

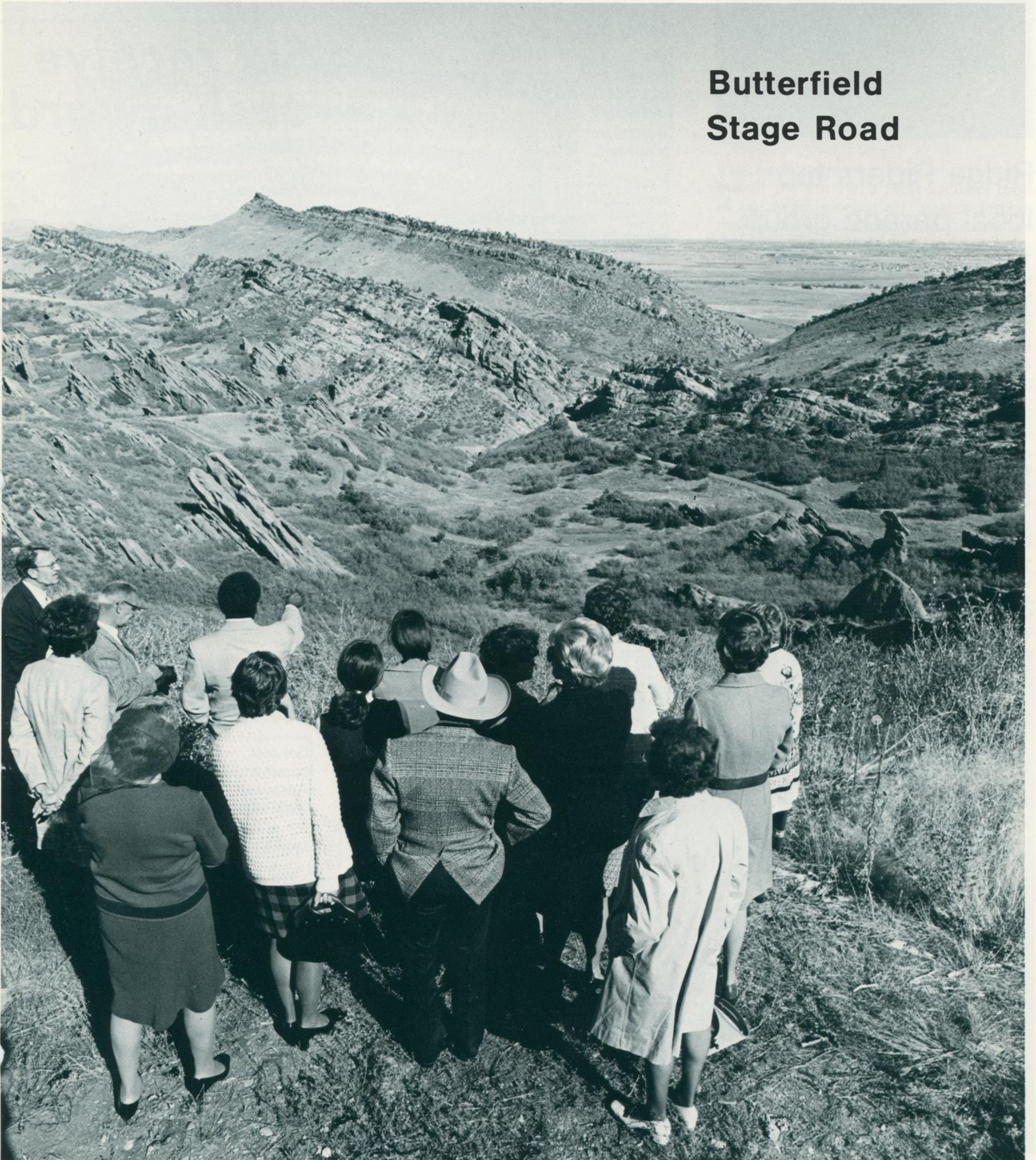
MARTIN MARIETTA

news

DENVER DIVISION

NUMBER 13/1975

**Butterfield
Stage Road**



Division property designated Centennial site by commission

On the cover--

Members of the Jefferson County Historical Commission view the route of the Butterfield stage road over Sheep Mountain, one of the historical features responsible for Centennial Site designation of division property.

Ridge Riders top local parade group

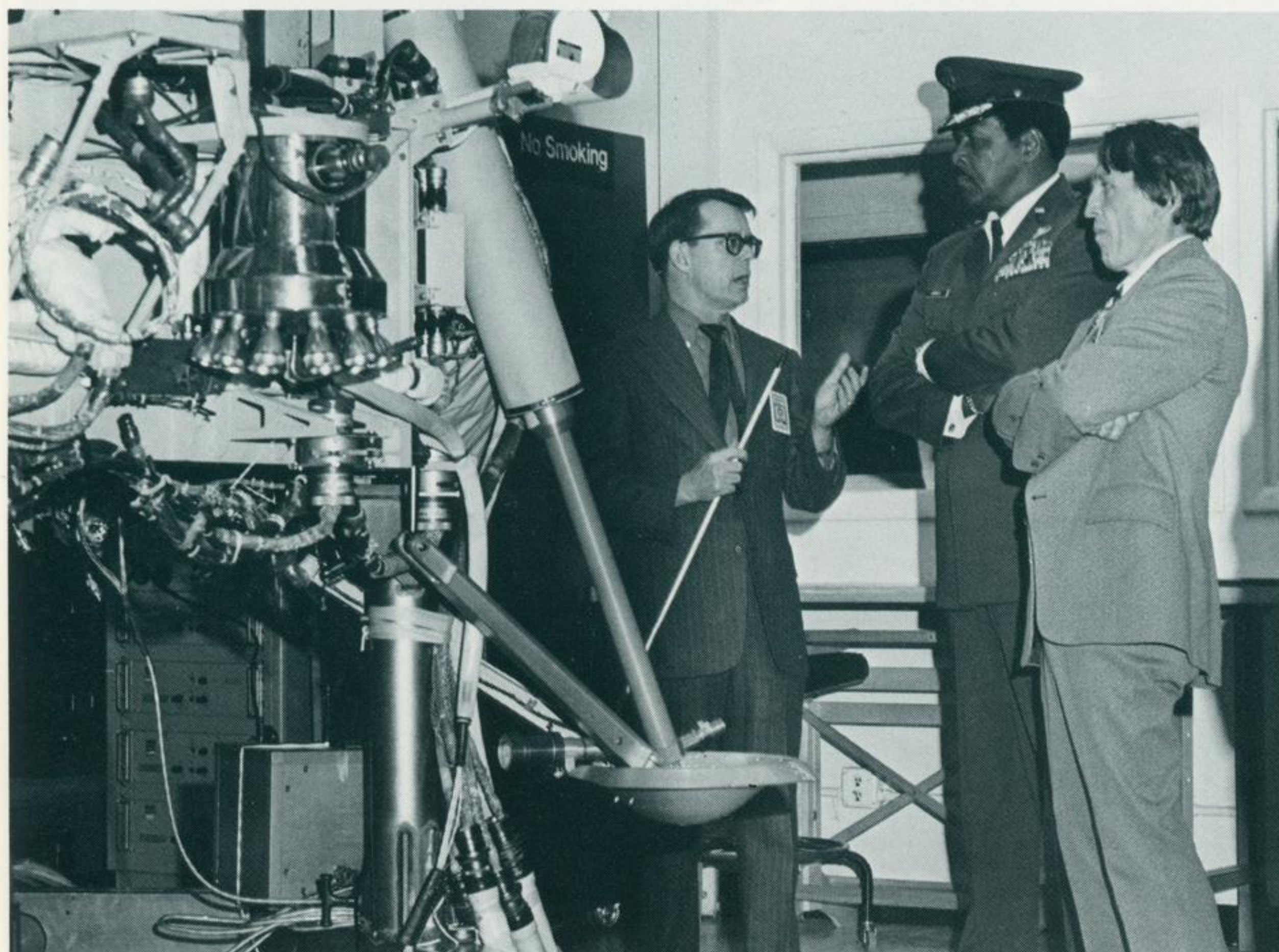
The employee club, Ridge Riders, Inc., captured first place for mounted groups in Littleton's Western Welcome week parade.

Eighteen of the 50 club members rode in the parade. Merle McCaslin was parade chairman for Ridge Riders.

The club, open to active and retired Martin Marietta employees, has year around activities, including several weekend trail rides.

Gerry Schmidt is club president.

John Goodlette, left, describes function of Viking proof test capsule to General Daniel James Jr., NORAD commander, center. Dr. George Morgenthaler, right, vice president technical operations, escorted the general.



The Jefferson County Historical Commission has designated Martin Marietta property occupied by the Denver division as a Centennial Site because of its link with the past.

The Corporation's 5100 acres contains the original Verdoz and other homesteads, the Lehow cemetery, route of the Denver, South Park and Pacific railroad, and was crossed by the Butterfield stage road leading over Sheep mountain.

Mrs. Kathleen Klepetko, a member of the commission, presented plaque in ceremonies at the division Oct. 14. It was accepted by C. B. Hurtt for Martin Marietta.

The plaque will be prominently displayed at the entrance to division property, reminding visitors and employees of the historical significance of the area.

Senator's staff gets briefed

Two members of U.S. Senator Gary Hart's staff received a briefing on division business and products in mid-October.

The Senator's legislative assistant, Mike McCabe, and the director of his Denver office, Lon McCain, met with division executives.

Change your clocks

Daylight savings time ends at 2 am Sunday, Oct. 26.

To return to Mountain Standard Time, turn your timepieces *back* one hour before going to bed Saturday.

Six receive cash awards

Six employees have been selected to receive cash awards for their New Technology disclosures submitted to NASA. They are:

Lowell S. Schneider, Data Systems, for his generalized database management system simulator;

Donald A. Stang, structures and materials, and Dale E. Spond, aerothermal and propulsion, for curved wound composite tubing used to reduce weight and improve thermal efficiency in propulsion systems;

Delbert A. Morris and Ferdinand Steffens, both of electronics, for a high speed BCD to binary converter capable of handling two input scaling factors; and,

Douglas E. Cornick and Fred M. Petersen, of mission operations and software, for a two-level trajectory decomposition algorithm to enable complex multiple flight missions to be more cost effective.

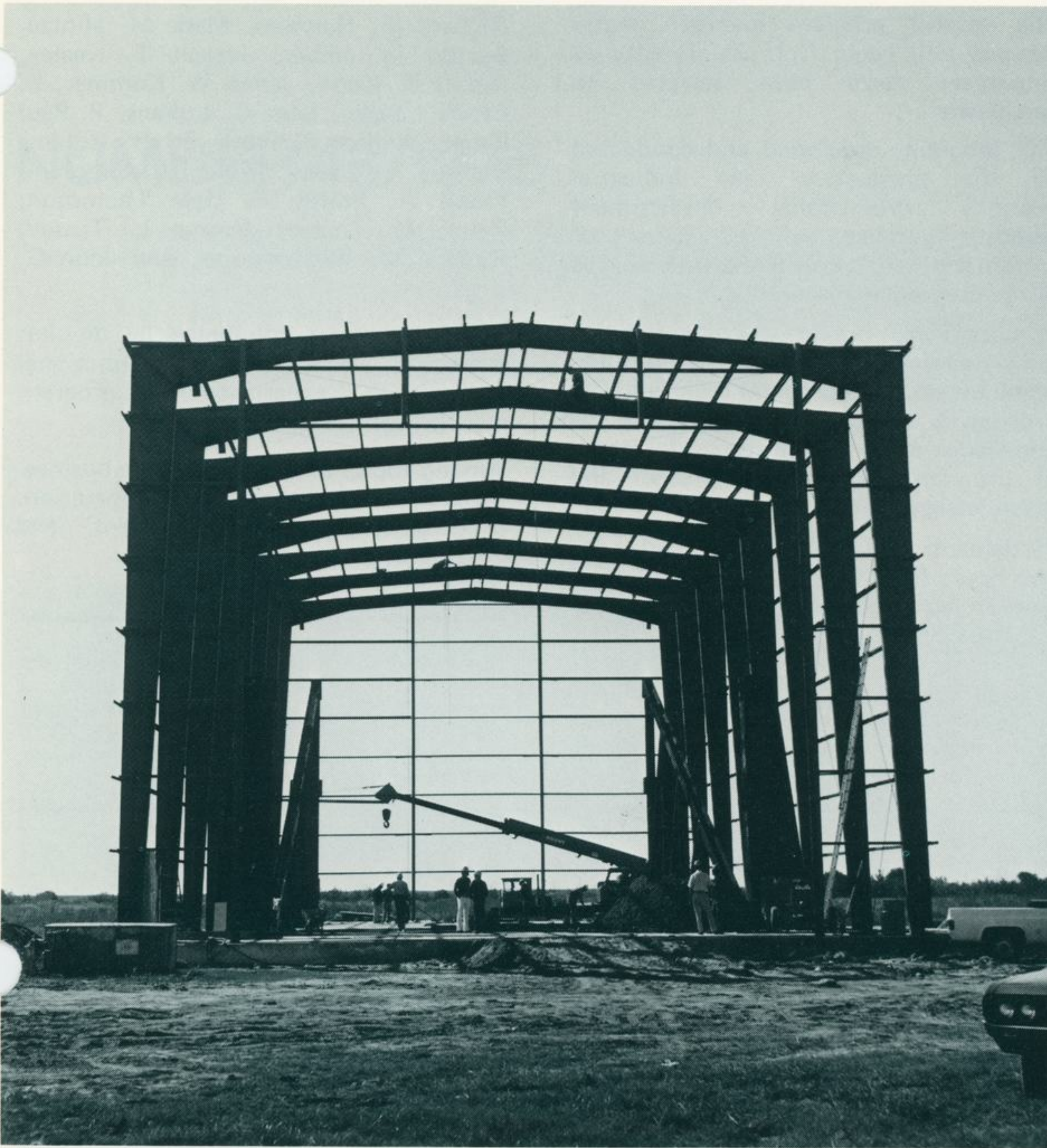
NORAD commander visits division

General Daniel James Jr., new commander in chief of the North American Air Defense Command (NORAD), visited the division recently for a briefing on products and a tour of facilities.

NORAD is a bi-national military command of U.S. and Canadian air defense forces responsible for surveillance and air defense of North American air space and for providing warning and assessment of hostile attack on the continent from bombers and missiles. With headquarters at Ent Air Force Base, Colorado Springs, NORAD also tracks and maintains status reports on spacecraft and satellites.

General James toured the upper factory floor and reviewed the use of the Viking proof test capsule.

X-24C proposed as X-24B ends powered-flight test program



Pneumatic test facility begins to take shape at the Michoud Operations. When complete, the building will house equipment to test the liquid hydrogen portion of the Space Shuttle external tank. Pressure and large hydraulic jacks will simulate flight stress conditions. It is anticipated 60 tanks per year will be tested.

Division meets United Way goal

Denver division employees surpassed the dollar goal set for the United Way campaign this year, but fell short of participation and per capita giving goals.

A goal of \$134,370 had been set early in the campaign. Most recent figures show pledges of \$134,708.

Just over 97 percent of employees are contributing. The goal had been 100 percent participation.

With per capita giving at \$38.18, the division reached 98 percent of its \$38.88 per capita giving goal.

Division products displayed at Kirkland

Denver division products are on display at the Air Force Contract Management Division headquarters building at Kirkland Air Force Base, New Mexico.

As part of an information program at the base, scale models of Space Shuttle, Viking lander and orbiter, X-24A and X-24B, Titan IIIC and Titan IIIE as well as photographs of Viking, Skylab, Titan, and solar energy developments were furnished for the display.

The display was prepared by the Denver division public relations department at the request of the local Air Force Plant Representative Office.

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As the X-24B was completing its powered flight test program in late September, the division was submitting a proposal for a configuration development program for its successor, the X-24C.

Paul Plank was proposal manager with C. W. Spieth named as program manager.

Contract award is expected late in 1975 or early in 1976.

The U.S. Air Force/NASA X-24B was the only rocket-powered aircraft known to be flying as it ended another era in experimental rocket-powered flight testing.

The rocket-powered airplane has been one of this country's most valuable tools of advanced aeronautical research and has made many contributions to future airplanes and to manned space flight.

First pure (no other source of propulsion) rocket-powered aircraft in this country was the XC-1, later designated the X-1. A series of craft followed to extend speed and altitude performance.

Perhaps the most successful craft in this series was the X-15, setting a world altitude record of 354,200 feet and speed record of 4,520 mph.

The next group of rocket-powered craft was designed not for higher and faster flight, but to test new and unconventional configurations. Called lifting bodies because they did not have wings and obtained aerodynamic lift for flight from the body shape, the experimental aircraft were flown to determine if man could maneuver and safely land lifting entry-type spacecraft on the ground like conventional aircraft.

Although the September flight was the final rocket-powered flight of the USAF/NASA X-24B lifting body, six more unpowered flights are planned, making a total of 35 flights in the successful test program.



Major holidays still on calendar

Two major holiday periods remain on the 1975 calendar for employees. They are:

Nov. 27, 28—Thanksgiving and the day after.

Dec. 25-Jan. 2—Christmas and New Years mini-vacation.



First formal use of the dome gore trim and weld tool shown here was made in September at the Michoud Operations in New Orleans when first Space Shuttle external tank production-type welds were completed. Results of x-ray and visual checks showed welds to be excellent. The fixture is used to weld three gore panels into a one-quarter dome shape. Production could reach 180 domes each year, with the program anticipated to run until 1991.

Program manager course to start

The second program manager course sessions will begin Oct. 30. Twenty-six employees have been selected to participate.

The program, developed and conducted by the professional and industrial relations professional development section, consists of a series of presentations to explain the unique role of the program manager.

Purpose is to provide a comprehensive understanding of the responsibilities and requirements of a program manager. The program is also designed to increase the knowledge and improve the performance of program managers in present and future assignments.

Participants will meet each Thursday for two hours from Oct. 30 to about the first week in April 1976.

Nominated for the program are:

Arnold W. Ash, Floyd A. Blake, Ronald D. Bryant, Shirley P. DeJaeger, Austin E. Fehr, Neil R. Ferryman, Charles A. Hall,

Richard E. Hannum, Mark M. Hintze, Burton M. Imber, Joseph T. Keeley, Robin B. Knox, James W. Kummer, B. Clovis Landry, Sam C. Lukens, P. Paul Plank, William P. Pratt, Ed H. Robins, Stewart H. Scales, William L. Simonini, Frank A. Smith, E. Dale Thompson, Ralph M. Tucker, Jerome L. Tussey, Richard W. VandeKoppel, and John G. Vega.

Sessions will be conducted by division executives and specialists in functional areas with experience in program management.

Among topics in the program are business planning, proposal preparation, procurement, cost management, and contract management.

This advertisement, sponsored by the Aerospace Industries Association, is appearing in national publications. To learn more about what the capital shortage means to them, employees are encouraged to write to AIA at the address in the advertisement.

Who's worrying about the shortage of capital?

A growing number of people. Including us. We fear that, for lack of public understanding, efforts to meet the capital shortage will be inadequate.

Aerospace, for example, requires huge investments. Studies show a cash outflow of \$1.75 billion over 12 years before the developer-manufacturer of a typical large transport reaches a cash break even point.

Without the funds needed for business growth, inflation will increase. Jobs, incomes and our standard of living will decline.

For views as to what the "capital formation" problem is and means to you, write **Aerospace Industries Association, 1725 DeSales Street, N.W., Washington, D.C. 20036.**

