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THE WHITE HOUSE

WASHINGTON

May 24, 1982

MEMORANDUM FOR THE PRESIDENT

FROM: CRAIG L. FULLER 
SUBJECT: Meeting with Aerospace Workers

Upon arrival in Los Angeles, you will fly by helicopter to the Rockwell International Space Transportation and Systems Group headquarters in Downey, California (see detailed schedule).

Attached is a draft of brief remarks. The program calls for you to make brief remarks and then take questions from the audience.

Also attached are background materials from OMB concerning the visit.

I will be on the plane to California and at the event should you have additional questions.

(Rohrabacher/AB)
May 24, 1982
5:30 p.m.

REMARKS TO ROCKWELL EMPLOYEES
MAY 25, 1982

Good afternoon. I can't tell you how great it is to be back in California. With all the talk about how elegant it is at the White House, I must confess to you: it's mighty difficult to get on the plane and head east after spending a few days at home here in California.

There's a story -- and I understand this actually happened -- about a news photographer from this area. He was called into the editor's office and told there was a fire in Palos Verdes and that a plane was waiting at the Torrance airport so he could get some pictures and be back by the afternoon edition. Well, the photographer broke every traffic rule as he madly dashed down the Harbor freeway. He drove his car right up to the end of the Torrance runway where, sure enough, there was a plane revving its engines. He jumped in and shouted, "Let's go." The plane took off and when it got up about 5,000 feet he took his camera out and said, "Okay, let's get over the fire so I can shoot the pictures and get back to the shop." There was a silence, and from the other side of the cockpit came those memorable words: "Wait a minute, aren't you the instructor?"

Well, he got down okay. Being here with you today is an experience I will remember. Back in Washington one sees numerous historical landmarks. Today we are gathered in what future

generations may consider as significant a location as some of those landmarks in the East.

This building may not look very special. But it was right here that the impossible became possible. This structure might rightfully be called the cradle of space history -- a history which has only just begun.

Thirty feet beyond my right hand is the area where the spacecraft was constructed which took the first Americans to orbit the moon. Even more important, like that California photographer, they came safely back home. The same type Apollo spacecraft carried astronauts to our first space station.

Many of you were part of the Apollo program. Whether as a member of the Rockwell support staff or as one of the engineers, your fingerprints are on the project which was responsible for putting American footprints on the moon.

Today, all of you are part of another historic achievement. Behind me is the aft structure of the space shuttle Discovery. Following in the Columbia's footsteps, it will open up a vista of new opportunities for America -- making possible technological innovations in areas as diverse as communications, computers, health care, energy efficiency, the manufacture of consumer goods and environmental protection. It will permit us to use the near-weightlessness and near-perfect vacuum of space to produce special alloys, glasses and crystals that are impossible to

manufacture on Earth. And all of this, of course, means more new industries and new jobs right here on Earth.

But the Shuttle is only one of the current projects of an industry that contributes so much to our economic well-being and security.

The aerospace industry provides over one million American workers with productive and meaningful employment. In 1981, your industry had \$61 billion worth of sales and the highest positive trade balance of any manufacturing industry in this country. Furthermore, aerospace supports other companies which supply you with parts and services, many of them run by small entrepreneurs.

And your industry has the unique capability of bringing us together as a Nation. Can anyone forget how during a troubled time in our history, Neil Armstrong brought us together as he took that one small step. Or the feeling we had when the Columbia returned from the frontiers of space and set down in the California desert.

But it isn't just space travel. The contributions of America's aerospace workers are evident throughout the world in commercial aircraft and other important high technology ventures. You have shown the world the kind of ingenuity that we should all be proud of.

Your industry has played a greater part in our progress than many realize. In the 1970s, especially in the latter half of the decade, we experienced economic difficulties which threatened our

standard of living and attacked the economic foundations of our country. We are just now beginning to reverse the near catastrophic economic trend that plagued America.

In fact, a battle is raging in the Congress right now to determine if we will continue the reforms of last year. Many different alternatives are being offered. Most of them would go back to the failed policies of tax and tax, spend and spend that brought ruinous inflation, record-high interest rates, economic stagnation and the highest peace-time tax burden we have ever known.

However, one alternative, the Bipartisan Recovery Budget will keep us going in the right direction. It is superior to the alternatives proposed by the Democratic leadership because it keeps taxes down; it will reassure the investment community by moving forward decisively against excessive spending and allows us to make savings on defense while still putting more muscle into America's defenses.

Next week, when I meet with our European allies, I want to be able to look them in the eye and tell them that we've put our economic house in order, so I think the Congress should get on with the job at hand.

Something that kept us from irreparable harm -- and I am convinced of this -- was the emergence of a high-technology industry which brought American ingenuity and know-how into play as never before. The aerospace industry was vital in the

development of high technology companies, offering contracts which served as the foundation for the high-tech revolution.

And we've only begun to scratch the surface. If we continue to maintain the free enterprise system, which spawned the ingenuity and hard work so necessary for lasting progress, we are on our way to a new age of high technology opportunity that offers as much to mankind as did the original industrial revolution 200 years ago. We are breaking new ground everyday which will bring new opportunity and jobs to Americans for decades to come.

Of course, there are many challenges to be overcome. The 1970's were not only a time of economic dislocation but also a period of neglect for the security needs of this country, leaving a dangerous imbalance that threatens the peace and cannot be ignored.

Sometimes issues of such magnitude, like the security of our country, seem overwhelming. Yet this challenge, and the ones which I referred to earlier, are no greater than those that faced our forefathers.

Having fought to win our independence, our people faced a vast undeveloped wilderness. Yet with faith in God and a willingness to persevere, our forefathers created a country more free and prosperous than the world had ever known.

Those who settled this country established a tradition of helping one another, a tradition I understand some of you are

carrying on as part of a volunteer program that gives high school students -- especially those from the minority community -- a chance to get some hands-on experience in production. Rockwell and those of you involved in the program are showing us what being a good citizen means.

We Americans have always been willing to do our part and we've never run away from a challenge. Today we stand on the edge of another frontier. This space shuttle may someday be compared in history books to the transcontinental railroad in the 19th century. Our new high technology may provide us with more than we've ever dreamed.

One thing is certain, as long as there is a job to be done, as long as there are frontiers to be explored and conquered, Americans will lead the way.

Having said all that . . . I really came here to talk with you today about some of the things on your mind, and I would be glad to take some questions.

1. Background

- o Downey is the home of Rockwell's Space Transportation and Systems Group.
- o This organization is assigned to carry out Rockwell's responsibility as NASA's prime contractor for the design and development of the Space Shuttle orbiter, and to assist in integration of the complete Space Shuttle system.
- o In Downey are Rockwell's orbiter design, development, test and engineering team. Here orbiter aft forward fuselages and crew modules are produced. Downey also contains the Flight Simulation Laboratories which test the individual components and subsystems of the orbiter in a complete flight simulation of actual Shuttle missions.
- o Rockwell is also NASA's prime contractor for the design and development of the Space Shuttle's main engines (Rocketdyne Division, Canoga Park, California).
- o Additionally, Rockwell is NASA's launch operations contractor for the Space Shuttle at Cape Kennedy.
- o Space Transportation and Systems Group's Seal Beach California facility is under contract to design and develop the NAVSTAR Global Positioning System Satellites and the P-80/Teal Ruby Surveillance satellites for the United States Air Force.

II. Key Rockwell Space Shuttle Officials

Rockwell Board Chairman	Robert Anderson
Rockwell President	Donald R. Beall
President, North American Space Operations	George W. Jeffs
President, Space Transportation and Systems Group	Rocco A. Petrone
VP & General Manager, Shuttle Orbiter Division	Richard Schwartz
VP & General Manager, Space Operations/ Integration & Satellite Systems Division	William C. Strathern
President, Rocketdyne Division	Norman J. Ryker
Vice " Rocketdyne Space Shuttle Main Engine	Dominick J. Santini

III. Employees (Management, Scientists and Engineers, Technicians, Production Workers, Clerical, etc.)

- o Downey Total = 8,503
 - " Women = 1,994 (23.5%)
 - " Minority = 2,458 (28.9%)
- o All of Space Transportation and Systems Group including off-site locations -
 - Total = 14,950
 - Women = 3,611 (24.2%)
 - Minority = 3,575 (23.9%)
- o In addition to Downey, the group's 14,950 personnel are located at Shuttle test and support facilities at National Space Technology Laboratories in Louisiana; Marshall Space Center, Huntsville, Alabama; Johnson Space Center in Houston, Texas; Vandenberg Air Force Base, California; Palmdale, California; Seal Beach, California; and the Kennedy Space Center in Florida.

IV. History of Downey Facility

Home of America's most advanced manned space systems - more involvement than any other private sector company in U.S. space achievements.

- Apollo command and service module spacecraft (lunar landing)
- Skylab command module spacecraft (carried crews back and forth to world's first space station)
- Apollo-Soyuz test projects, U.S. spacecraft for joint US-USSR mission
- Second stage of Saturn V rocket - most advanced technology for moon-rocket
- Propulsion systems and rocket engines for all of our manned space systems

IV. History of Downey Facility (continued)

And now the home of the engineering and manufacturing teams that built the orbiters Enterprise, the Columbia, the soon-to-be completed Challenger, and (behind speakers rostrum) the Discovery.

Question: Current plans are for a four-orbiter Shuttle fleet. Are we going to purchase any more?

Answer: We have not yet made a decision on that yet.

We are now in the process of reviewing our space policies to help better define our future plans and needs. This review will provide a foundation for a sound assessment of the need for any additional orbiters.

We are committed to the use of the Space Shuttle as our Nation's primary space launch vehicle. On the other hand, because of the cost of additional orbiters and the need to restrain the growth in Federal spending, we must consider very carefully any decision to buy more orbiters.

Question: Are we going to build a new space station?

Answer: It's a little too early to be making any judgment on that now.

We led the world with Skylab in 1973 and learned much about what man could do in space and the effects of space on man. The new Spacelab, developed in cooperation with our European partners, will be carried by the Shuttle and will give us further opportunities to use man in space and to conduct experiments never before possible. I am told that the first use of the new Spacelab is not planned until sometime in 1983.

I understand that NASA is now examining concepts for major new space based facilities. Such facilities may one day be used to help do many different things in space that might not be done even with Shuttle and Spacelab. These are exciting possibilities, but would also involve major funding commitments. We will need to consider very carefully the merits of such new undertakings in the context of our overall national needs as we gain experience with the new capabilities of the Shuttle.

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THE WHITE HOUSE

WASHINGTON

May 24, 1982

MEMORANDUM FOR THE PRESIDENT

FROM: EDWARD J. ROLLINS *SR*
SUBJECT: CALIFORNIA - POLITICAL BRIEFING

I. SUMMARY

The Republican primary campaign in the race to succeed retiring Republican U.S. Senator S.I. Hayakawa has attracted national attention. Seven major candidates, including three U.S. Congressmen, the Mayor of San Diego, and -- as you know -- your daughter, are vying for the nomination to oppose the likely Democrat U.S. Senate nominee, Governor Jerry Brown. The front-runners with two weeks to go until the June 8th primary are: Congressman Barry Goldwater, Jr. and San Diego Mayor Pete Wilson, with Congressman Pete McCloskey running third.

California's U.S. Congressional delegation will gain two seats because of reapportionment, and will now have 45 members. The adoption of Democrat U.S. Congressman Phil Burton's redistricting plan has given California one of the most blatant examples of partisan gerrymandering. California Republicans could lose as many as five seats to the Democrats under the Burton plan. California voters have the opportunity to reject the re-apportionment plan under a Republican sponsored referendum on the June ballot,

but the State Supreme Court has ruled -- regardless of the ballot outcome -- the 1982 elections will be held in the new districts.

According to a poll conducted by the Los Angeles Times, "crime", not "the economy", is considered to be the issue of most importance to the people of California.

II. ELECTED OFFICIALS

GOVERNOR - Edmund G. Brown, Jr. - Democrat - Elected in 1974

SENATOR - Alan Cranston - Democrat - Elected in 1968

SENATOR - S.I. Hayakawa - Republican - Elected in 1976

U.S. HOUSE OF REPRESENTATIVES - 21 Republicans, 22 Democrats

III. THE STATE LEGISLATURE

UPPER HOUSE - 17 Republicans, 23 Democrats

LOWER HOUSE - 31 Republicans, 49 Democrats

IV. REPUBLICAN STATE PARTY OFFICIALS

REPUBLICAN STATE CHAIRMAN - Tirso del Junco

REPUBLICAN NATIONAL COMMITTEEMAN - Jack Courtemanche

REPUBLICAN NATIONAL COMMITTEEWOMAN - Gertrude C. McDonald

V. DISCUSSION

A. THE U.S. SENATE RACE - 1982

With the announcement that Republican U.S. Senator S.I. Hayakawa would not run for a second term this year, seven active candidates are vying for the Republican U.S. Senate nomination: Ted Bruinsma, former Dean of Loyola Law School; U.S. Congressman Robert Dornan; U.S. Congressman Barry Goldwater, Jr.; U.S. Congressman Pete McCloskey; Maureen Reagan; State Senator John Schmitz, and San Diego Mayor Pete Wilson. Figures released from a recent poll conducted by the Los Angeles Times confirms that the three leading candidates for the nomination are Goldwater, Wilson, and McCloskey. Goldwater, who led Wilson in the Times poll by a 28% to 20% margin, has been considered the front-runner in the race ever since he announced his candidacy. Private polls show the race to be even. As the assumed front-runner, Goldwater has come under attack from his rivals, with some of them questioning his intellectual acuity.

San Diego Mayor Pete Wilson has been climbing in the polls and is now considered even or slightly ahead. Wilson has the money to penetrate the media markets statewide, and is using media consultant Robert Goodman, who produced Vice President Bush's commercials in 1980. Wilson, however, has been attacked in the campaign as a latecomer to your campaign, as the Mayor supported President Ford during the 1976 Presidential primaries.

V. A. UNITED STATES SENATE RACE (continued)

Running to the left of the field on the Republican side is U.S. Congressman Pete McCloskey who is perceived by many Republicans in California to be far from the mainstream of Republican thought. McCloskey also earned the enmity of many Republicans when he challenged Richard Nixon for the GOP Presidential nomination in 1982. McCloskey is basing his chances for victory on a divided conservative vote, which might allow him to win with the liberal faction of the vote. This, however, appears unlikely, and most political observers expect either Goldwater or Wilson to win the nomination. McCloskey has been particularly critical of Administration policy in the last 2 to 3 weeks.

Democrat Governor Jerry Brown is expected to easily defeat his three challengers for the Democrat U.S. Senate nomination: writer Gore Vidal, State Senator Paul Carpenter, and Fresno Mayor Daniel Whitehurst. In the Times poll Brown was ahead of his closest competitor, Vidal, by a 49% to 10% margin.

Polls have consistently shown Brown to be trailing any one of the three front-running Republican candidates. The Times showed that among Democrats and Republicans, McCloskey led Brown by a 9% margin, Goldwater led him by 7%, and Wilson led the Democrat Governor by 3% points.

Despite current indications favoring a Republican victory in the California U.S. Senate race, the GOP will

V. A. UNITED STATES SENATE RACE (continued)

have to unite behind its June 8 victor, and wage an extremely effective campaign if it expects to defeat Brown in November.

B. THE GUBERNATORIAL RACE - 1982

Lieutenant Governor Mike Curb and state Attorney General George Deukmejian are virtually neck-and-neck in their hotly contested race for the Republican Gubernatorial nomination. Curb and Deukmejian have been locked in a close race for months, with Curb attempting to be perceived as the more conservative candidate and Deukmejian running as the more mature and experienced candidate. Curb, however, seems to have seized the initiative in the last few weeks, during which he spent heavily on advertising and switched his strategy to a more issue-oriented campaign. In the Los Angeles Times poll, Curb led Deukmejian by a 41% to 37% margin. However, 22% of the voters were still undecided. Private polls, including Dick Wirthlin's, show the race even.

Whichever of the two Republican Gubernatorial candidates wins the nomination on June 8, he is sure to face an uphill campaign against Democrat Los Angeles Mayor Tom Bradley. Bradley's favorability ratings run 92% among Democrats

V. B. THE GUBERNATORIAL RACE (continued)

and 75% among Republicans. Bradley faces only minor opposition in the Democrat primary against two little-known challengers.

Although both Curb and Deukmejian would be underdogs against Bradley, each man is an extremely effective candidate, and would wage a viable campaign. Furthermore, most observers agree that under the scrutiny of a general election campaign, where he would have to take firm stands on a variety of issues, Bradley's popularity is likely to sink substantially.

C. THE UNITED STATES CONGRESSIONAL RACES - 1982

California gains two U.S. Congressional seats this year because of reapportionment. The subsequent redistricting plan, however, was the complete handiwork of Democrat U.S. Congressman Phil Burton, who gerrymandered the State's districts in such a way that the Democrats should make substantial gains within California's Congressional delegation. Two veteran Republican U.S. House members who are expected to face tough re-election races because of redistricting are Don Clausen and John Rousselot. Rousselot gave up his home district which would have forced him into a primary with fellow Republican incumbent Carlos Moorhead. Instead, Rousselot opted to take his

C. THE UNITED STATES CONGRESSIONAL RACES (continued)

chances, and run in an "open" district which is heavily Democrat and was drawn for an Hispanic to win.

The Burton Redistricting Plan triggered such outrage among California's Republicans that the GOP succeeded in qualifying referendums for the June ballot giving voters a chance to reject the Democrat-drawn Congressional districts. The State Republican Party has also qualified an initiative for the November ballot that, if passed, would set up a bi-partisan commission to handle re-apportionment in the future.

D. OTHER STATE-WIDE RACES - 1982

Republicans have an uphill battle to win any of the constitutional offices up for election in 1982. Democrat incumbents Secretary of State Marge Fong Eu, State Treasurer Jess Unruh and State Controller Ken Cory are seeking third terms. The present two Republican state-wide offices are currently held by Lt. Governor Curb and Attorney General Deukmejian. Both of these offices are being sought by strong Democrat candidates: former Assembly Speaker Leo McCarthy, running for Lt. Governor; and Los Angeles County District Attorney Van de Kamp for the Attorney General post.

D. OTHER STATE-WIDE RACES (continued)

Republicans, because of the Democrat-drawn re-apportionment plan, will make little headway in adding to their numbers in the State Senate or Assembly.

VI. CALIFORNIA - MISCELLANEOUS

POPULATION: 23,669,000
NICKNAME: Golden State
MOTTO: "Eureka" (I Have Found It)

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THE WHITE HOUSE
WASHINGTON

May 24, 1982

MEMORANDUM FOR THE PRESIDENT

FROM: ED ROLLINS *ER*

SUBJECT: ATTENDANCE AT FUNDRAISING RECEPTION AND DINNER FOR
THE CALIFORNIA STATE REPUBLICAN PARTY
TUESDAY, MAY 25, 1982
LOS ANGELES, CALIFORNIA

I. PURPOSE

The reception and dinner are being held to raise funds for the California State Republican Party.

II. BACKGROUND

This November, California's Republicans are seeking to retain the seat of retiring U.S. Senator S.I. Hayakawa, win the Governorship, and win as many of the State's 45 U.S. Congressional seats as possible. The President's appearance at these events will generate over a million dollars to be used by the California State Republican Party in the general election campaigns.

III. PARTICIPANTS

A. GUESTS

Dr. Tirso del Junco, California Republican State Chairman

David Murdock, California Republican State Finance Chairman,
and Chairman for the fundraising dinner

Vince Scully, Emcee for the dinner program

U.S. Senator S.I. Hayakawa

GUESTS CONTINUED

Lieutenant Governor Mike Curb

State Attorney General George Deukmejian

State Senate Republican Leader William Campbell

State Assembly Republican Leader Robert Naylor

Republican National Committeeman Jack Courtemanche

Republican National Committeewoman Trudy McDonald

Deputy Republican National Chairman Fred Biebel

Cardinal Timothy Manning

The Reverend Don Moomaw

B. STAFF CONTACT

Ed Rollins

IV. PRESS PLAN

A. PHOTO SESSION

Closed Press

B. RECEPTION

Closed Press

C. DINNER

Open Press (tentative)

V. SEQUENCE OF EVENTS

- 7:20p.m. Photo session with 11 major sponsors of the fundraising reception and dinner
- 7:35p.m. The President arrives at California GOP fundraising reception
Beverly Hills Room
Century Plaza Hotel
Los Angeles, California
- 250 people
(Those attending have purchased or sold at least one table for the dinner - raising \$10,000.)
- The President mingles with the crowd
- 7:55p.m. The President departs reception
- 8:00p.m. The President enters California GOP fundraising dinner to "Hail to the Chief".
Los Angeles Ballroom
Century Plaza Hotel
Los Angeles, California
- 1100 people
\$1,000 per person
- Invocation, flag salute, and National Anthem
- Dinner is served
- 8:40p.m. VIPs introduced
- Tirso del Junco, California Republican State
Chairman makes brief remarks
- David Murdock, California Republican State Finance
Chairman makes brief remarks and
introduces the President
- 9:25p.m. The President makes remarks (15 minutes)
- 9:40p.m. The President concludes remarks
- The Benediction
- 9:45p.m. The President departs