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December 1972



Keeping the Memory Alive

Vol 17 December 2018



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## Memories of the Dedication of the Redstone Rocket

By the Editor



**Gerry Griffin**

*"Just look at it. Nobody stayed put. Boundaries kept being pushed wider and wider and frontiers opened up. Australia probably one of the best examples of a real frontier that was*

*opened with a great deal of difficulty. I'm sure people asked the same question: why would you want to go to the place? And now look at it. It's a beautiful country, beautiful people.*

*I really think that in the long run we've got to learn how to travel within our solar system and even beyond it. And the reason is one day maybe 1,000 years from now, maybe 2,000, maybe 3,000, we may use this planet up. We may have to go somewhere else.*

*That's why the scientists that are working trying to find other places that look similar to earth. And they're starting to find them now. They're in orbit around other stars, not our sun. and they look about the same size, they've got an atmosphere, they haven't been fully tested yet.*

*Mars is kind of a natural mission but it's not a very friendly place to live. I think the atmosphere is mostly methane so you can't breathe it, you have to wear a space suit. But Mars gets us into deep space and we've got to learn how to make that transition.*

*I can tell you that lower earth orbit satellites and spacecraft are much easier to deal with than even sending a spacecraft to the moon. And so there's a big learning curve.*

*For instance, at the lower earth orbit if we have a problem on the International Space Station today and we've got to evacuate, we can have those guys home in three or four hours. At the moon, minimum 3½ days. At Mars maybe eight to ten months the fastest you could get 'em back.*

*So that's the practical part. Besides the exploration and the potential of doing everything out in the universe, we've got to learn how to do it.*

*And one thing that is really important I believe,*

*a lot of people think that NASA's budget was huge. It was never - I think at the peak of Apollo it hit a little over 3%, but after Apollo we've been less than 1% of our federal budget has gone to space. It's a very small amount.*

*You're starting a space agency now and it got approved I think last Tuesday in the parliament and got funding. So you're gonna have your own space agency and I think the leaders of it, we've talked to some of them. They're gonna start slowly and build it up. They're not gonna try to be NASA tomorrow. But Australia is gonna have a very important role I think going forward.*

*And so just keep that in mind, and I think the whole reason for all of this is primarily learning. And that's important. And I hope you wind up in the space program somewhere."*

**Lyn Beazley** *"Would you like to be in the space program? Do you like that answer? Happy?"*

**Boy** *"Be an astronaut."*

**Lyn Beazley** *"There's a big nod there. That's great. Now I think the young gentleman in the front here."*

**John McCloy** *"Yeah I think there was a gentleman down there wasn't there? A young guy, I saw the hand go up. And then there's a couple up the back there."*

**Lyn Beazley** *"Keep your questions at the front of your mind and we'll come to you next."*

**2nd Boy** *"How do you operate the Mission Control console?"*

**Lyn Beazley** *"How do you operate the Mission Control console? Now that's a very specific question. Well done."*

**Gerry Griffin** *"That's very specific and a good one."*

*Have you been to the Space and Technology Museum? Okay so you've seen those consoles and what they look like. They've got gauges that measure different things. Those things are in the spacecraft. They put sensors on places like pressure tanks so they can measure the pressure. And that's radioed down to the earth so that the guy on the ground can see it.*

*The nice thing about the people on the earth is that they can see a lot more than the astronauts can. On Apollo we could see literally hundreds of measurements on the spacecraft that the crew could not read on their few gauges."*

*To be continued*

## Whereabouts

**A**s a result of Paul Dench supplying his "staffing list", augmented courtesy the late Brian Milne, the "Whereabouts" table of those for whom we have no contact details has expanded to more than one page.

C Abott	Cheryl? Dixon	Ian Jones
Eric Ainsworth	L Donkin	Mike Keen
Gay Albon	John Draper	Jim Keenan
Bill Arbery	Mike Dresser	John Kelman
Allan Barber	Bruce Duff	Joy King
John (Allan) Barber	I Dunleavy	Roy Mallinson
Matt Barber	Dave Elliot	Bob Marr
Keith Barnard	J Erickson	Keith Mathieson
Barrow	Ian Few	Alec Matthews
Deidre Beaumont	Ian Findlay	K McCarson
Elizabeth Beckett	G Francis	Ian McDonald
Keith Beveridge	Ben Franklin	S McDonald
Michael Billings	David Froom	Frank McGregor
G Bond	Jamie Gardiner	Eileen McLaughlan
S Boyce	L Gardner	Don McLellan
B Bradley	S Garner	Nola Meiklejohn (O'Byrne)
Phil Brindley	G Carrick	R Miller
Hans Britz	C George	Ray Mills
Dave Brooks	Joe George	John Mogg
T.F.A Brown	Richard Govern	Sharon Morgan (Todd)
W Brown	Peter Hardwicke	J Murray
J Burdett	Ron Harmes	Dennis Naylor
R Burdett	Anne Harvey (Brookes)	Gloria Neal
Robert Burns	D Hatch	Ellie Nichols
Joy Cameron	Gail Heileman	K Elton Nickerson
Geoff Cardwell	Stan Hills	Graham Nielsen
Brian Clifford	Ernie Hindley	John Noble
Keith Clifton-James	Dave Hine	? O'Brien
Barbara Cobcroft	A Holgate	Joan Oats

*The quest continues; the list has got a bit shorter, thanks to George Allen; Sue van Dongen et al. I have been given information concerning the possible whereabouts of a few of these, but so far have not been successful in obtaining, or confirming, details. The last Reunion Dinner brought out some missing persons, but there are also a few who do not wish to be contacted.*

*Additions have been marked with an asterisk.*

## Whereabouts ctd.

W Oliver	Russell Schwarzer	Alan Thomas
Roger Ramsden	Dorcas Sefton-Bellion	Christine Thomas
A Rees	George Sefton-Bellion	Howard Thomas
Dave Rendell	D Selby	Jack Thompson
Frank Rice	Ron Shand	Patsy Thompson(Nolan)
Doug Richards	Fred Sharland	Les Tink*
D Richardson	? Sheehan	Larry Tomkins
Harry Richmond	Jeff Shuttleworth	Frank Toomey
Ralph Richmond	Ray Skender	Mike Travell
Dave Rickards	George Small	Ernst Uhl
G Riley	Lyn Smart (Willis)	Tony Vingerhoets
Brian Robinson	J Smith	Dave Walker
Lynne Rosser	P Smith	Mrs B Ward
Ted Rosser	Roger Smith	Tom Ward
Lindsay Sage	Bill Smythe	N Wardle
Stewart Sands	Hazel Snook (Howse)	A Watermeyer
Ron Sargeant	Dave Standbury	Irene West
Bob Scott	John Stanton	Bernie Wilbourne
Lorraine Scott-Malcolm (Erlandsen)	Barbara Stephenson (Vernon)	Jim Wilcox
Michael Scott-Malcolm	Barbara Teasdale	Garnet Wilmott
MalcolmTeahan	Des Terrill	Brian Wilson

## 7 Months To Go





## From A Carnarvon Viewpoint - ctd.

### Gemini IV

#### America's first EVA

#### White soars into space ctd.

White, *"I'm looking right down your gun barrel. All right."*

McDivitt, *"You smeared up my windshield, you dirty dog."*

White, *"Well...hand me a Kleenex and I'll clean it."*

McDivitt, *"Ha! See how it's all smeared up there."*

White, *"Yes."*

McDivitt, *"We've been tumbling around. I don't even know exactly where we are, but it looks like we're about over Texas. As a matter of fact, you know, that looks like Houston down below us."*

White, *"I believe it is, Jim."*

McDivitt, *"Gus, this is Jim. Got any message for us"?*

Grissom, *"Gemini 4 - Get back in."*

McDivitt, *"We're coming over the east now and they want you to come back in now."*

White, *"Back in"?*

McDivitt, *"Back in."*

Grissom, *"Roger. We've been trying to talk to you for a while here."*

White, *"Aw, Cape, let me just find a few pictures."*

McDivitt, *"No, back in. Come on."*

White, *"Coming in. Listen, you could almost not drag me in, but I'm coming."*

Grissom, *"You have 4 minutes till Bermuda LOS (Loss of signal)."*

McDivitt, *"Okay. Okay. Don't wear yourself out now. Just come on in."*

White, *"I'm trying to get a picture of the spacecraft now."*

McDivitt, *"Ed, come on in here. Let's get back here before it gets dark."*

White sighed, *"Okay. This is the saddest moment of my life."*

McDivitt, *"Well, you're going to find a sadder one when we have to come down from this whole thing."*

White, *"I'm coming."*

McDivitt, *"Have you any messages for us Houston"?*

Grissom, *"Are you getting him back in"?*

White's boots thumped on the spacecraft as he reluctantly worked himself to the top of the capsule hatch, handed back the camera, and again stood on the seat. Savouring the moment he stood briefly on the seat, looking at the stunning view of Earth spread out below them.

At 4:50:04 GET (0606:03 AEST) McDivitt announced the end of the spacewalk, *"He's standing on the seat now. His legs are down below the instrument panel."*

Capcom, *"Okay. Get him back in. You are going to have Bermuda LOS in about 20 seconds."*

#### End of the EVA.

After White struggled to get back into his seat in the spacecraft they closed the hatch and grabbed the ratchet handle to secure it. To White's shock it failed to catch, so the fastenings had to be manoeuvred into place by hand and secured, McDivitt trying to hold him down in the seat. Throughout the EVA the hatch seal had been exposed to the vacuum of space, and the intense cold had stiffened the seal material making it extremely difficult to close tightly.

*To be continued*

## CROing about Carnarvon

*A personal reminiscence by John Ford.*

At that point the signals are bouncing off the earth and can seem to change their bearings erratically and often, but as the Acq Aids had a beam width of 15 degrees

this was not a real problem for us, and we could very quickly get locked into auto-tracking mode. The other much more precise instruments on the station could then "slave" to whichever Acq Aid was more stable, and they would be pointing within a degree or

so of their own signals, C-band for FPQ6 radar and S-band for the new USB system.

They would therefore be able to lock on for themselves as soon as their signals were stable, and commence the tasks demanded of them. In the case of USB this included precision tracking, telemetry download, command upload, and voice; hence the name: "Unified S Band".

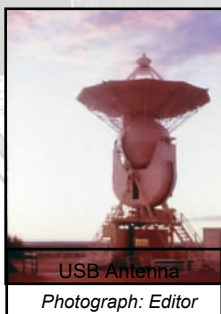
Though the Acq Aids still downloaded some VHF telemetry, the USB system had the important role. It was designed for Apollo, to replace Gemini's VHF/UHF, and was in fact a development of the R&RR S-Band system.

To my chagrin, there was a persistent error on the Acquisition Bus which connected our two systems to the FPQ6 radar, the USB system, and the old UHF command site.

This was a serious embarrassment to us. It meant that the prime USB



Acquisition Aids Antennas  
Photograph: Hamish Lindsay



USB Antenna  
Photograph: Editor

system and the FPQ6 radar rarely slaved to us, and that in turn meant they might wait an extra minute or so before locking on to the Apollo spacecraft.

The Bus was our baby, and I spent days trying to find the mysterious gremlin that was distorting the synchro signals as they were fed around the Bus. We had to rely on the remote sites zeroing their own synchro errors, and over and over again I would phone around and have people verify zero error, then try to zero our own; but then on having FPQ6 or USB slave to us to test, lo - half a degree out!

Finally I got a vehicle and went around all the sites myself, and it turned out that the technician at FPQ6 had been using a Vacuum Tube Voltmeter to zero out the error. This was great on paper, as the VTVM was a really sensitive instrument, but unfortunately it was giving a distorted zero, due no doubt to all the inductance in the synchros and the Bus.

When I zeroed the FPQ6 synchros with the passive voltmeter I had been using elsewhere, no error! Such a simple thing- it took a while to overcome the scepticism of the USB team, and even FPQ6, but once they slaved and saw zero error, they were with us.

Back in town, things were just fine, and I was having a lot of fun with the band and with our busy social lives. We singles at the Port Hotel spent a lot of time in each other's company, eating together and partying together, and a convention developed that we were "family", and that there should be no romantic involvement among us. No doubt there was the odd exception to this, and that properly remains the business only of the people concerned.

*To be continued*



FPQ-6 Antenna  
Photograph: Hamish Lindsay

## Extracts from "Recollections From My Years At Carnarvon"

David Johns

### The Flybys ctd.

All the staff were out on the southern lawn taking photos of the plane as it roared by at low altitude and we on the plane were taking photos of the people on the ground.



As we passed USB Frank rolled the plane into a wide left 180° turn and we followed the main road into Carnarvon and went right up the main street at low altitude. I regret not looking at the altimeter at the time but my best estimate today is that our altitude was about 300 ft.

We held that height for a second pass past the station and then back over the airfield and the town but on our third and last pass, we were at about 500 ft and then we started a slow climb and set track for Perth.

The trip back to Perth was uneventful. By then I had used most of my film and I spent most of my time talking to the pilots and listening to their stories about the places they had flown to.

We touched down at about 5:00pm, with Roger and I standing behind the pilots again. The approach and touchdown were interesting. Unlike modern jets where the pilots wear headsets and communicate at normal voice volume and the pilots also control the throttles, in the Super Constellation, all flight deck communication was by talking loudly and on some occasions by shouting and because the four big radial engines needed careful monitoring, any changes to the throttle had to be done by the engineer who would change the throttles and then monitor and change other engine settings to accommodate that effects of the throttle change. Thus the descent and landing had to be a team effort with Captain controlling the plane by yoke and pedals but calling the power settings to the engineer.

On descent Frank was controlling speed and attitude and he would shout throttle instructions back over his right shoulder, like "give me fifty". The engineer would make several adjustments and shout a reply "you have fifty", then after a while "give me forty" and the reply would soon be "you have forty".

Eventually we were flying above the runway but without enough power to sustain flight and there was a gentle flare

and the plane was running on the runway without the Captain having touched the throttles - not efficient by today's standards.

After we landed the four-air crew obliged with a group photo in front of the nose wheel of the plane. To me that photo was a priceless memento of a wonderful day and when I later discovered that I had not focused the camera at all, I was very annoyed with myself.

Roger and I drove back to Carnarvon the next day, well pleased with our trip. A few days later I was talking to a local school teacher, Greg Kerr. Greg told me that he had been in class, looking forward to a quiet end to the day when the Super Constellation flew right over his classroom. He said the noise was shattering and intensely loud. He said they all went outside to watch the second and third passes.

Over the following months, many town people commented to me about the low passes. The most common comment was the awesome noise of the engines. There are probably locals in Carnarvon still who remember that day in November 1972 when a NASA Super Constellation flew up the main street of the town.

### More Flybys

There were also more flyby visits during the Skylab series of flights. In about October 1973, another Flyby visit was due and I arranged again to ride on the plane. I think the Tracking Station Director was uneasy about my joy-flights and he scowled when I said I was going again. His scowl was an effective deterrent and no one else asked to go.



This time the plane was a DC6B aircraft, a large four engined aircraft but not as heavy as the Super

Constellation. The plane was under the command of Captain W T Morgan, but everyone called him Bill. I still have his card today.

He was a very friendly fellow and we chatted away for much of the trip. On the way to Carnarvon Bill said that they needed to collect some equipment and he had been given permission to land at Carnarvon, which was a surprise to me. He expected to be on the ground for about two hours.

*To be continued*



## Houston, the Consoles Have Landed



Posted by Space Center Houston (Creator)

The first two rows of restored consoles arrived at Ellington Airport today, where a crowd of NASA officials, Cosmosphere personnel, Apollo Alumni and Space Center Houston officials celebrated their safe return.

## Apollo XI 50<sup>th</sup> Anniversary Coins



Solomon Islands Moon Landing 50<sup>th</sup> Anniversary  
2019 \$5 Dome Shaped Silver Proof Coin.

Struck in a unique, concave/convex format; mintage limited to just 1,969 coins.



2019 Royal Australian Mint proof  
six coin year set - 50<sup>th</sup> anniversary  
of the Moon landing.

Sets include two unique coins: a 5 cent  
coin representing the Moon with the Apollo  
11 landing site, and a \$1 coin representing  
Earth and the Honeysuckle Creek Tracking  
Station.



**SOCIAL CLUB NEWS April 1967 ctd.**SOCIAL NEWS

by RON SARGEANT

A variety concert will be held in the Memorial Theatre on April 10<sup>th</sup> at 8.00pm in aid of the Minoo Malgoo Kindergarten. It will be organised by the Aboriginal Advancement Association who would be grateful for any assistance in the way (of) contribution of items, suggestions to the committee, or donations.

Anyone interested in helping this worthy cause should contact Susan Ellison, c/- Box 216 Carnarvon.

- 10 -

SPORTS NEWS

by John Rudkin

CRICKET.

It has been said in the past that the gentle art of cricket is in need of being livened up. The latest in(n)ovation of the game by the Tracking Station was the attempted introduction of five a side.

"It's a pity" someone remarked on the day of the game, "that the other team have eleven men. You'd think they'd realise that half of our players would have found something else to do".

It is worth noting that four players out of the original eleven turned out for the game, they were:-

N. McBain; F. Vinton; F. Dykstra and T. Lysaght

Searching the outfield and the scrub, brandishing their bats like scythes, this lonesome four managed to capture Leo Overington and Peter Dawson and transport them to the field of battle. The numbers of this valiant crew then stood at six. It was at this stage that three unsuspecting aboriginal boys were seen to be kicking an egg shaped ball around in a somewhat unusual manner and immediately a Mr. Cook, Mr. Pierce and a Mr. McMahon were conscripted.

*To be continued*

## CRO Gemini Flight Controller Manning

Courtesy Gene Kranz and Gerry Griffin.

	GEMINI 5	GEMINI 6 SC	GEMINI 76
<b>CRO-CC</b>	Lewis	Garvin - Draughon	Kundel
<b>GEMINI</b>	Klingbeil	T White	G6 Moser
<b>AGENA</b>	Canin A/S	Smith - Weichel	G7 Bliss A/S Dunbar
<b>A/M</b>	Jernigan	Humbert - Bishop	Beckman, Mury, Walsh



### Plans for the Apollo 11 50<sup>th</sup> anniversary in Carnarvon.



**July 20** - Cocktail party with entertainment.

**July 21** - Official opening of new NASA Tracking Station fountain replica.

#### **Possible astronaut visit July/August**

Harrison Schmitt (Apollo 17 moonwalker) may be coming.

## LOS

George Allan (FPQ-6 Radar Console Operator)


28.01.1940 — 17.10.2018

(Information supplied by Tony Green)

Joined the Tracking Station 30.9.63

# Keeping the Memory Alive

**KEEPING THE MEMORY ALIVE**




## Carnarvon Tracking Station

### 1964 - 1975






**Present Day** Click for full size

*Mick and Sue Coffey's Carnarvon Steel Supplies of Cornish St Carnarvon fabricated and donated the sign*

*Signwriting generously donated by W&K Painting of Egan St, Carnarvon*

*Photograph by Phil Youd - Edited by Terence Kierans*

[Click here to commence entry to the original station](#)

## Quotations

*"We came all this way to explore the Moon,  
and the most important thing is that we discovered the Earth".*  
~ William Anders

*"[The Moon] was a sobering sight, but it didn't have the impact on me,  
at least, as the view of the Earth did".*  
~ Frank Borman

*"The vast loneliness is awe-inspiring and it makes you realize just what you  
have back there on Earth".*  
~ Jim Lovell

# Keeping the Memory Alive



*"And from the crew of  
Apollo 8,  
we close with good  
night, good luck, a  
Merry Christmas,  
and God bless all of  
you - all of you on  
the good Earth."  
— Frank Borman*

*A very merry Christmas,  
and a healthy and prosperous New Year  
to you and your families —  
from the editor.*

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