



June 1965



June 1966



May 1969



May-June 1973



Keeping the Memory Alive

Vol 15 June 2017

THE TRACKERS'

CRO NICLE

Included in this issue:

Memories of the Opening of the 3 rd Phase of Museum - ctd.....	2
Whereabouts	3, 4
Catch the Buzz	4
From A Carnarvon Viewpoint - ctd.	5
CROing about Carnarvon - ctd.	6
Extracts from "Recollections From My Years At Carnarvon" - ctd.	7
Honeysuckle Creek 50th Anniversary.....	8
ACROBITS '73 ctd.	9
11 th Picnic Day	10
Subscription Renewal.....	11

Terence (Terry) Kierans - Editor
CRO Trackers
PO Box 93
QUINNS ROCKS WA 6030
AUSTRALIA

Mobile: 0414 25 1091
email: tk@crotrak.com
<http://www.crotrak.com>



Memories of the Opening of the 3rd Phase of Museum

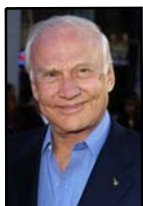
By the Editor

"Thanks John. Welcome everyone, welcome to the fantastic town of Carnarvon. It's great to be here and great to see so many faces celebrating this very special occasion.



Vince Catania MLA

Not often you can have so many astronauts come to Carnarvon, world famous for what they have been able to achieve - and the role that Carnarvon played in the space race - and having the people who worked at the Tracking Station at that time here. It's great to see the people you actually looked after up in space come to Carnarvon. It's a great celebration of the privilege of what Carnarvon was able to achieve during that time and it really does show you how important Carnarvon is in the history of space.



Having this museum open Phase one with Buzz Aldrin; Phase two with Andy Thomas, and now Phase three with Captain Gene Cernan; this really does put Carnarvon on the map again in terms of having a fantastic museum (not only) dedicated to the role Carnarvon played in the space race but also showcasing some of the toys you've got out there that are fantastic to play on - and I find it very difficult as well because I'm not very good at playing

on iPad and that - but I'm sure that the kids will know how to land a jet.

I really does show you the wonderful dedication from the vision of Phil Youd and all the volunteers and I'm going to say can we give them a round of applause, because this wouldn't have happened without Phil Youd (Extensive crowd applause).



Phil Youd

This is all about making sure Carnarvon is back on the map and when you have a look around here I cannot believe that with virtually no real government assistance what this man here has been able to achieve, with all the volunteers, all the support from the community.

It's just breathtaking and shows what the Carnarvon community can do, and how (unintelligible) is the (unintelligible) that we do have; probably the best tourism attraction that we have here in town and with so many people here today and coming through right throughout the year.

But today is all about listening from the Captain; listening to how ... we've heard from the second man on the moon; and now to hear what rubbish that perhaps Buzz Aldrin left on the moon he had to clean up (laughter); how he experienced it; and the role that he played, and the role that Carnarvon played to make sure his trip was safe.

Without further ado please welcome Captain Gene Cernan to the podium. (applause)".

To be continued

Whereabouts

As a result of Paul Dench supplying his "staffing list", augmented courtesy Brian Milne, the "Whereabouts" table of those for whom we have no contact details has expanded to more than one page. Thanks to those who have sent updates.

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	Roy Mallinson
John (Allan) Barber	I Dunleavy	Bob Marr
Matt Barber	Dave Elliot	Keith Mathieson
Keith Barnard	J Erickson	Alec Matthews
Barrow	Ian Few	K McCarson
Deidre Beaumont	Ian Findlay	Ian McDonald
Elizabeth Beckett	G Francis	S McDonald
Keith Beveridge	Ben Franklin	Frank McGregor
Michael Billings	David Froom	Eileen McLaughlan
G Bond	Jamie Gardiner	Don McLellan
S Boyce	L Gardner	Nola Meiklejohn (O'Byrne)
B Bradley	S Garner	R Miller
Phil Brindley	G Carrick	Ray Mills
Hans Britz	C George	John Mogg
Dave Brooks	Joe George	Sharon Morgan (Todd)
T.F.A Brown	Richard Govern	J Murray
W Brown	Peter Hardwicke	Dennis Naylor
J Burdett	Ron Harmes	Gloria Neal
R Burdett	Anne Harvey (Brookes)	Ellie Nichols
Robert Burns	D Hatch	K Elton Nickerson
Joy Cameron	Gail Heileman	Graham Nielsen
Geoff Cardwell	Stan Hills	John Noble
Brian Clifford	Ernie Hindley	? O'Brien
Keith Clifton-James	Dave Hine	Joan Oats
Barbara Cobcroft	A Holgate	W Oliver
Jim Crossland	Phyllis Hook (Watson)	Denis Owens
Noel Cunningham	J Hopkins	John Paddon
F Dawes	Vivienne Lawer (Hopper)	Diane Pitman (Housley)
Andrew Dempster	Deidre Howard	John Platten
Jean DeVis	B Hughes	Gerry Plummer
Marilyn Dick	B Hunter	D Powell
Olive Dick	D Hutchins	M.J.K Power
Neville Dippell	Vera Kastropil	Wendy Puccinelli
	John Keane	Lorna Quinn

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 marked with an asterisk.

Whereabouts ctd.

Roger Ramsden
A Rees
Dave Rendell
Frank Rice
Doug Richards
D Richardson
Harry Richmond
Ralph Richmond
Dave Rickards
G Riley
Brian Robinson
Lynne Rosser
Ted Rosser
Lindsay Sage
Stewart Sands
Ron Sargeant
Bob Scott
Lorraine Scott-Malcolm (Erlandsen)
Michael Scott-Malcolm
Russell Schwarzer
Dorcas Sefton-Bellion

George Sefton-Bellion
D Selby
Ron Shand
Fred Sharland
? Sheehan
Jeff Shuttleworth
Ray Skender
George Small
Lyn Smart (Willis)
J Smith
P Smith
Roger Smith
Bill Smythe
Hazel Snook (Howse)
Dave Standbury
John Stanton
Barbara Stephenson (Vernon)
Barbara Teasdale
Malcolm Teahan
Des Terrill
Alan Thomas

Christine Thomas
Howard Thomas
Don Thompson
Jack Thompson
Patsy Thompson (Nolan)
Les Tink*
Larry Tomkins
Frank Toomey
Mike Travell
Ernst Uhl
Tony Vingerhoets
Dave Walker
Mrs B Ward
Tom Ward
N Wardle
A Watermeyer
Irene West
Bernie Wilbourne
Jim Wilcox
Garnet Wilmott
Brian Wilson
Ray Zatorski

Catch the Buzz



The "Catch the Buzz!" DVDs are now available for sale at the museum. Cost is now only \$5.00 plus postage. It features:

- Carnarvon Airport Welcome;
- Kids Q & A;
- Cocktail Party, which includes Buzz's inspirational speech, and
- Opening of museum

It is a great memento if you were there; if you weren't ...you'll wish you were! But at least now you'll feel part of one of Carnarvon's biggest events.

Please order through our website at: <http://www.carnarvonmuseum.org.au/buzz.html>



From A Carnarvon Viewpoint - ctd.

Gemini IV

America's first EVA

4 - 8 June 1965 AEST

Launch ctd.

McDivitt called down 7¼ minutes after launch, *"Okay, I got the old second stage. It's spinning away and looks pretty."*

Grissom, *"Roger. You say it's spinning away?"*

McDivitt, *"Roger. It's starting to tumble a little."*

Grissom, *"Hey Jim. How fast is that booster tumbling?"*

McDivitt, *"I can't give you that....going around."*

Grissom, *"Is it just slowly rotating?"*

McDivitt, *"Roger. It's slowly rotating."*

McDivitt aimed the spacecraft at the booster and thrust forward towards it. After two bursts from his thrusters the booster seemed to move away and downwards. McDivitt pitched the nose downwards and they saw the rocket again, apparently on a different track. He tried several times to reach the booster but with no luck. They couldn't approach the target.

By nightfall the booster appeared to be about 600 metres away, and with the dawn it was 3 to 5 kilometres away. As the flight engineers were still learning orbital mechanics and rendezvous techniques, McDivitt, who was only eyeballing his manoeuvres, gave up when their Orbital Attitude Manoeuvring System (OAMS) fuel quickly ran down to half. Gemini IV had a limited fuel supply - its tanks were only half the size of later spacecraft.

The reason McDivitt failed to reach the booster was an ignorance of orbital mechanics. On Earth to reach a target you can accelerate in a straight line towards it. In orbit adding speed raises altitude, moving you into a higher orbit, so you are travelling further away and slower than the target, which is what happened to Gemini IV.

McDivitt should have slowed into a lower orbit, thus speeding up and passing the target, then at the appropriate moment speeding up to join the target's plane. Once next to the target all relative motion between them is eliminated and the spacecraft can approach the target directly.

Carnarvon First Pass.

During the first pass over Carnarvon at 0:43:41 GET (0159:40 AEST) McDivitt explained, *"The booster fell away quite rapidly and got below us like there was a considerable difference in our velocity, and I let the thing get too far from me."*

Over the tracking station at Kano, Africa, into the second orbit the spacecraft was travelling sideways as they entered the night; White called down, *"A very interesting thing - Jim's got full daylight out his window, and I have full night out of mine. It seems very strange for me to look out Jim's side and see daylight and look out my side and it's just pitch black."*

Down among the consoles in Mission Control John Aaron, the Red Team's leader in charge of the Gemini life support, electrical and communications systems, looked at Chris Kraft and said *"We're go for EVA, Flight."*

To be continued

CROing about Carnarvon

A personal reminiscence by John Ford.

Back in town, acting on friendly advice I headed for Babbage Island and presented myself at the old whaling station, looking for a berth on a prawn boat.



This was an amazing place, with various bits of old whaling equipment and memorabilia strewn around,

although it was now converted to a prawn processing plant.

It turned out that the only boat needing a deckhand was a "new" arrival from Geraldton, in fact an elderly canoe sterned carvel planked craft of about 60 feet.

The "Darwin" had recently been a cray boat, but she was now converted to a prawn trawler. So I signed on with Billy Singh, owner and skipper. The crew also included a large brooding Norwegian mate and an initially belligerent young Aussie deckie.

My only apparent virtue was that I had at least spent a couple of years at sea, and was not likely to get seasick. I had also claimed to be a good worker- no doubt they reserved judgement on that point.

However, I now learnt that the only person on board with any trawling experience was the mate, and he was getting a bit testy about the setup. In fact we all got a bit testy as weeks passed, and the Darwin made very poor catches due to our lack of this essential experience.

The skipper and the other deckhand had come from a crayfishing background, and the mate was supposed to teach Billy Singh the finer points of trawling, but it didn't work well at first.

We would go out to sea in the late afternoon, motoring for two or three hours and getting well out of sight of land.

Billy was also the cook, and once relieved of the wheel he would go below to knock up a feed for us all. This was sort of nice, a fatherly role he liked to play, usually stating loudly, *"You've got to eat properly boys- can't work if you don't eat. We'll be pulling in hundreds of pounds of prawns soon and you'll need your strength. Eat!"* He cooked really good food, too!

However, night after night we played out the same comedy of errors, as we let out the trawl and steamed across the prawn grounds, only to get in a hopeless tangle when it came time to turn around and reverse our course.

The mate would get livid, the skipper would get flustered, and we would frequently run over our own trawl, necessitating a complete retrieval and repair.

As well, she was an old wooden boat, not really up to the stresses of trawling, and I believe it started to pull her apart. Things were breaking, wiring and gear was failing, and it became the norm to spend most of the night trying to get the trawl working, and most of the day repairing the ship.

I proved a boon to them, as I was able to fix most of the electrical and electronic problems.

After a month of this, my share from our catch was the dizzying sum of \$13.

To be continued

Extracts from "Recollections From My Years At Carnarvon"

David Johns

Technology Shock ctd.

So that was that, NASA with its infinite budget and the best equipment and advice that money could buy, had been stumped by a problem that was eventually solved by an old fashioned kick - Murphy's first law of technology.

In 1970, home sized computers had not been developed and most computers were large mainframe computers in cabinets and six feet tall. NASA was beginning to record some data on computers but a lot was still recorded on chart recorders.

While I was at Carnarvon, I recall being in the USB aerial control room one day with Kim Gates and he showed me chart recordings from Apollo 13.

I can not recall all the details now but I think the two charts he showed me were of available oxygen reserves and temperature inside the spacecraft.

The charts displayed about a six hour period from about three days before they were due to splashdown and it was apparent that if they did get back, their temperature would be down to only a few degrees but the oxygen was more alarming because the rate of decline showed they would actually run out of oxygen days before they got back.

It's history now but NASA was able to have the crew implement emergency plumbing that salvaged enough oxygen to enable the crew to get back to Earth alive.

Fishing

Most of the NASA tracking stations around the world had social clubs and there was a level of communication between the clubs, mostly by teletype and sometimes on the scama 'phone.

Some of the stations were near the coast and so the clubs would arrange inter-tracking station fishing competitions. There were good fishing conditions off the



coast at Carnarvon and Max Garth, a USB technician, was a very keen fisherman.

Max held various national fishing records and contributed to fishing magazines and would talk fishing all day.

I recall one occasion when Max had arranged an inter-tracking station fishing competition. There were strict rules and each club was allowed to have a certain number of people fish for a specified time and whichever club caught the most weight of edible fish won the competition.

Max considered the Hawaii tracking station fishing club was the hottest competitor and he spared no effort in his planning for the great competition.

When the day arrived, one of Max's fishing buddies was sick so another tracker, John Rudkin, was invited into the boat at short notice.

John had done some fishing (nothing like as much as Max had) but he was pleased to be invited into the group and was looking forward to a relaxing day of social fishing.

John left early in the morning, the sea was rough and he was sick but the fishing was relentless and they caught a lot of fish. By the time John returned he was exhausted and feeling very down.

Carnarvon easily won the competition ...



Max Garth
Photograph-Trevor Housley



To be continued

Honeysuckle Creek 50th Anniversary

By the Editor



Timeline at original site of old Honeysuckle Creek Tracking Station
Photograph Terence Kierans

March 17 2017 wasn't only St. Patrick's Day; it also marked the 50th anniversary of the opening of our brother NASA Tracking Station Honeysuckle Creek.

Having worked with John Saxon and Ken Lee at Carnarvon prior to their station becoming operational I felt I should help pay tribute to their anniversary, and their history. To this end I was aided by Hamish Lindsay who played an extensive role in organising the occasion.

I was fortunate to be hosted and driven by a very dear friend from the days when I lived in Canberra, so I was able to arrive at the old site in good time to explore, and to chat with ex-HSK employees. I was pleased to meet up with Colin Mackellar, the webmaster for the HSK website.



The commemorative panels were erected on the original site in 2001 to celebrate the first lunar landing. Four mini-bollards giving information about the moon have been located on the exact site of the original tracking dish, actually mounted on to the old starter bolts. The original footing positions can still be seen.

Now to travel to Tidbinbilla CDSCC for lunch and formalities where we were greeted by Site Manager Glen Nagle.

Following lunch we were directed to a covered area in front of the old HSK dish where we were seated to listen to several speakers.

The speeches were brief and to the point even from Mick Gentleman, whom Canberrans refer to as "*The Minister for Everything*", because of his many portfolios.

The evening was spent introducing myself to ex-HSK employees, reminiscing, and poring over John Saxon's scrapbook; all the while enjoying an excellent dinner at The Lemongrass Restaurant in Woden.

ACROBITS '73

RtCARNARVON - "THIS IS DELTA MIKE INDIA - TAXIING - FOR CORAL BAY"



Alan Patterson beside Cessna 172.

This VHF transmission may not be heard at Carnarvon Airport again for a long time, because VH-DMI, a Cessna 172 has returned to its original home, Jandakot Airport. DU is a late model, well equipped, yellow and white four seater, and was available for private hire and training here for several months. It has a complete instrument panel to cope with IMC (Instrument Meteorological Conditions), and of course AWA radio systems (VHF, HP and ADP).

For those who may think that private flying is a self-indulgent luxury enjoyed only by the wealthy, it should be pointed out that DMI for instance was available for hire at a reasonable \$17.00 per hour, engine time. There is no charge for time spent on the ground after switching off at destination. This means that four people can fly 130 statute miles in a Cessna 172 in one hour, depending on winds, for a cost of only \$4.25 each, or 3 cents per seat-mile! Cost sharing in this way actually works out cheaper than driving, and beats driving for comfort, speed and safety. No dusty, rough roads to worry about, and areas of uncomfortable turbulence can be avoided by selecting an appropriate altitude and diverting well clear of thunderstorm activity and large cumulus build-ups.

Area forecasts are available on a routine basis for all light aircraft operations, and these areas cover most of Australia. For flights outside these areas, route forecasts can be ordered, and terminal (aerodrome) forecasts are issued routinely for all major aerodromes and for any minor airstrip on request. Area and route forecasts give upper winds and temperatures for various altitudes, weather conditions and associated visibility, turbulence and icing, freezing level, (height 0°C isotherm), cloud amounts, types of cloud, bases and tops of clouds. Terminal forecasts give surface wind velocity, surface visibility and weather, cloud amount and base, QNH (aerodrome pressure in millibars corrected to sea level) and surface temperature in °C.

All this MET information is available at any Flight Service Unit or Meteorological Office, and the briefing officer will give the pilot copies of all the forecasts he requires. Usually a flight plan is submitted, using data from the forecasts, and extracting tracks and distances from the appropriate charts. Radio frequencies to be used are agreed upon, and fuel calculations done accurately. A navigational computer (circular slide-rule and vector triangle), protractor, dividers, and aeronautical charts are essential for all this.

To be continued

11th Picnic Day

"No more Reunion Dinners ..."



2017 Perth Picnic Attendees
Photograph - Phil Youd

It is said that, *"The sun shines on the righteous"*. This was certainly true for our 11th picnic day when some 18 ex-trackers and associates turned out.

It was great to meet John and Eloise Ford again after all those years, and Ted Cockram of Carnarvon Tourist Bureau fame. Even Red Dog showed up (accompanied by John Lambie).

The award (if there was one) for most distance travelled would have to go to Lauri Glocke (aka Teeny Bopper) who put in an appearance from Collie.

Phil and Deborah Youd were accompanied by ex_OTC Denham Dunstall and his wife Judy. Denham had a great collection of photographs of the replica Houston Mission Control Centre.

My thanks to my wife Valerie, and Trevor Mosel, for helping to organise the setting.

Subscription Renewal

Subscription Renewal 2017 - 2018

Name:

Mailing address:

E-mail address:

Amount: \$11.00 (E-mail (pdf) in colour); \$15.00 (monochrome; postal delivery)
(For non-Australian residents — \$AU21.80 for airmail delivery)

Preferred method of newsletter receipt:
(Select one)

Mail ☐

E-mail (pdf) ☐

Payment may be made by personal cheque; or
money order; or
by inter-bank transfer (contact me for account details)

☐

☐ Payable to TM & VA Kierans,

☐

Credit card — **non-Australian residents only** — (Visa/MasterCard) — www.stratapay.com
ref. no. 100426593.

(Please print name in “Comments”)

☐

Signed:

Name:

(please print)

Date:

**NOTE: To avoid unnecessary accounting problems, please check to see if you have
perhaps already paid for 2017-2018.**

Thank you.

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](#)

If undelivered, please return to:

CRO Trackers

PO Box 93, Quinns Rocks, WA 6030