and Aldrin were ready to go outside, Eagle was depressurized, the hatch was opened and Armstrong made his way down the ladder first. At the bottom of the ladder Armstrong said, "I'm going to step off the LM now".

He then turned and set his left boot on the lunar surface at 02:56 UTC July 21, 1969, then spoke the now-famous words, "That's one small step for a man, one giant leap for mankind."

Return to Earth

After they re-entered the LM, the hatch was closed and sealed.

While preparing for the liftoff from the lunar surface, Armstrong and Aldrin discovered that, in their bulky spacesuits, they had broken the ignition switch for the ascent engine; using part of a pen, they pushed the circuit breaker in to activate the launch sequence.



Columbia, the Command and Service Module



USS Hornet

The Eagle then continued to its rendezvous in lunar orbit, where it docked with Columbia, the Command and Service Module. The three astronauts returned to Earth and splashed down in the Pacific Ocean, to be picked up by the USS Hornet.

Teaching

Armstrong announced shortly after the Apollo 11 flight that he did not plan to fly in space again.

He was appointed Deputy Associate Administrator for aeronautics for the Office of Advanced Research and Technology at ARPA, but served in this position for only a year, and resigned from it and NASA in 1971.

He accepted a teaching position in the Department of Aerospace Engineering at the University of Cincinnati, having decided on Cincinnati over other universities, including his alma mater, Purdue, because Cincinnati had a small aerospace department.



Teaching

He hoped that the faculty members would not be annoyed that he came straight into a professorship with only the USC master's degree. He began this while stationed at Edwards years before, and finally completed it after Apollo 11 by presenting a report on various aspects of Apollo, instead of a thesis on the simulation of hypersonic flight.

The official job title he received at Cincinnati was University Professor of Aerospace Engineering.

After teaching for eight years, he resigned in 1979 without explaining his reason for leaving.



North Pole expedition

In 1985, professional expedition leader Mike Dunn organized a trip to take men he deemed the "greatest explorers" to the North Pole.



The group included Armstrong, Edmund Hillary, Hillary's son Peter, Steve Fossett, and Patrick Morrow, and arrived on April 6, 1985.

Armstrong said he was curious to see what the North Pole looked like from ground level, as he had only seen it from the Moon.



death

Armstrong underwent bypass surgery on August 7, 2012, to relieve blocked coronary arteries. Although he was reportedly recovering well, he developed complications in the hospital and died on August 25, in Cincinnati, Ohio, aged 82.

On September 14, Armstrong's cremated remains were scattered in the Atlantic Ocean during a burial-at-sea ceremony aboard the USS Philippine Sea. Flags were flown at half-staff on the day of Armstrong's funeral.

Glossary

EVA - **Extravehicular activity** (внекорабельная деятельность)

Extravehicular activity is any activity done by an astronaut or cosmonaut outside a spacecraft. The term most commonly applies to a spacewalk made outside a craft orbiting Earth, but also has applied to lunar surface exploration performed by six pairs of American astronauts in the Apollo program from.

NASA - **The National Aeronautics and Space Administration**

LM – **Lunar Module**

CM – **Command Module**

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The End