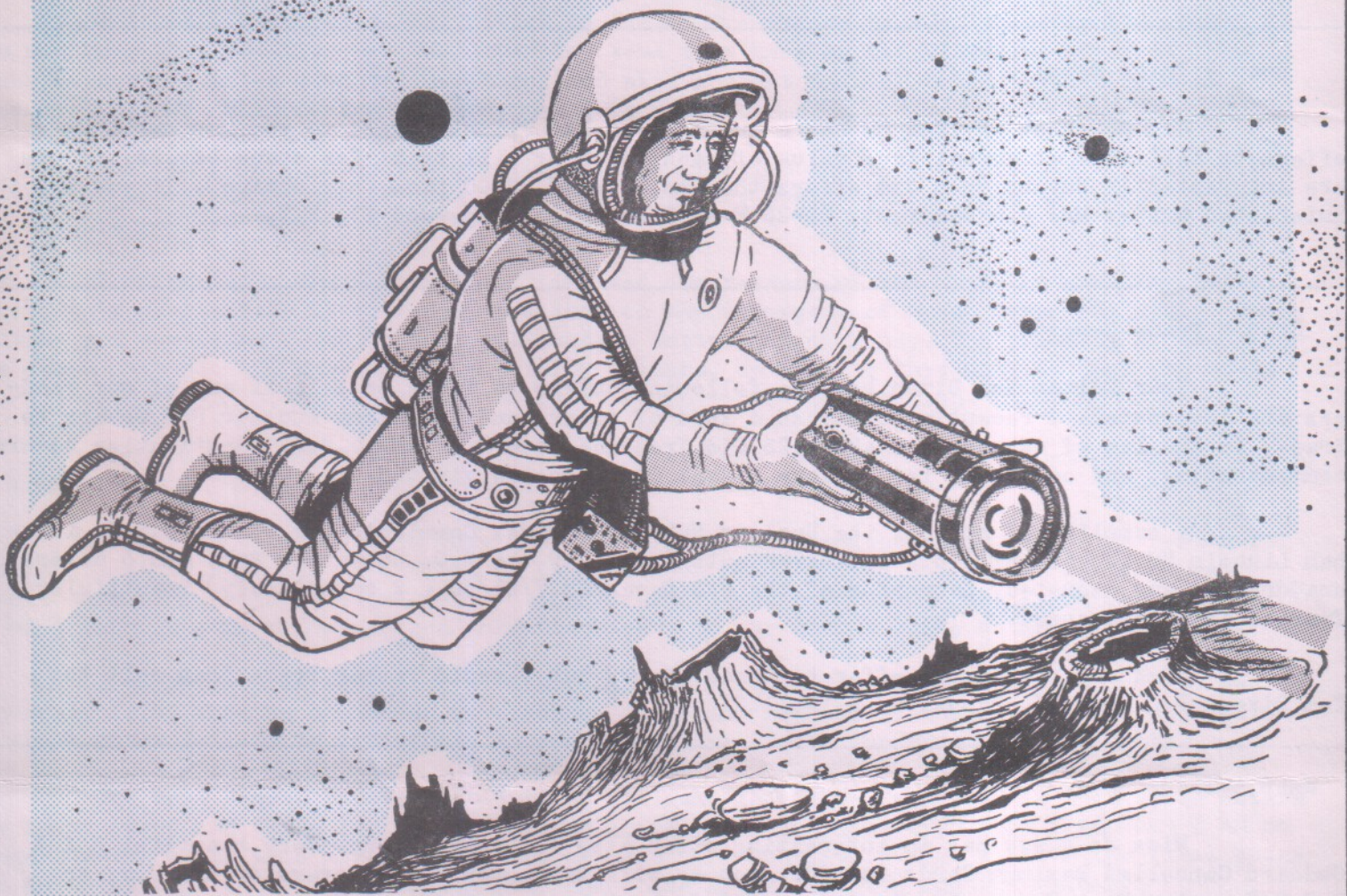


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# SPACE



# REPORTER

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" THE SPACE REPORTER "

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Layout : Ernest Falls  
Design ; Jo Russe

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Swap & Trade News:

Jim Demarest advises he has a quantity of 1st Flight Covers to swap or sell. He offers to sell them at actual face value of each cover or will trade for space covers. If you are interested in buying them Jim offers them in lots of \$2.00 face (his choice). If you are interested write: Mr. Jim Demarest, 68-23 Fesh Pond Road, Ridgewood 27, N.Y.

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Swap & Trade News:

Your Editor Tom Dixon has the following covers to trade or sell if any of our readers are interested. I recently purchased a load of covers and have many Nuclear Sub Covers to trade. In the lot of covers were about 25 Old Ironside covers or the U.S.S. Constitution covers commemorating, and cacheted, for various places Old Ironside visited.

A sampling of some of the Nuclear Sub Covers are: Commissioning of the U.S.S. Abraham Lincoln SSB(N)-602 3/11/61, one cover autographed by the C.O. Commander Erb, and 3 covers unaddressed and cacheted. Launching of the N/S Savannah 7/21/59 ( 2 covers only) beautifully franked and unaddressed.

Send any reasonable offer to trade or buy but I would rather trade then sell to:  
Tom Dixon, P.O. Box 75, Brooklyn, N.Y. 11237

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Swap & Trade News :

Miss Jo Russe has an interesting offer also for swap or buy. Very beautiful 5 X 7 Goddard Cancelled Maximum Cards for 50¢ each or will trade for Space Covers of the U.S. or U.S.S.R. only. Miss Russe also is interested in buying any U.S. First Day Covers 6 3/4 size and unaddressed only, with cachets for 10% above face value. She asks please no Special Delivery First Day Covers. For addressed cacheted First Day Covers she will pay face value. Miss Russe will purchase any quantity providing they are clean. Write, Miss Jo Russe, 232 Wyckoff Avenue, Brooklyn, N.Y. 11237.

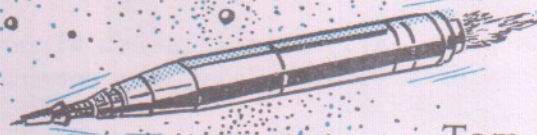
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Swap & Trade NEWS:                      If you have duplicate covers to swap or sell let us know about them.  
This space, OR ANY AMOUNT OF SPACE, to swap or sell is open to our readers only.

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**SPACE**

# Editorial



By

Tom Dixon

The position of Associate Editor is one of importance to any type of publication. As you may know this position has been open for some time here on the Editorial staff of "The Space Reporter". After much deliberation, and with a great deal of pride I would like to announce that Mr. Bill Luetge has accepted this post.

One can pick up mostly any philatelic publication and find an article written by Mr. Luetge. As Associate Editor of "The Space Reporter" Mr. Luetge shares with me in the management of this publication.

I think it is about time that I advised our readers of some very interesting facts. First, this publication is operated at a loss in the interests of Space Cover Philately. Each picture you see illustrated in this publication costs alot of money. The printing of the headers alone cost us over two-hundred and fifty dollars. We went to this cost so that you would receive each month a very colorful, interesting and timely publication.

Second, some top-notch space philatelic writers have contributed their time and energy on articles of interest, of every nature, for your reading pleasure.

Third, we have received very poor reader response, which brings me to the reason for calling these things to your attention. We just have not received the reader response we should have, and rather that waste our time we will cease publishing "The Space Reporter" or we will turn it into a House Organ for subscribers to our launch space cover service only.

I personally am very busy with business matters, and my time is very precious. We sincerely felt, when we commenced publishing "The Space Reporter", that it was our obligation as space cover dealers to contribute something worth-while to the growth of our hobby.

The sole reason I have continued to publish "The Space Reporter" is that space covers are in my blood and there is little I can do about it. Unfortunately, I now find that I am no longer master of my time and my time must be used most constructively. I leave the final judgement as to whether we continue to publish "The Space Reporter" with you the reader.

Over the past few weeks I have discussed this foregoing situation with Bill Luetge and Bill suggested the following.

## NOW... CONTEST FOR THE BEST ARTICLE SUBMITTED TO THE SPACE REPORTER

We are offering to the person sending in the best article on Space Cover Philately, within the next three months the following. A twenty-five dollar U.S. Saving Bond and a set of seven Goddard FDC's AUTOGRAPHED by the seven original U.S. Astronauts. Bill Luetge and I will judge the best article and you do not have to be a reader of this publication to win.

I again repeat that this publication is yours and we need your support. I can state in writing here that I have never received a letter from a reader which I did not personally answer. If there are questions you want answered we will answer them. If there are facts of interest to the space cover collectors which should be published we will publish them. Again final judgement in this matter is up to you our readers. Thank you Tom Dixon

FORTHCOMING LAUNCHES by Jim Demarest

At Press time a Centaur AC-5 launch is tentatively set for March 2nd at Cape Kennedy.

The tenth and ninth Ranger shoot are also scheduled, within the next two months. A final decision will be reached soon as March 17th is the day that the launch window opens.

If the launch takes place early in the launch window period it is scheduled to take pictures of the area of the Sea of Tranquility, the same lunar area which Ranger VIII photographed.

The photographs which Ranger VII sent back to earth confirmed the fact that nothing is known regarding the composition of the lunar surface...and will not be until the soft landing Surveyor touches down on the earth.

Preliminary analysis of The Ranger VIII photos again found the photo evaluation team again divided as to whether the moon offers safe landing sites. On the positive side was the visual evidence that the second lunar sea photographed, Mare Tranquillitatis, showed terrain as smooth, if not smoother, than the section in Mare Cognitum photographed by Ranger VII last July 31st.

A NASA spokesman emphasized that the pictures taken by Ranger VIII were in a region of potential APOLLO landing sites and both Ranger missions revealed areas smooth enough for landing.

While at Cape Kennedy the beginning of the GT-3 flight countdown revealed two early technical problems. An accelerometer in the inertial guidance system has been registering a speed of about 50 ft. per second more than true speed. A barostat switch on one of the personal parachutes to be worn by the astronauts during the mission also appears to be malfunctioning. NASA has not indicated whether either would cause a delay in the flight, still scheduled for late March or early April.

The Marshall Space Flight Center reports that the first static test of the Saturn V first stage will be made about June 1, 1965 some six months behind schedule. However it is still expected that the giant 7.5 million-lb-thrust stage will be ready for its first launch early in 1967. Officials blamed the delay in the first static firing to Congressional budget cuts.

Astronauts Leroy Gordon Cooper and Charles Conrad Jr., have been named the crew for the GT-5 Flight, now scheduled to last seven days. Neil H. Armstrong and Elliot See have been named backup crew for the flight, which is now scheduled for the fourth quarter of this year.

Titan III-X First test flight is expected to take place in the summer of 1966. Approval for the development of the booster was announced last December. First purchase of the Titan III-X will total 24 vehicles.

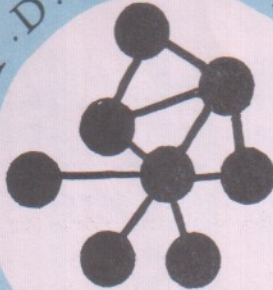
Titan III-X will consist of the first two stages of the Titan III-A and an Agena upper stage.

Really great news missed the headlines: It is expected that Mariner IV will beat the Soviet Zond II to the moon. Also Mariner IV is expected to fly closer to the planet Mars.

Mariner IV was launched Nov. 28th, 1964 and the Soviet Zond II two days later. If our Mariner IV does get to Mars first, it will mark only the second time that the U.S. has topped the Soviet Union in a space age first. This country's only other triumph was the Mariner II launched Dec. 14, 1962. Lets really hope on this one.

# ASTRO

T. D. Productions



# QUERIES

U.S.S. George Washington (SSB(N)598)  
Our First Polaris Nuclear Submarine

by William J. Luetge

The Keel of the U.S.S. George Washington SSB(N)-598 was laid on November 1st, 1957.

A cachet was prepared to commemorate the Launching of the George Washington on June 9th, 1959. This cover pictured the Washington submerged, firing a missile. The cover bears the following wording: FIRST MISSILE SUBMARINE LAUNCHING OF USS GEORGE WASHINGTON. It bears the meter cancellation of Groton, Conn., on the Launching date.

There are no known cacheted covers commemorating the commissioning of the George Washington on December 30th, 1959. However, covers bearing this date and cancelled at Groton Conn., where the ship was commissioned are known to exist.

There are two types of official cachets which the ship used. The first pictures the George Washington underway, and the cachet is rectangular in shape. The wording United States Submarine appears above the square, while USS George Washington SSB(N)-598 appears below the cachet.

There are two varieties of covers in existence from the First Polaris Firing by the Washington. The first was prepared by the collectors club. The second variety has the official ship's cachet with an eagle sitting on it and bears the wording: PRIMUS IN PACE. Mailed aboard the USS George Washington (SSB(N)-598) 20 July on occasion of firing first Polaris Missile from a submerged submarine. This cover was cancelled by the type II hand cancel at Port Canaveral, Florida.

There are two varieties of covers in existence for the George Washington's Polaris firing of July 30th, 1960. I do not have any details as to the difference between the two varieties. However the cover from this event in my collection pictures a rocket flying into space. The wording on the front of the cover reads: GOLD/CREW/POLARIS/Sub-Shot/July 20 1960 7 PM.

A cachet was also sponsored for the Washington Polaris Firing on 8/1/60.

The cachet for the First Patrol of the Washington pictures a submerged submarine, with two circles. In between both circles appears the following wording: IN DEFENSE OF THE FREE WORLD ON STATION READY. A second cachet exists which reads: Mailed on board the U.S.S. George Washington (SSB(N) 598) during the first polaris patrol, November 1960-January 1961. The cover was cancelled on the Proteus AS-19 on January 23rd, 1961. It bears a T-2 cancellation.

The second patrol cover is dated April 26th, 1961, On this cover appears the official ship's cachet, and cancelled on the Proteus AS-19 with this ship's type T-2 cancel. On this day the George Washington arrived at Holy Loch, Scotland.

The third patrol cover was also cancelled on the Proteus AS-19 again with her Type-2 cancel. The date of cancellation is August 5th, 1961. The cover bears a three line cachet which states: Cachet applied on board the U.S.S. George Washington SSB(N) 598 during its Third Polaris Patrol May 1961 to August 1961.

The 5th Patrol covers are dated February 13, 1962 and February 24, 1962. The first cover bears the official ship's cachet. The second (cancelled February 24, 1962) bears the ship's second type of official cachet which reads: UNITED STATES SUBMARINE on the top of the cachet, and the U.S.S. GEORGE WASHINGTON SSB(N) 598 on the bottom. For the most part the remaining patrol covers of the George Washington up to the present time bear the second type of this ship's official type-2 cachet.

The Blue Crew of the George Washington successfully fired an A-1 Polaris Missile on July 20th, 1962 and a cachet was sponsored for this event.

Data on the U.S.S. George Washington SSB(N)-598

Built by General Dynamics

Sponsor- Mrs Robert E. Anderson

1st C.O.- Cdr. James B. Osborn (Blue), Cdr. John L. Frem, Jr. (Gold)

Authorized - 1958

Length - 380 Feet

Displacement - 5900 Tons

Polaris Firings- 7/20/60 Blue Crew A-1 Missile successful  
7/30/60 Gold Crew A-1 Missile successful  
8/1/60 Gold Crew A-1 Missile successful  
7/20/62 Blue Crew A-1 Missile successful

I wish to thank the Nuclear Ship's Chapter No. 61 of the Universal Ship Cancellation Society for the information in this article. For further information about this group, if interested, send a self addressed, stamped envelope to: Mr. Donald Schultz, 1225 E. Marquette, Appleton, Wisconsin 51449.

end

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#### SPACE ITEMS FOR SALE

Mr. Jan Willems, Biekorfstr 114, Antwerp, Belgium offers for sale at 30¢ each the following covers, Titev Visits Berlin, Switzerland Disarmament Conference, 1st Communist China Reactor, 1st Nuclear Reactor East Germany, 1st Reactor Turkish Research Center. Write Mr. Willems for his price list

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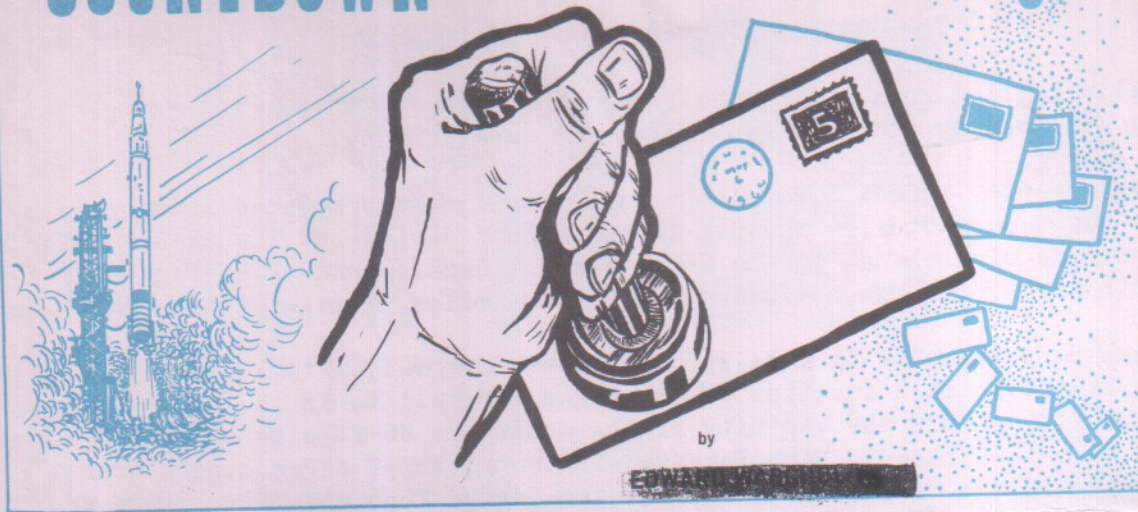
#### HAWAII FLIGHT LAUNCH COVERS

For launch covers cancelled at the Missile Range on the Island of Kauai, send your covers but no more than two covers per launch to:

Miss Jean Yokoyama  
Pacific Missile Range  
Tracking Facility  
Barking Sands  
P.O. Box 457  
Waimea, Kauai, Hawaii

Ed. Note: Please do not send more than 2 covers per launch. I know for a fact we will not receive cooperation if more than 2 covers per launch are sent. Thank you

# COUNTDOWN



The Navy fired a Hyda-Iris Sea Launched rocket with a 100 lb payload on January the 26th from a point about 1,400 miles east of Montevideo, Uruguay. Purpose of the launch was to measure radiation.

The fourth stage of a Blue Scout Rocket failed to ignite on January 28th at Cape Kennedy and its instrument payload crashed into the Atlantic.

Army troops from Ft. Sill Oklahoma successfully fired a Pershing Missile from Fort Wingate, New Mexico on January the 28th. More firings are expected at Fort Wingate.

The Soviet Union fired a new type of space booster on January 30th.

On January 31st Japan launched its Lambda III-2 rocket from their launch site at the University of Tokyo on Kyushu. The 62 ft. three stage rocket attained an altitude of 620 mi., and impacted near the Mariana Islands.

The Air Force on February the 3rd fired two Minutemen ICBM's with minutes of each other at Vandenberg AFB, California.

A Polaris A-3 was launched from the Nuclear Submarine Sam Rayburn, on Feb. 8th.

An Air Force Crew successfully fired a Minuteman ICBM on Feb. 9th from Vandenberg AFB.

On February the 16th the SA-9 Saturn boosted into orbit from Cape Kennedy the first Pegasus Satellite. (See Page 7 for Tom Dixon's story on this flight)

Ranger VIII was orbited from Cape Kennedy on Feb. 17 and received wide news coverage.

The A-3 Missile was successfully launched for the 250th time by the U.S.S. Calhoun.

The Army was successful again firing a Pershing Missile at Ft. Wingate on Feb. 12th.

On Feb. 17th Bob Rushworth piloted the X-15 for another successful flight on Feb. 17.

The Soviet Union lofted four satellites in two successive days. A triple header on Feb. 21 followed by another single shot on Feb. 22nd. Included in the launchings were Cosmos #54-57.

An Asset was successfully orbited at Cape Kennedy on Feb. 23rd. (See Page 7)

" The Just as Planned Launch of Pegasus I " by Tom Dixon

Its really getting great is the best way of summing up this writer's opinion on the accuracy being achieved by the NASA Launch Team at Cape Kennedy.

On February 16th, 1965 a 3,200 lb Pegasus Satellite was boosted into orbit by an SA-9 Saturn Booster (SA-9 was actually the 8th in the Saturn series but the SA-8 Booster was not flight ready because of a change in the S-1 Stage) at Cape Kennedy. The Pegasus Satellite reached an earth orbit of between 458 and 308 statute miles, almost within pre-flight plans.

The gleaming success of SA-9 is sure to boost approval of two more follow-up Pegasus Satellites for NASA. The main function of the Pegasus Satellite is to report on meteoroid activities especially within the vicinity of the moon. The 96-ft wing structure serves to record and detect meteor impact. Each Pegasus wing consists of seven hinged frames deployed by a scissor type linkage connected to a motor and torque tube assembly. There are 208 20 X 40 inch panels mounted on the frames on each side of the wings, making 4,166 panels in all, EACH an individual sensor. There is more than 2,300 square feet of detector space.

With its wings fully spread Pegasus is 96 feet wide and remains attached to the Saturn S-1V stage in orbit, measures 61 feet in length. Total weight of Pegasus is 23,000 lbs.

SA-9 also carried into orbit a 10,000 lb. Apollo Command and Service Module, along with 700 lbs of residual fuel which eventually evaporated, and also carried piggyback experiments into orbit. One experiment was a MSFC thermal coating test and the other an electron energy test.

The next two Pegasus launchings are scheduled for the second and third quarters of this year aboard SA-8 and SA-10, which incidentally will close out the Saturn I Program. It might be mentioned that the Saturn I Program is moving along with an 8 for 8 batting average.

If one can imagine for a moment finding yourself in a batters box WHICH IS MOVING and trying to hit a ball and keep it within a foul line then you can understand just how perfect our team of Space Scientists are getting at Cape Kennedy. Hats off to those fellows and great work. end.

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" Sixth Asset Launch Ends in Failure "

A blimp on a radar screen was the only return, other than radio signals, received from the sixth Asset re-entry vehicle launched at Cape Kennedy on Feb. 23. An Air Force tracking aircraft picked up the signals just before it impacted in the South Atlantic., off the coast of South America. The search for the vehicle was called off on the afternoon of the 24th.

Early reports from Cape Kennedy indicated that the ASV-4 performed as planned during flight. Failure to recover the lost vehicle deprived space scientists of important flight data.

Launch of the ASV-4 was at 9:36 a.m. EST with the first stage engine cut off 160 seconds later. The second stage fired on time 243 seconds later, and payload separation was achieved.

Reports from Cape Kennedy indicates that consideration will be given to re-flying the ASV-3 Vehicle since ASV-4 was not recovered. Not flight date has been set.