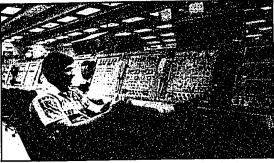
At the controls: A much Liebowitz control panel dur-ing his days with NASA.



ANN HEALEY/STAFF PHOTOGRAPHIE

MOON from page 11A

down there. I lived just one and a haif blocks from the beach." For Lebowitz, it was an excit-ing time. He was away from home-for the first time, had a chance to acube dive. And he worked at Cape Canaveni on the most im-portant scientific project of his time.

time.
"By then, they (the Sovieta) weren't that far ahead," he re-

called.

In fact, beating the Soviets to the moon was a race that did not involve radically new technolo-

involve radically new technologies.

It was a matter of making things hig enough." he said. "We knew how to do it."

Liebowitz asid the oft-used comparison that "If we can put a man on the moon, how come we can't..." usually misses the point by comparing something we, had the technology for to something we don't or that involves other problems.

Aithough he had little contact with the satrinauts, on occasion one or more of them would ask Liebowitz specific questions about his area of expertise — the rocket launcher and its attachments.

ments.
"I don't think people realize
that they were only about 5-feet-4

or .5," he said of America's space pioneers. "They were compact, so that they could fit into the cap-sule. I'm 6-feet, so it was strange alking to them."

In addition, some of the stories about the amorous adventures of the astronauts seemed believable to Liebowitz.

about the amorous adventures of the astronauts seemed believable to Liebowitz.

"I remember one time when there was a red Corvette parked on the platform," he said. "I went out to see what was going on and there was Alan Shepard (Jr.) talking to an attractive blonde."

Liebowitz said although the control room, where he sat during much of the Apollo 11 mission, seemed highly sophisticated, the technology was pretty primitive by today's computerized standards.

"All we had were monitor lights," he said. "If you were to pull off one of the panels, you'd just find a bunch of wires."

As an engineer for Ford Motor Co. the past 21 years, Liebowitz has seen the radical changes in technology. And he's been a part of the suto glant's success, including development of the power train for the Ford Taurus.

And although he was saddened by the Challenger tragedy of January 1966, it didn't come as that

big of a surprise, Liebowitz said.
"I remember one time as we were going through the pre-count-down checkbook, we found a pressure hose that had been hooked up to the wrong place," he said. "That's after four people had checked it. It was just too complex. You knew something had to go wrong sooner or later. The clock just ran out."

Although he is proud of the job he did, when the Apollo program was cut back in 1970 and Liebowitz was laid off, he didn't look back, landing a job in the auto industry with Volkswagen.

He had met some famous people, including the father of roket science Wernher von Braun. But many of his colleagues don't even know that Liebowitz was part of that history.
"It was a good experience," he said. "But it was a first job. I hadn't really thought of it as a career."

Liebowitz said he isn't nostal-

reer."
Liebowitz said he isn't nostal-gic for that particular part of his past. But being part of that giant enterprise has given him a sense of accomplishment.

"I think it showed that America aid do it." he said. "We really never doubted that we could.



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