



March 1965



March 1966



March 1969



Keeping the Memory Alive

Vol 17 March 2019

THE TRACKERS' C R O N I C L E

Included in this issue:

Memories of the Dedication of the Redstone Rocket	2
Whereabouts	3
Whereabouts	4
Four Months To Go	4
From A Carnarvon Viewpoint - ctd.	5
CROing about Carnarvon - ctd.	6
Extracts from "Recollections From My Years At Carnarvon" - ctd.	7
Food for Thought	8
From "The Earth to the Moon"	8
Social Club News - April 1967	9
CRO Gemini Flight Controller Manning	10
Museum Advertisement	10
Quotations	10
13th Picnic Day	11

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Memories of the Dedication of the Redstone Rocket

By the Editor

"They had a lot of displays.

And so what you had to learn to do with your console to operate it is what did those gauges mean? If it was a good range for temperature or pressure or whatever to be in. And you learn that.

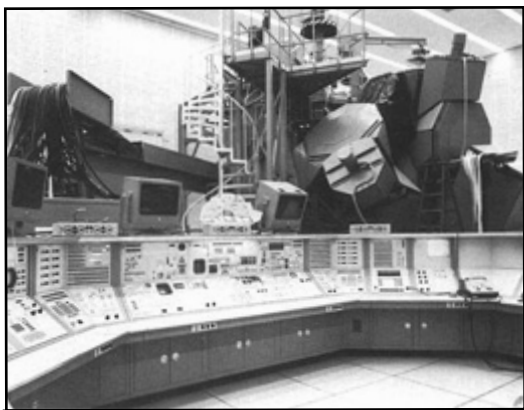
The basic way we learned it was first we studied the spacecraft, and we knew about what range everything ought to be in. And then I gotta tell you, the success of Apollo and the Space Station or anything else, were the simulations. Hours and hours of training. And we had - for the 1960s and 1970s in Apollo, we had very high fidelity simulations. I don't know how we did it frankly but it was so long ago."

Lyn Beazley *"So you mean by high fidelity it was really accurate?"*

Gerry Griffin *"Accurate."*

Lyn Beazley *"Yeah"*

Gerry Griffin *"We had astronauts inside a simulator. We had Mission Control and we were all in our positions.*



Apollo Command Module Mission Simulator
NASA photo

They were connected electronically, and in fact we ran simulations over and over and over. And the reason we did we had some guys called simulation supervisors. They were called SimSup. He could put in errors to see how you handled the thing. And if you handled it okay and you made the right call, he'd give you another one. And if you handled that one, okay he might give you two at once, and then he'd give you three at once. Eventually he could bury you to the point that you had to call it off.

But those simulations were harder than the actual flights, but they looked just like actual flights.

So we learned how to deal with the information and data through those training exercises. And that was immeasurable and it's going to be, to go back to the moon, and onto Mars, and on deeper, that kind of training is going to have to be there. But that's the way we did it, just preparation and then repetitive, repetitive, keep trying and see what you can learn from it.

And the simulations by the way sometimes changed our view of what was the right measurement range for temperature or pressure 'cos the simulation guys would catch us - they'd catch us in an error that we had made in our what-ifs. It was fun. It was a game."

Lyn Beazley *"Happy with that answer? Good."*

John McCloy *"Right I've got two up here."*

Lyn Beazley *"Yes"*

John McCloy *"Actually as Tony Jones on Q&A would say, one is really, we're going to take as a comment. But -"*

Lyn Beazley *"You're happy with a comment? Oh good."*

John Preece *"Last night your comment about age, I was 23 when I started at Command and I was there for two years. I went on to an administration operational career in aviation for another 40 years.*



Still the greatest job of my life. Two years at Carnarvon.

The statement that Apollo 8 made at Christmas Eve about it being the good earth, even tonight that brought a tear into me eye."

Lyn Beazley *"Good on you. Could you tell us a little bit about your background? Did you train here?"*

John Preece *"No. I was trained in Sydney at one of the first tech schools in North Shore Sydney - technical college as an apprentice telephone technician."*

To be continued

Whereabouts

As 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 the late 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

Four Months To Go



From A Carnarvon Viewpoint - ctd.

Gemini IV America's first EVA

End of the EVA.

McDivitt explained what happened with the hatch from his point of view to the Houston Capcom, *"As he got back into the spacecraft, we had a considerable amount of difficulty with the hatch. First we lifted the ratchet portion of the hatch to engage. After we got that engaged, we couldn't get the hatch closed down far enough. Actually we started pulling down on the locking handles to get the dogs out. So, we had a rather exciting time."*

"It went on for - I think we were 44 minutes after we started the EVA. I was looking at my event timer, which I had started when Ed exited the spacecraft. At 44 minutes we still didn't have the hatch closed. We were trying to take things calm, cool and collected so we didn't get things all screwed up."

"Finally, by my pulling as hard as I could to get the hatch-closing device, and Ed pulling down as best he could we were able to force him down into the seat and get the hatch closed fully. Ed seemed to be up much higher today than he had been in any of our zero-g EVA's in the airplane."

"White, 'I don't believe we were actually having difficulties with my head clearance. I felt like I had plenty of head clearance and I could actually reach down and manipulate the dogs. We just seemed to have a little more effort in closing than we have ever experienced before.'"

They both collapsed back into their couches, physically exhausted, with sweat streaming into their eyes, and fogging their faceplates. White became so overheated from the struggle to get back in it took him a few hours to return to normal. The EVA equipment was supposed to be dumped out in space to give the astronauts more room in the cramped cabin, but the hatch was never opened again, so all the EVA suits and associated gear had to be carried around for the rest of the mission.

White had been outside the spacecraft for an exhilarating 21 minutes.

After they settled down out of range of any tracking station we pick up their conversation off the on-board tape recorder, White saying, *"That was something. That was the most natural feeling, Jim."*

McDivitt, *"Yeah, I know it. You looked like you were in your mother's womb."*

McDivitt then asked, *"You get the flight plan out and see who we can talk to."*

Mcdivitt announced the time, *"Five fifteen."*

White, *"Shoot. We don't talk to anybody until we get to Carnarvon at 5:35?"*

McDivitt called into the ether, there being no tracking station within range, *"Gemini 4 transmitting into the blind. We're back in, the cabin's resealed, We're all set and all safe. We're going to do a delayed tape time playback over Carnarvon at about 5:35...just about 13 minutes."*

White, *"We're starting to get cleaned up, Jim."*

McDivitt, *"Yes, we are. One thing, Ed. Just be slow, cautious and thorough."*

White, *"Roger. I'm slow...."*

McDivitt, *"I know you are. I'm amazed. I never thought I would see the day you would be so slow."*

To be continued

CROing about Carnarvon

A personal reminiscence by John Ford.

Most of us had our friends around town, boys and girls, and there was always something going on where you might meet somebody new.



We played sport with the town teams, and in some cases started a team of our own, like the "Trackers" footy team, and a soccer team, the name of which now eludes me.

During 1968 the band became a local legend, and soon there were requests to play at balls and at other hotels, but sadly the Port Hotel regarded us as their exclusive property.

Due to Tuckey's attempts to prevent us playing anywhere else, the band decamped again, leaving poor old John Huysing with only drums. There was no real acrimony, just a sense that we should play where we chose to.

We formed a new band: a school teacher named Leslie played piano, and there was Tom Lysaght's trumpet, Geoff Broom's trombone, John Easterbrook on drums, and I was able to play a bit of guitar as well as bass. We made a thing of all having music stands and sheet music to play from, hence the name "Notations".

To everybody's credit, when Tropical Festival came around again we all recombined with John Huysing and the army band, as well as the musos from Perth - probably the best band ever for that event.

After I left Carnarvon I was still flown up as an import from Perth for another year, in 1969 I think, and it was always a memorable weekend of punchy rock, driving jazz, and, yes - a little too much liquid fortification.

Back in 1968, however... I started to take a lot of notice of an enigmatic young woman who had returned to Carnarvon from her studies at UWA.

She had first appeared at the end of 1967 with a friend, Kaye, another UWA student, to work at the canteen over her summer break. I had certainly noticed them at that time: Eloise, sun-tanned and glowing, and Kaye, striking with her oval face and Brunette hair.

But it seemed they were out of bounds, only 17 or 18 and chaperoned by the town and station establishments, and somehow we never got them involved in the Port, the parties and so on.

Eloise returned during the year though, and after a while I could no longer ignore her presence. I embarked on a campaign to woo her, not well planned I admit.

I had just lost my driving licence, and this was a nuisance as I had to get my amplifier and so on around to the other hotels to play, on various nights of the week.

Wearing my coolest sunnies, I sauntered into the café where she was working and offered to add her to my list of girls who were able to drive me to my "gigs". This certainly deserved to fail horribly, and was in fact greeted with considerable initial reserve, not to mention stunned disbelief at the sheer effrontery!

But Eloise did consent to be so listed, and we went on quite satisfactorily from there.

She left again towards the end of the year, and I later followed her back to Melbourne, where we married in January 1971.

After spending seven months in the USA and 16 months at Nurrungar (Woomera), we were very glad to be able to transfer back to Carnarvon in late 1972 for the Skylab project.



To be continued

Extracts from "Recollections From My Years At Carnarvon"

David Johns

He had asked a lot of questions about the tracking station so I offered to take him to the tracking station while we were on the ground.

He said he would like to see the station but he was due back in America in about a week and there was a lot of book work that he had been putting off and putting off and he had made an unbreakable commitment to himself that he would do the book work while he was on the ground at Carnarvon no matter what. I understood his position and left it at that.

We had been on the ground at Carnarvon for only ten minutes when I noticed the local kindergarten with her class looking at the plane from behind the airport fence. I knew the teacher, Elly, from when she had previously worked at the tracking station so I went to talk to her.

She explained that if anything interesting came to town, she would always take the children for a look. The children were excited and some of them asked if that could have a closer look so I went to ask Bill if it was OK for the children to come closer and walk around the plane. I knew Bill would say yes but it was good etiquette to ask anyway.

Bill was sitting in the left pilot seat and had just started his book work when I went on board and asked him if it was OK for the children to come for a closer look. He looked out of the window and saw the children and immediately pushed the book work aside and went down the stairs and waved the children over to the plane.

Bill couldn't help himself - he just loved children. Bill, who had told me he was a grandfather, was in his element as he showed the children all over the plane and took them up to the flight deck and even had some of them sitting in his captain's seat.

He spent a long time with the children and then a truck arrived with some equipment and Bill got busy supervising the loading of the equipment and then we left and flew back to Perth. Bill's best plans about doing book work had come to naught.



One of the technicians on the DC6B flyby plane had also been on the Super Constellation when I rode on it about a year before. I gave him some photos of the crew and the plane and asked him to give them to the old crew when he got back. He said they would be very pleased to get the photos because they did not have any and it was all too late now.

He told me that after the Apollo moon series finished, the Bendix Co returned the Super Constellation to the USAF for general duties. However, because the plane had been significantly modified firstly for McArthur and then again for NASA, the plane needed its own special USAF crews which did not suit the USAF's requirements of crew interchangeability.

So the USAF stripped the plane, flew it up to a base in Montana, took the engines out of it and then used the plane for gunnery practice. He said that everyone who had worked on the Super Constellation had loved the old plane and they were all sad when they heard of its fate. I was too.

FPQ6 Radar

The Q6 Radar was located about a kilometre north of the T&C building. Q6 was a classic skin tracking radar in that it radiated a signal at a moving satellite and then used to time interval that elapsed before a reflected signal was received to compute the distance to the satellite.



Photo: Hamish Lindsay

The Q6 radar was a hydraulically driven tracking parabolic dish, about 12 metres in diameter, but its special feature was that it had powerful high speed hydraulic controls that enabled it to track very quickly and accurately.

Another feature of the Q6 radar was that it had an 80-inch focal length telescope aligned on its focal axis that fed into a video tube that displayed a visual image on a TV screen inside the Q6 control room.

Thus once the radar locked into a satellite, if the light was right, it was possible to see the orbiting satellite on the TV monitor.

To be continued

Food for Thought

By the Editor

Following the AS-204 disaster that killed Gus Grissom, Ed White, and Roger Chaffee, Gene Kranz called a meeting of his branch and flight control team on the Monday morning.

In his address he stated:

"From this day forward, Flight Control will be known by two words: 'Tough' and 'Competent.' Tough means we are forever accountable for what we do or what we fail to do. We will never again compromise our responsibilities. Every time we walk into Mission Control we will know what we stand for. Competent means we will never take anything for granted. We will never be found short in our knowledge and in our skills. Mission Control will be perfect. When you leave this meeting today you will go to your office and the first thing you will do there is to write 'Tough and Competent' on your blackboards. It will never be erased. Each day when you enter the room these words will remind you of the price paid by Grissom, White, and Chaffee. These words are the price of admission to the ranks of Mission Control."

Tough and Competent — "T and C", the main building of the NASA Carnarvon Tracking Station.



Photograph: Trevor Mosel

From "The Earth to the Moon"

About the Lunar Module

James McDivitt: *"It's a beautiful machine, Tom!"*

Tom Kelly: *"It is, isn't it?"*

Rusty Schweickart: *"You really think that thing is beautiful?"*

James McDivitt: *"God no, it looks like a toaster oven with legs, but I'm not gonna tell him that."*

SOCIAL CLUB NEWS April 1967 ctd.

SPORTS NEWS

by John Rudkin

Well, with Neil McBain masquerading as his twin brother and the late arrival of Geoff Chandler a team was brought to the crease and in some cases carried away again.

The score card was kept by Mrs Norton and was as follows:

Town Team	Tracking Station
102 for 8 dec.	37 all out

- 11 -

The station scoring in detail went.

	Runs	Wickets
1. F. Vinton	8	1
2. P. Dawson	10	0
3. F. Dykstra	1	0
4. T. Lysaght	0	3
5. N. McBain	3	3
6. L. Overington	1	0
7. G. Chandler	0	0
8. N. McBain (Twin)	0	0
9. Cook)		
10. Pierce) 14		1
11. McMahon)		

Fortunately there are no details available of the town side scoring card.

Tom Lysaght was in fine bowling form taking two wickets in two successive balls. As he was about to deliver his third ball he was informed by the umpire that in the event of his taking a hat trick he would have to stand the team a five gallon keg.

Needless to say he did not pay for a barrel of beer; in fact he was almost credited with a wide, his ball flying approximately fifteen feet above the batsman's head.

To be continued

CRO Gemini Flight Controller Manning

Courtesy Gene Kranz and Gerry Griffin.

	GEMINI 8	GEMINI 9	GEMINI 10
CRO-CC	Fendell	Garvin -Brizzolara	Fucci
GEMINI	Claunch	Barker - Digenova	Walsh
AGENA	Smith - Weichel	Perkins / Puddy	Nering - Smith
A/M	Bishop	Walsh	Morrison



Plans for the Apollo 11 50th anniversary in Carnarvon.



July 20 - Cocktail party with entertainment. (Tickets \$50)

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

Possible astronaut visit July/August

Harrison Schmitt (Apollo 17 moonwalker) may be coming.

Quotations

*"How do you expect to get us to the Moon
if you people can't even hook us up with a ground station?"*
~ Gus Grissom

*"Twentieth century man must boldly reach out... And purposefully strive
to discover the hidden secrets of our universe."*
~ John Young

*"We had hundreds of thousands of people all dedicated to doing the perfect job, and I think they
did about as well as anyone could ever have expected."*
~ Neil Armstrong

"Man must explore, and this is exploration at it's greatest."
~ Dave Scott

13th Picnic Day

"No more Reunion Dinners ..."

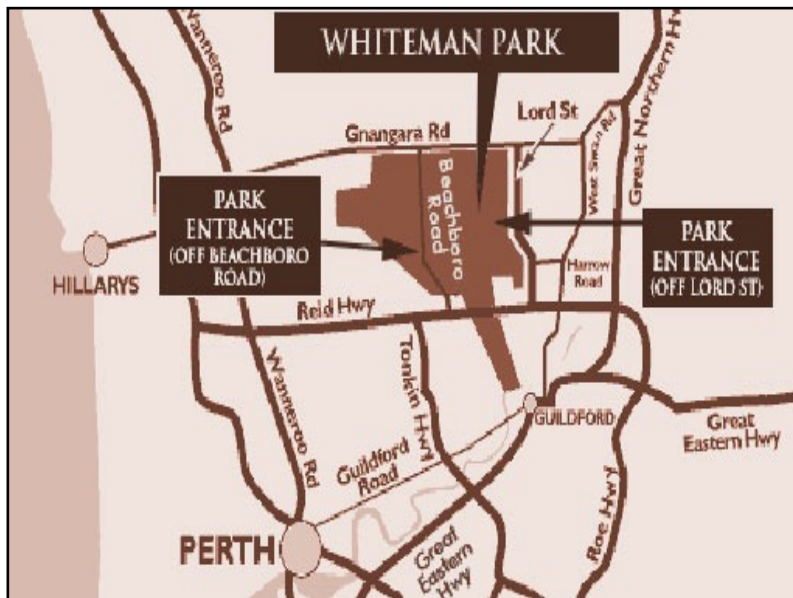
So ...the Perth Chapter of the CRO Trackers will be holding their twelfth annual picnic / barbeque at:

Whiteman Park, Mussel Pool, Shelter V (it's under cover)

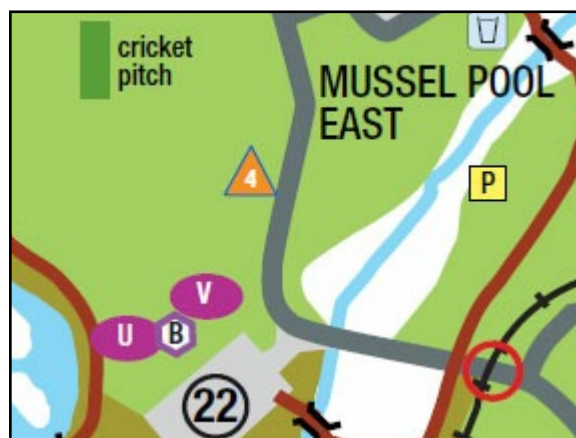
some 20 kms and 25 minutes from the Perth CBD.

Date: Sunday April 28th 2019 (1st Sunday after Easter)
Time: Lift-off 11 am WST
BYO: Everything

Look out for the banner at Shelter V



... and for those who get lost.



Please note: Donations to defray the cost of hiring will be accepted, gratefully, on the day. 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](#)

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50 YEARS of memories



Ex-Trackers interviewed on stage
Live Band playing music of the 1960s
Perth Observatory hosted Stargazing
Finger Food
Hosted by Greg Pearce

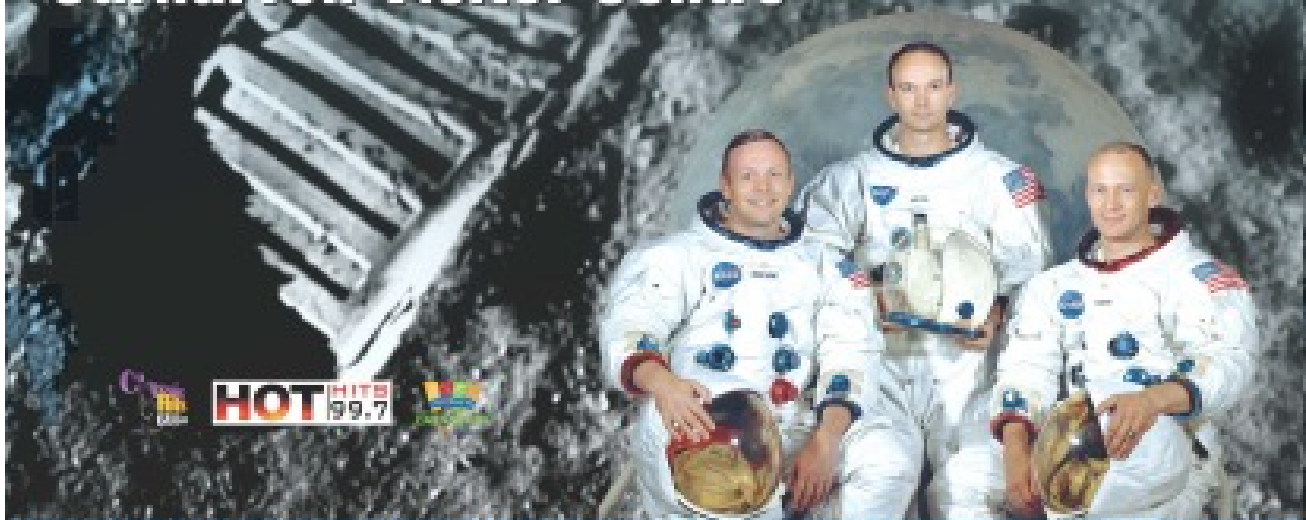
COCKTAIL PARTY

Moon Landing Anniversary
20 July 2019 in Carnarvon WA

Only \$50 per ticket

**Includes one free beer or glass of wine
and a 50th Anniversary memento**

**Tickets on sale now from
Carnarvon Visitor Centre**



HOT HITS
99.7





APOLLO 11 50TH ANNIVERSARY



Embroidered
\$10 ea.



Printed \$8 ea.



Embroidered
\$9 ea.

All prices plus postage
(Probably \$2.00 per envelope)

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