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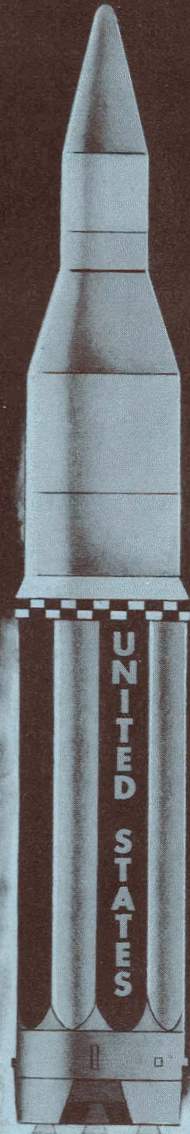
CLIPPER

GUIDED MISSILES RANGE DIVISION

OCTOBER, 1961

p 4.5-6-7

saturn



THE GMRD CLIPPER IS published monthly by and for personnel at the Guided Missiles Range Division, Pan American World Airlines, Inc. Letters, news and photographs are welcomed and may be addressed to GMRD Clipper, M. U. 517, Patrick Air Force Base, Fla. Editorial offices: Bldg. 423. No material used in Clipper may be reproduced without Editor's permission.

CLIPPER

VOLUME 2, NUMBER 3

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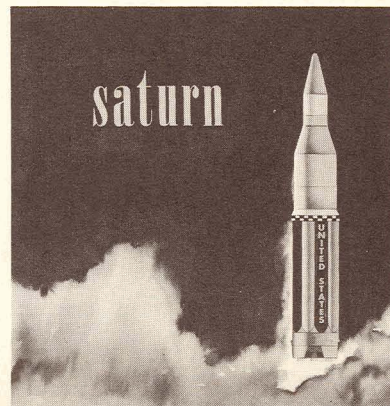
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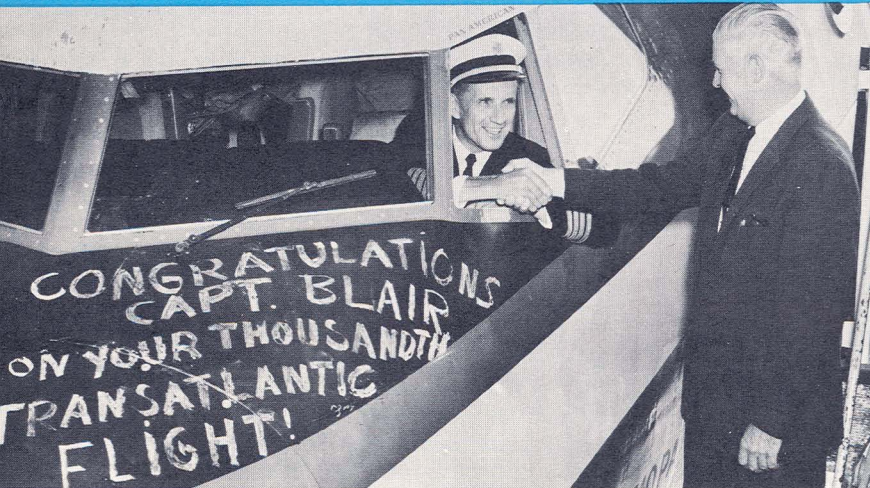
Art Director Bob Karr prepared the cover drawing of a Saturn launch, and the first, real shot of the giant rocket may soon be making the headlines. Story on Pan Am support of Saturn begins on page 4. Also featured inside is a story of new ships coming to the Atlantic Missile Range and an article encouraging employees to recognize their civic responsibilities. News and feature pictures in Picture Highlights and service pin pictures complete this issue of the Clipper.

STAFF

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BOB TAYLOR ASST. EDITOR
BOB KARR ART DIRECTOR
JO Du BOIS EDITORIAL ASST.



News At A Glance



Chalks Up First Thousand

Pan American World Airways Captain Charles F. Blair receives congratulations on his thousandth transatlantic flight—Pan Am's Flight 100 on Aug. 22 from New York to London—from aviation veteran Stanley Zedalis, a crew member of the first commercial transatlantic flight in 1939. A reserve Brigadier General in the Air Force, Blair received the Distinguished Flying Cross on Aug. 21st this year.

"Visit U. S. A." plugged

A busload of Americans—including a cowboy, Miss Florida, airline stewardesses and travel experts—are touring Europe this month to promote tourism to the United States. Traveling in a dual-level Greyhound Coach Lines Scenic Cruiser bus, they are carrying the Visit U. S. A. message to local officials and travel industry representatives in 19 cities in England and the continent. Pan Am will be represented and will help dramatize the time-saving and money-saving advantages of combining Jet Clipper and Scenic Cruiser bus travel.

IN MEMORIAM

The sympathies of the many GMRD employees who knew and admired Walt Lee are extended to members of his family following his death last month from a heart attack. After a distinguished 30-year career in the Air Force, Walt joined Pan Am in 1956 and served as Range Bases Manager and Division Logistics Manager. He was again Range Boss Manager at the time of his death.

Film Classics Open

The 1961-62 season of the Brevard Film Classics Club opens this week at Melbourne High School auditorium. Memberships are \$4 per person, and the program this year is composed of the following quality films: "The Berliner," (German); "I Vitelloni," (Italian); "The Belles of St. Trinnian's," (British); "Othello," (Russian); "Ugetsu," (Japanese); "Aparajito," (Indian); and "The Seventh Seal," (Swedish). Additional information may be obtained by writing to Brevard Film Classics Club, P. O. Box 234, Melbourne.

Driver's License Info

Are you "in the know" on how and when to renew your driver's license? If you'll look at your 1961 license you will notice that it says, "Not good after Sept. 30, 1961". It is good, however, until your next birth month, at which time you'll pay either \$1.50 or \$3.00 for a one or two year license, depending on the year in which you were born. (If your birth month was in September, you were to have renewed your license last month). From now on, wait 'til the month of your birth and then obtain your license in person or by mail at the Titusville Courthouse or the branch courthouse in Melbourne or Rockledge. Requests by mail must be accompanied by a stamped, self-addressed envelope and money order.

Comet Named For Pilot

A comet in the sky has been named for Jet Clipper Second Officer A. Stewart Wilson. The Seattle-based navigator became a celestial celebrity by sighting the new comet while over the Pacific on a Jet Clipper flight from Honolulu to Seattle, and the Harvard Observatory, to whom he reported it, assigned Wilson's name to it.

At the Cape
Saturn's called

THE BIG ONE

America's mightiest space booster—the one and a half million-pound thrust rocket called Saturn, stands majestically on Complex 34 at Cape Canaveral, ready to begin making space history.

The initial launch, expected soon, will only be a test of the booster. But the Saturn development program, with an operational firing schedule for 1964, calls for a herculean task of sending payloads of several tons into earth orbit, to the moon and into deep space.

Many people are ready, willing and able to get Saturn going. They include those who direct the program—personnel in the National Aeronautics and Space Administration—and those who support it, men like Pan Am's Fred Bohlen, Sam Thompson, Paul Shupe and a host of others.

This story has two beginnings: Saturn's and Pan Am's. As early as the spring of 1957, studies were being made by rocket expert Dr. Wernher Von Braun's rocket development group at Huntsville, Ala. on large, clustered rocket engines.

In the late summer of 1958, the group, then working for the U. S. Army, received authorization to proceed with design and development of a 1.5 million-pound thrust booster rocket based on the clustered engine concept. By November, 1958, the go-ahead was given to build four flight-test vehicles and to study development problems associated with reliable multi-stage Saturn vehicles. In 1959, the program was transferred from the Department of Defense to the National Aeronautics and Space Administration and on July 1, 1960, the Huntsville development group was transferred to NASA's newly-established George C. Marshall Space Flight Center.

Pan Am was in on the early planning of Saturn, working with the Army Ballistic Missile Agency until that group turned the reins over to NASA. Henry Winter, now of Range Planning and then in Program Management, was among the group of Pan Amers who took part in this early planning. A year ago August, Fred Bohlen of Program Management became Program Engineer for Saturn and is now Pan Am's key

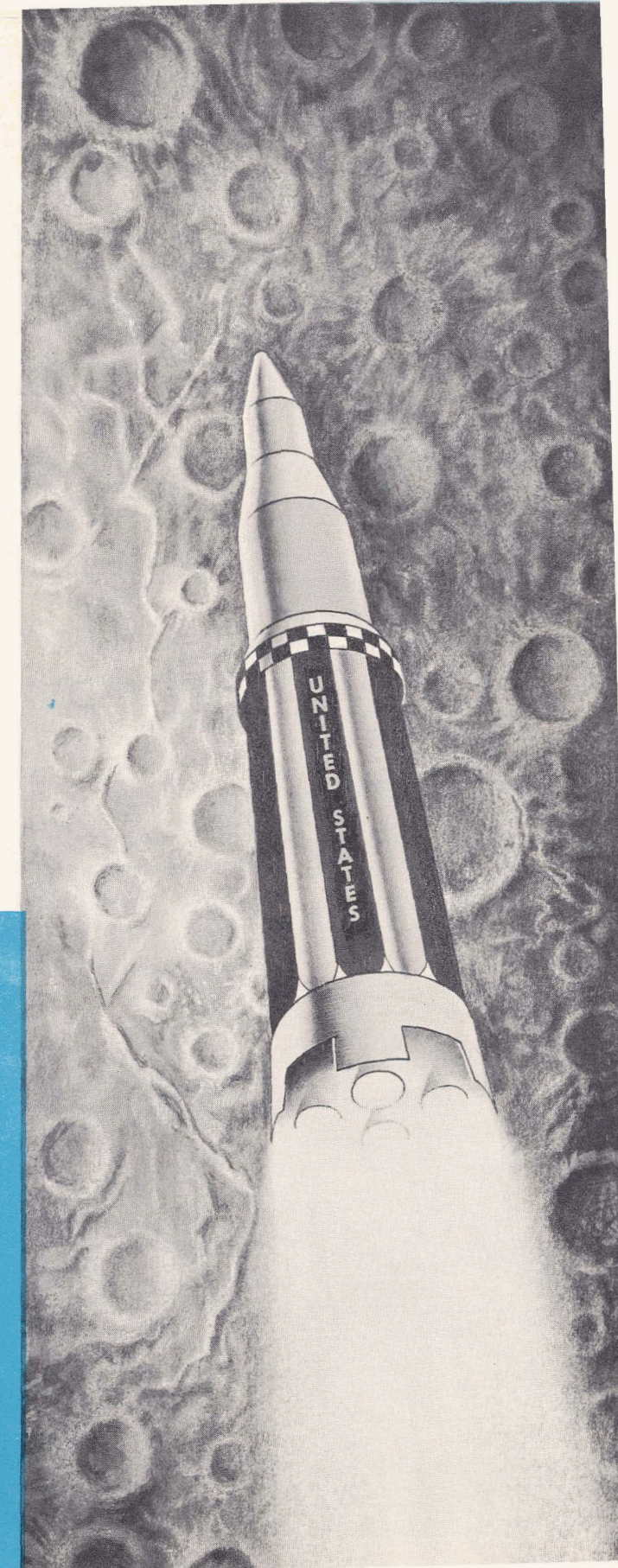
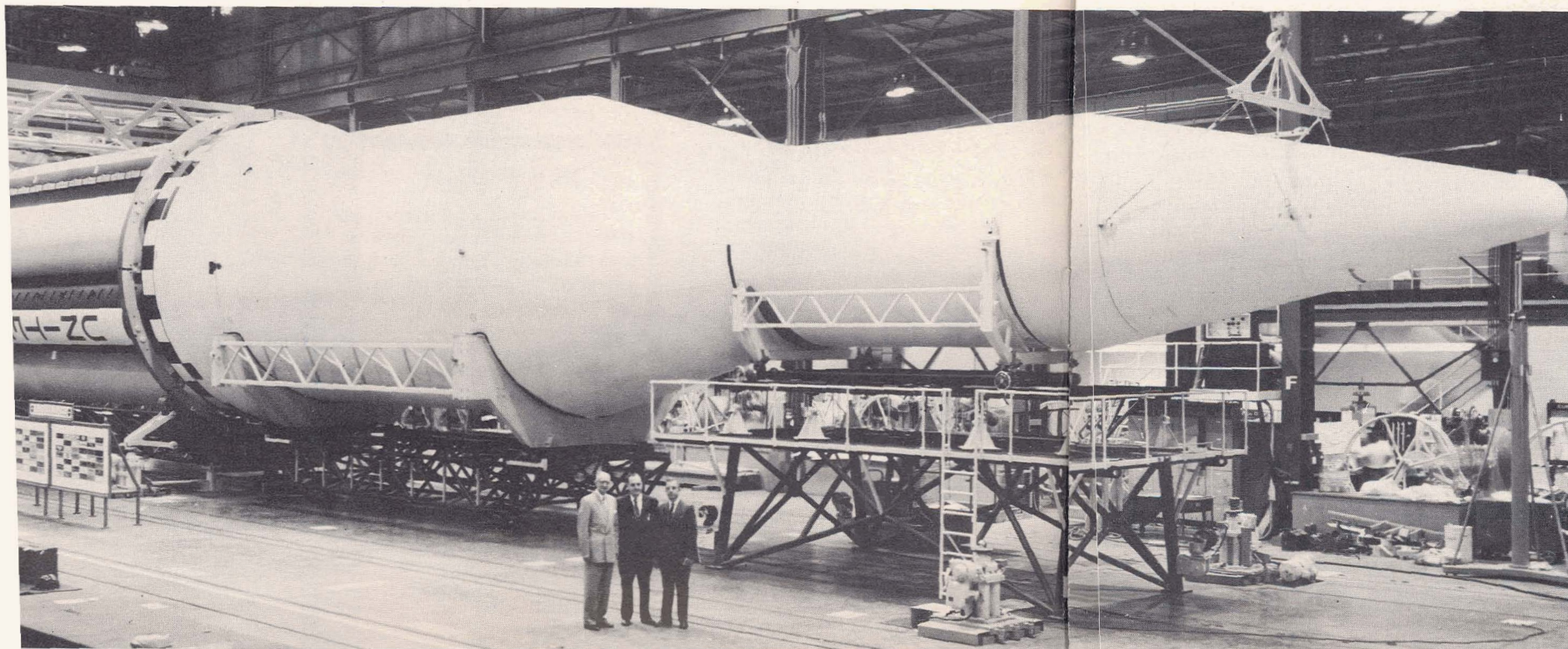
man in representing the Range Contractor in its commitments to NASA for support of the Saturn Program. Through meetings and other contacts with NASA representatives, Bohlen gets up-to-the-minute requirements for everything from flood lighting to photography and coordinates the carrying out of those requirements with the appropriate GMRD section or department.

Another Saturn "pioneer" is Paul Carman of Facilities Engineering, whose Facilities Planning Group did the original siting or locating of Launch Complex 34, based on NASA requirements, and is now working on Complex 37. Supporting services, such as water, power, roads and communications ducts have also been a part of Facilities Engineering's work. Fred Livingston is now Facilities' Saturn representative.

Pan Am's man on the pad is Sam Thompson who heads the Range Contractor Saturn Complex crew, a group of about 26 people charged with certain maintenance aspects of the giant, 310-ft. Saturn service structure. The 28-story tower—the world's tallest structure on wheels—is made up of 2,800 tons of steel, and that means a lot of maintenance. The tower was designed, engineered and erected at a cost of about \$4 million, and is built to withstand hurricane winds as high as 120 miles per hour.

Briefly, Pan Am's role in planning, engineering and maintenance have been described. One other phase, most of which is to come, is operations, and that's where two more veterans enter the picture.

The first flight configuration of the giant Saturn C-1 rocket is seen in the Fabrication and Assembly Engineering Division at the George C. Marshall Space Flight Center, National Aeronautics and Space Administration, Huntsville, Ala. The C-1 first version is composed of a C-1 first stage or booster, a dummy S-IV second stage and dummy S-V second stage.



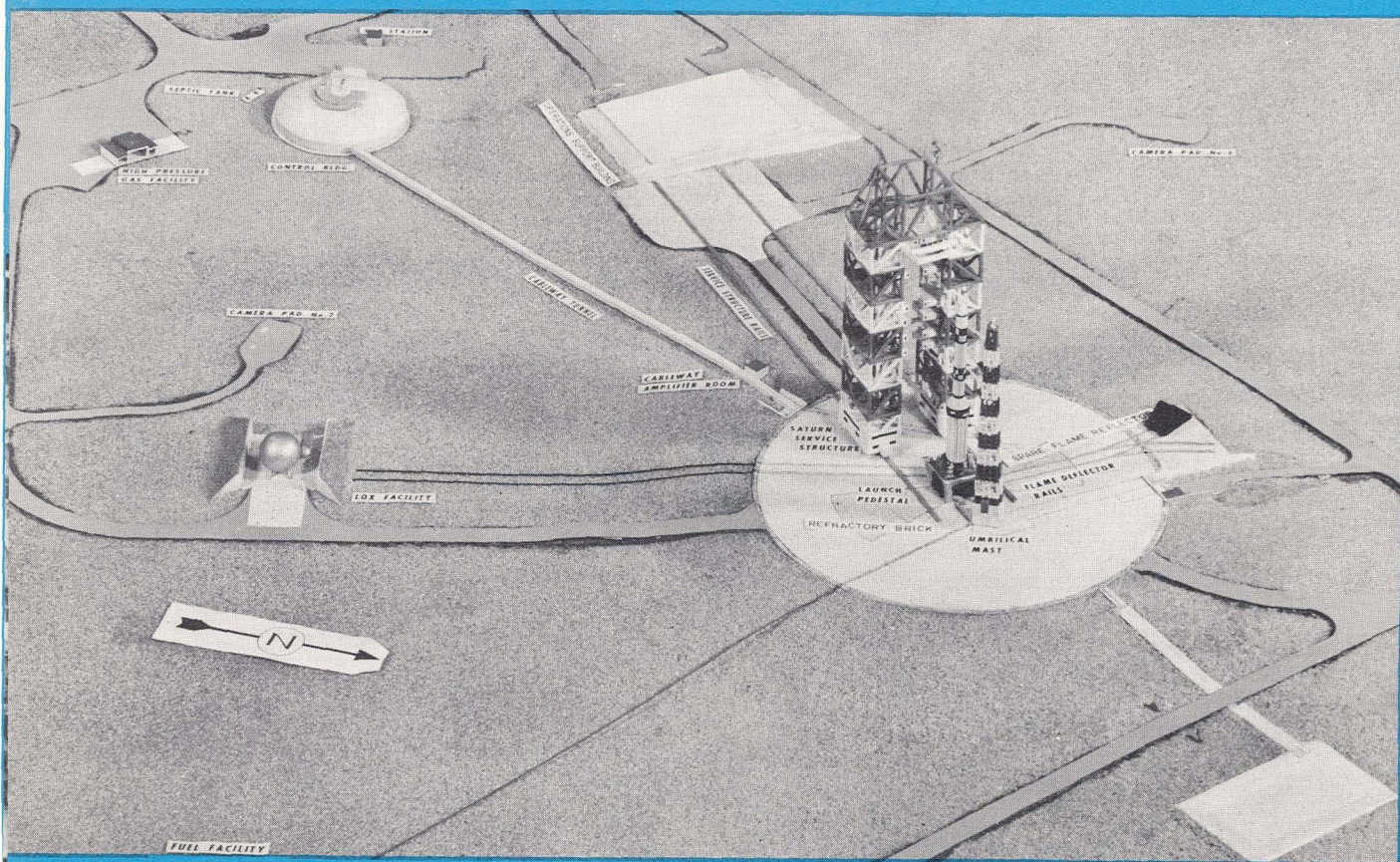
Paul Shupe has been Pan Am's top planning engineer for Saturn, and many of the fruits of such advance planning will be realized during actual operations in the form of data collection. Shupe explains that Planning's job has been to analyze requirements placed on the Range and to determine how the requirements can best be met by the Range Contractor. Citing just one problem, Shupe says sonic vibration from the big rocket could affect the accuracy of the cameras and thus affect the data accuracy. This and other problems are expected to be met, however, and the big cameras such as IGOR and ROTI, and the radar and other tracking equipment will play an important role in all stages of Saturn development. Photo and communications requirements for Saturn, says Shupe, are "tremendous".

Representing Pan Am's Range Operations in Central Control are Al Bruckner, Superintendent of Range Operations, and "Mac" McKinley, Assistant Superintendent of Range Operations, who will man the range support consoles during the long hours of the countdown. Bruckner and McKinley have worked side-by-side on other countdowns, including Mercury-Redstone, Minuteman and Titan.

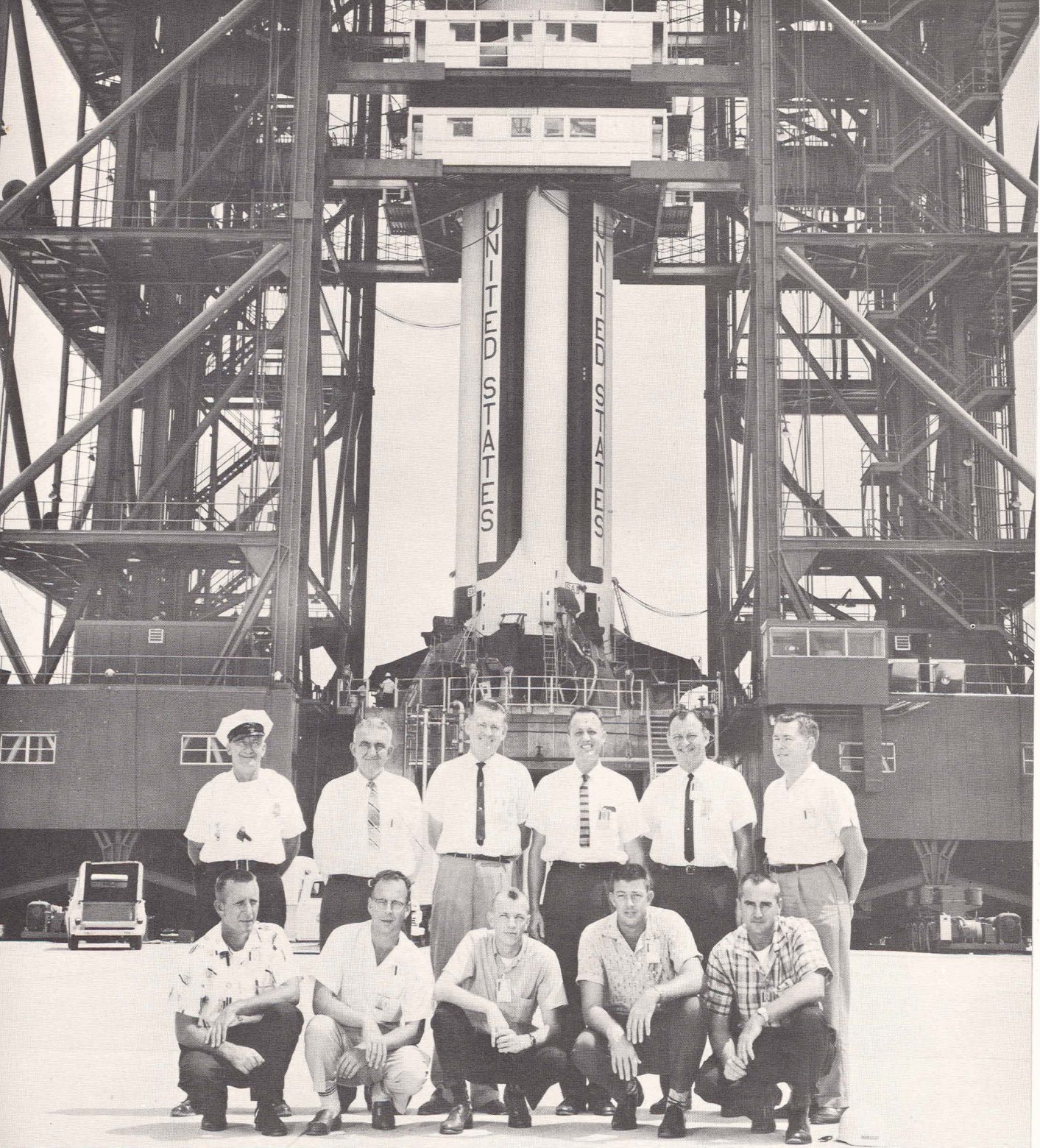
Other forms of Pan Am support at the Cape include service by the High Pressure Gases section of Missile Propellants in unloading Liquid Oxygen in tanks located on the pad; Security Police escort and special guard duty; medical and fire standby and support; Pad Safety support, and a host of specialized services which include noise level studies. Pan Am's Jim Simmons of Facilities Engineering is assisting in such tests which will be made not only at the Cape during launch but in surrounding communities as well.

The Saturn Booster in its gantry now stands about 163 ft. tall weighing 500 tons, having arrived safely by barge from Huntsville, Ala. Many checks have been made on its "systems" (radio frequency, radar beacon, command destruct and others which cause the booster to be tracked or controlled) and dozens of tests have been made on its engines.

Before many more days have passed, the roar of the cluster of the eight Rocketdyne H-1 engines producing 1.5 million-pounds of thrust will be heard and Saturn will be on its way toward future manned space exploration, leading to lunar landings of men and equipment within this decade.



A Saturn sand table model showing complete complex area; Control Bldg. is at top.



NASA, Pan Am and RCA key people on Saturn are pictured above on Complex 34. Top row, left to right: Security Policeman W. M. Smith; Paul Carman, Facilities Planning, Jack Abercrombie, Chief Saturn Project Officer; Fred Bohlen, Pan Am Program Manager; Wayne Aldrich, Pan Am Communication Engineer; and Paul Shupe, Pan Am Program Planning Engineer; Front, left to right: H. W. McKinley and Bill Luecking, SRO's; Gene Bishop, RCA Operations Planning Engineer; John Magehee, Pan Am electronics engineer, and Al Sanders, Pan Am Pad Engineer.

New Ships On The Horizon

The ever-changing Atlantic Missile Range will become as flexible as an Indian rubber man late next summer with the addition of two 520-foot floating islands—the SS General Callan and the SS General Taylor.

These 12,000-ton former transport ships are now being fitted with advanced integrated instrumentation systems, consisting of three high powered radars for missile tracking and data collection, and a complete navigation system.

When they become operational next August and September, they will be the most advanced, sophisticated mobile tracking stations in the world; veritable floating Ascensions. Their capabilities will far outstrip the present fleet of ocean range vessels, which are used primarily to gather telemetry in the vast stretches of South Atlantic separating the lower range stations.

GMRD's Project Engineer for the ambitious, multi-million dollar ship program is Charles Young (inset). He is presently in Great Neck, Long Island, monitoring the contract for instrumentation installation, held by the Sperry Gyroscope Company.

Bethlehem Steel Shipbuilding Corp. holds the contract for ship modification, and John Black of

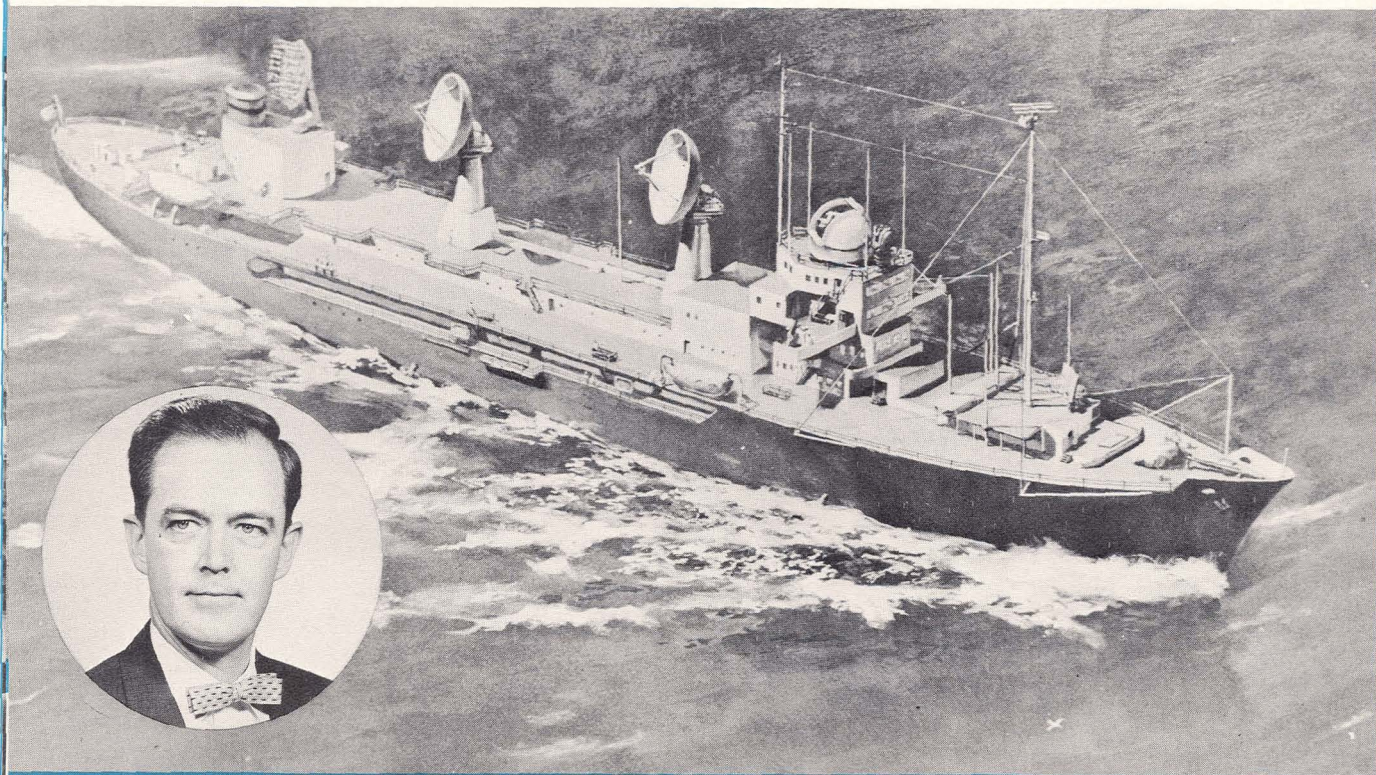
GMRD's Marine Engineering is now working out of the Brooklyn Navy Yard, monitoring reconversion.

Although Pan Am didn't officially get into the program until July, 1960, when Young and a special team of engineers began writing specifications, the theory of such a mobile station has been on Range Contractor "drawing boards" for several years. Ray Godfrey, Manager of Systems Engineering, was one of the first to conceive the idea, which has been subsequently proved by the success of the Twin Falls Victory in tracking Pershing missiles while at sea.

Each "C-4" ship will carry a crew of 100 and a complement of 70 technicians. Pan Am Ship Operations Managers will have charge of test responsibilities, and a GMRD weather crew will be assigned to both vessels. Staterooms will be air conditioned, and giant turbine engines are being installed to satisfy the tremendous power requirements of the radars.

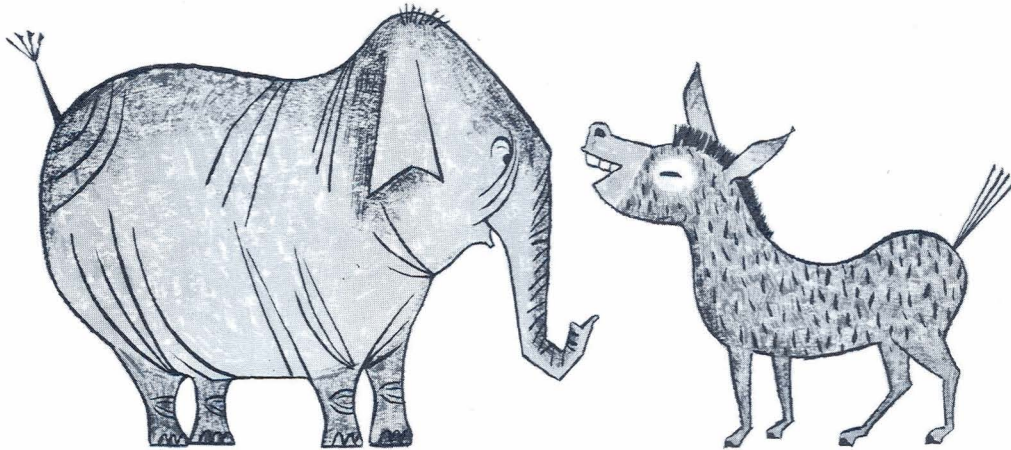
The super ships will stay at sea for periods of 45 to 60 days in the South Atlantic and Indian Oceans, primarily in support of extended range ICBM shoots.

Their addition will give the Atlantic Missile Range more sophistication as well as maneuverability, and greatly increase Pan Am's operational responsibilities and capabilities.



Civic Responsibility

*Want to be a better citizen, more active in community government?
Where there's a will there's a way, and here are some good ways.*



One of the largest companies in the country recently informed its employees that civic responsibility is a "never finished business".

That is true whether you live in a small village or in a large metropolitan city. It's true because vital issues arise almost daily in this complex society in which we live and action is the answer in dealing with these issues.

Our elected representatives—whether they be city councilmen, county commissioners, state or national officials—represent us, the everyday working man, in voting on vital issues which affect our lives. And so we need to carefully elect those men and women who would best serve their city, county, state or nation, and we need to keep in touch with them during their terms in office.

Perhaps you have never written your congressman or senator on an important matter that interests you. It's never too late to start.

Maybe you have never bothered to register to vote or have recently become eligible to register. Your vote—every vote counts.

It might even be that you are qualified to run for a local office—many Pan Am employees have, and have been elected and served capably. Give the matter some thought and become a candidate if you deem it wise.

Finally, have you neglected the news material available on candidates and issues, only to find yourself at the polls ready to vote but uninformed?

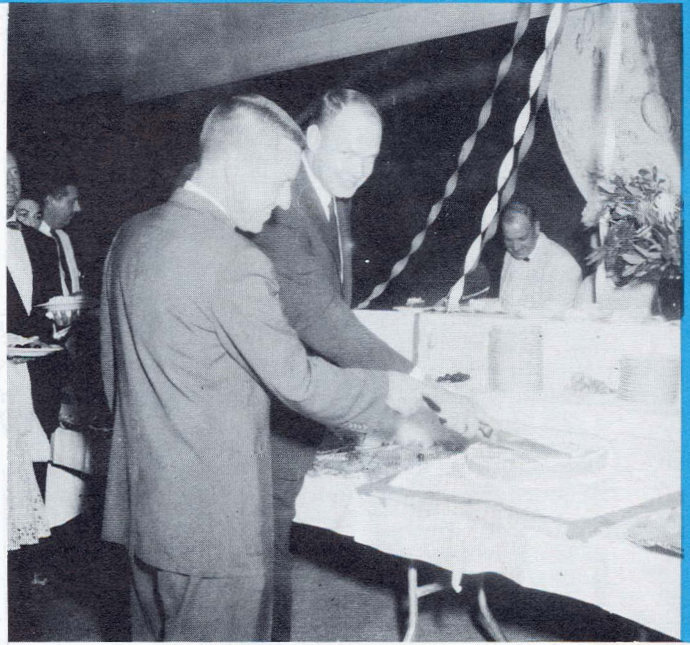
Next month, residents of many Brevard County communities will have an opportunity to elect candidates for local government, and freeholders (property owners who are qualified to vote) will vote on three school issues.

First step is to be sure you are registered for both city elections and for county elections (county registration is also good for state and national elections). Registration for the Nov. 7 election on school trustees, school millage and a special \$3 million school bond issue closes Friday, Oct. 6. If you're not registered, do so immediately. You may register at the Melbourne or Cocoa branch courthouse or at the Titusville courthouse.

Summing up, you have a wide choice of activities in assuming your individual role of being a good citizen. Write your congressman or senator? Address your letter to Rep. A. S. Herlong; Sen. Spessard Holland or Sen. George Smathers, Washington, 25, D. C. Run for a local office? Good leaders are needed. Support good candidates? It's the least you can do. Keep informed? Adopt for yourself a know-before-you-vote attitude.

Better citizens mean better government.

Picture Highlights



MANAGEMENT CLUB DINNER-DANCE ENJOYED

The fourth annual Management Club dinner-dance last month at the Starlite Paladium drew raves from the large crowd—biggest in the club's history. Scenes here show some of the activities arranged by Committee Chairman George Mueller and the staff of the Starlite. Dancing and a floor show completed the evening.



TURK CHECK

Pan Am's Duke White, Commissary Supervisor, left; BOM A. A. Wallace, and Maintenance / Support Supt. Chuck Van Meter are shown presenting \$150 check to Mrs. Basil Biron, Chairman of the Child Welfare, Hospital Addition Committee at Grand Turk.



SAN SAL TEAM WINS SOFTBALL LEAGUE

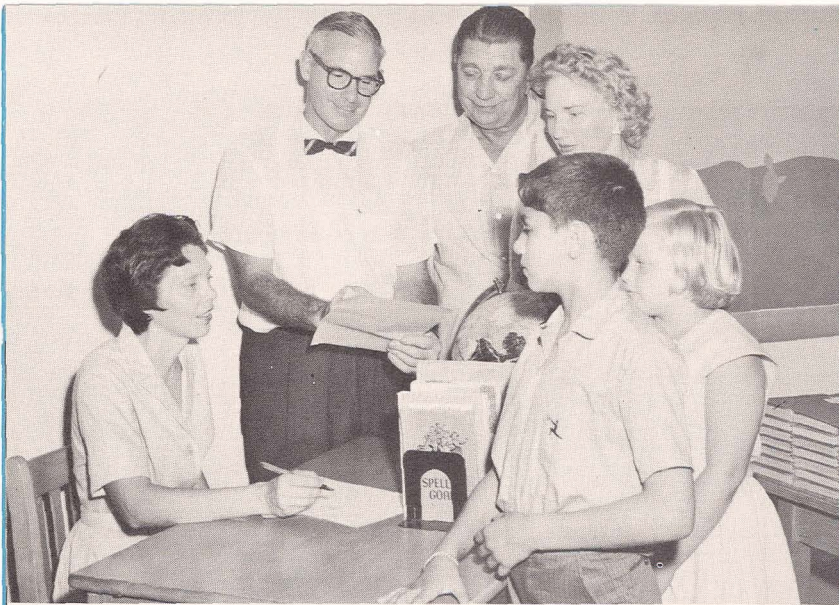
In a 150-game softball league at San Sal, covering a six-month span with competition between six teams, Pan Am's squad came up victorious with an impressive .714 percentage. The team, left to right, standing: Carl Weir, Bill Bleehas, Jerry Parsons, Dick Lynch and Al Webb. Seated, left to right: Ed Furthman, Jerry Starr, Willie Frey and Lonnie Higdon.



SAL GUESTS

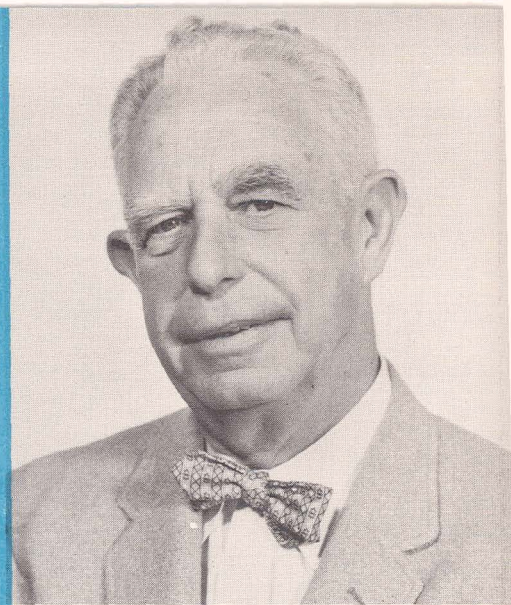
Sir Robert Stapleton, center, Honorable Governor of the Bahamas, is shown during recent visit at San Sal. Also shown are BOM Stan Monfette, his wife Esther, Base Commander Keith Malmemes, and Mrs. Bosfield, wife of the Island's Commissioner.





JORDAN'S HOST EXCHANGE STUDENT

Mario Calderone, 10, of Guatamala City, is shown enrolling at Eau Gallie Elementary School. An Exchange student who speaks only Spanish, Mario is staying with Mr. and Mrs. O. K. Jordan, center. Jordan, of Pan Am Supply, met the Calderone family while on vacation in 1958. The Jordan's nine-year-old daughter, Betty Ann, right, is in Mario's class.



HODGE RETIRES

C. A. Hodgins of Industrial Relations bid farewell to his many GMRD friends this week as he retired for the second time. His first retirement came after more than two years as Industrial Relations Manager. For the past 3 years he's been a consultant.



PLANNING COURSE FOR AIR ACADEMY

Pan Am is represented above in planning a course in typing and office procedure for boys at the Florida Air Academy in Melbourne, to be conducted by the Melbourne-Eau Gallie chapter of the National Secretaries Assn. Seated, left to right, are Pat Diaz, Kaye Butler, Pat Ragen, Elizabeth Lovitt, Mary Bready and Mary Ruffner. Standing, left to right, are Dick Miller, Royal McBee Corp.; John Thistle, Lt. Col. V. J. Hart, Headmaster at the Academy; Ed Valentine, Royal McBee; Lois Mitchell, NSA Education Committee Chairman, and Hazel May, Royal McBee. Pat Ragen, Mary Bready and John Thistle are Pan Am'ers.

Service Awards

A 20 year pin was presented last month by Vice President R. S. Mitchell to Ken Rodrigues, Administrative Assistant in Supply. Rodrigues started in 1941 with the Atlantic Division in New York as a stock clerk and during his eight years there had brief tours of duty in Bermuda and Shannon, Ireland. In 1949 he transferred to the Latin American Division in Miami, did some traveling in Central and South America and became a supervisor before transferring in 1954 to GMRD. His first activity here was Superintendent of Shipping and Receiving. An early interest in flying has been replaced by a new hobby—ham radio. The Rodrigues family—wife Rita, daughters Jeanne, Beverly and Mary, and sons Kenneth and Rickey live in Eau Gallie. Picture shows staff associates watching presentation.

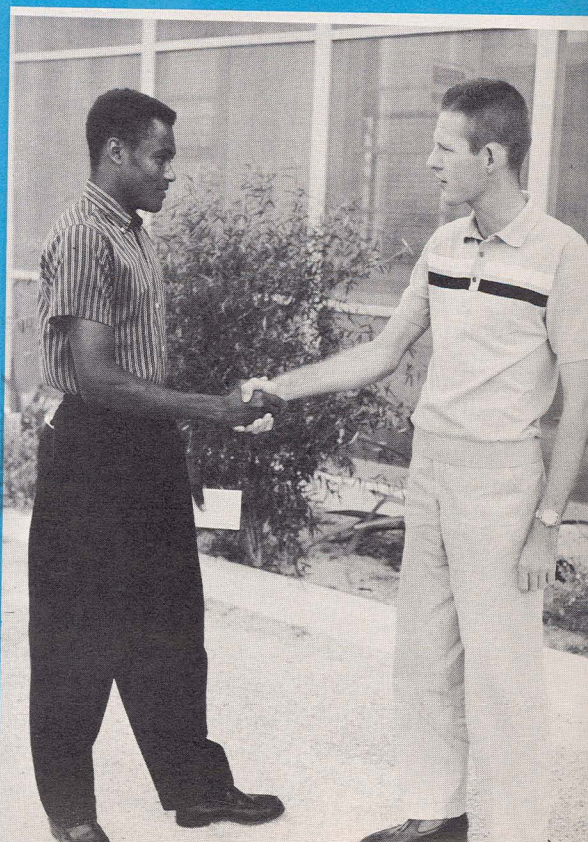
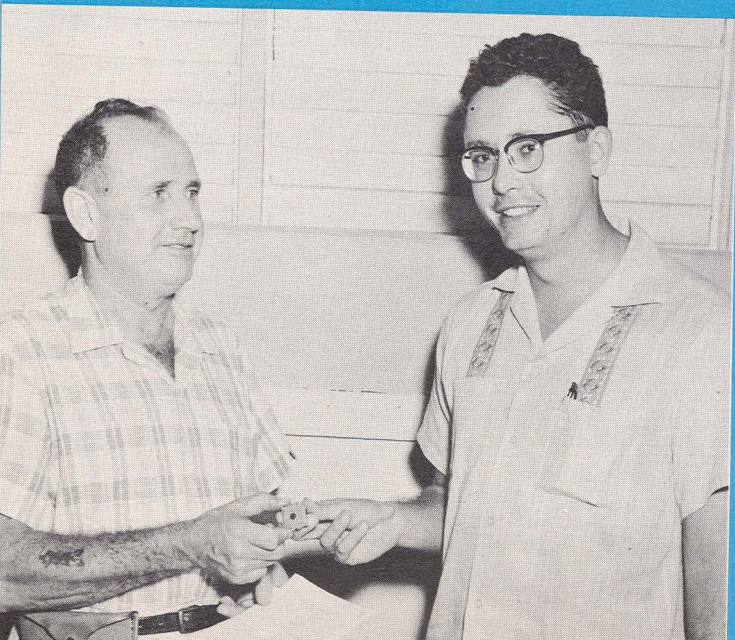




Stan Monfette, left, Base Operations Manager at San Salvador, presents three year pin to Fire/Security's R. G. Skipper as Administration Supt. Mark Fields looks on.

C. R. Grosjean, right, Staff Assistant at Trinidad, receives his five year pin from Base Manager A. M. Jowdy. Grosjean has also served at Mayaguana and Fernando.

Luther Major, San Sal local who is an assistant cook, is pictured receiving three year service pin and congratulations from Administrative Supt. Mark Fields.



September Service Pins

PATRICK AIR FORCE BASE

5 Years

R. J. Alf
Mrs. E. N. Cox
A. M. Kissiah, Jr.
C. N. Savage
G. H. Waddell
W. C. White, Jr.

J. E. Allen
L. R. Daniel
J. H. Kreiner
C. Scott
M. H. Walker
H. A. Winter

G. L. Austin
Mrs. H. H. Henning
J. D. Lassiter
E. H. Serveson
W. F. Way

Miss M. E. Biordi
R. L. Kahn
C. A. Powell
R. A. Von Melker
Miss M. E. Webb

3 Years

Miss M. M. Bready
J. R. Collins
A. L. Leslie

Mrs. B. G. Buck
E. S. Desmore
G. E. Osborne

M. D. Carman
Mrs. D. G. Garrison
M. C. Poff

D. L. Case
R. J. Harmon
C. Williams, Jr.

CAPE CANAVERAL

5 Years

L. M. Baldwin
S. W. Brown
W. H. Clay
N. L. Fain
N. Harris
W. O. Jones
N. S. Long
E. Ostrosky
R. T. Prindle
J. B. Ross
O. T. Bell
I. W. Bryant

M. A. Cox
L. H. Gerth
S. D. Hereford
J. R. Lawson
H. L. Martin
C. R. Pentz
R. J. Rafferty
Miss M. K. Shearlock
G. Billie
A. O. Carter
W. V. Cranmer
W. L. Green

G. W. Herndon
W. S. Lee, Jr.
P. E. McLaughlin
J. D. Polston
J. E. Reeves
B. B. Shiles
R. Brooks
J. E. Claunch
J. R. Ennis
E. L. Hammond
F. H. Hollman
M. Liversay, Jr.

K. W. Miller
Mrs. O. T. Porto
C. F. Ridenour
J. K. Smith
G. B. Snyder
D. R. Williams
R. P. St. Laurent
E. W. Wolf
C. F. Threlkeld, Jr.
W. R. Woods
W. C. Wilkins

3 Years

E. C. Bell, Jr.
R. E. Kemp
G. White, Jr.

T. Brader
E. W. Lovell

R. R. Gay
J. E. Starr

H. Kaplan
C. E. Warren

DOWN RANGE

5 Years

D. H. Anderson
H. Ross
W. L. Wilkins, Jr.

J. J. Damron
B. E. Sievers

V. D. Ellison
J. N. Stamm

C. D. Norris
A. J. Webb

3 Years

C. G. Center
J. N. Mills

W. R. Falk
F. R. Roberts

E. J. Gallagher

K. A. Meincke, Jr.

DOWN RANGE LOCALS

5 Years

Alden Swan

3 Years

F. X. Almeida
P. N. da Silva
F. J. Luiz
J. S. Young

T. Constantine
J. G. da Farias
D. F. Pereira
Waldomiso Gomes S. e Sa'

E. C. da Silva
K. T. Gomes
A. E. Santos

J. N. da Silva
M. C. Lira
W. C. Yon



RECOGNIZING CREDIT UNION

Kay Walton of the Patrick Air Force Base Credit Union holds poster with a reminder of International Credit Union Day Oct. 19. Many people from all walks of life (even movie stars like Kim Novak) have discovered that the Credit Union is a non-profit thrift organization, and that it benefits members in terms of savings and in terms of borrowing if the need arises.

The Patrick AFB Credit Union is in new quarters in Bldg. 710 at the corner of Sixth and E Streets. Five dollars plus a 25 cents membership fee will open a savings account which entitles you to full membership privileges. Current dividend is 4½ per cent. Loans are repaid at a low rate of one per cent per month. Investigate, then join the Credit Union.



PAN AMERICAN
Guided Missiles
Range Division
Patrick AFB
FLORIDA