



IN SPACE LAB . . . Devoted entirely to development and fabrication of space environmental systems an AiResearch technician gently lowers a boilerplate Gemini command module into space test chamber. The module is used for testing Gemini environmental systems under simulated space conditions.

## Asparagus Gives Way to Space At Garrett-AiResearch Torrance

Just five years ago countless rows of asparagus spread a green carpet across 70 acres of land tucked away in the city of Torrance. Today on this same site engineers and technicians are building the complex systems which will keep America's Gemini and Apollo astronauts alive and comfortable on their journeys into space.

In these five years The Garrett Corporation's AiResearch Manufacturing Division has built at 190th Street and Crenshaw a complex of buildings designated the AiResearch Torrance Facility. Here, the environmental control systems which will provide astronauts with life supporting atmosphere, pressurization to keep them alive in the vacuum of space, and protection against temperatures that range from near absolute zero to the re-entry heat of thousands of degrees.

THESE systems are cleaned, assembled, inspected, tested and packaged in the ultra-clean atmosphere of a laminar-flow "clean-room"—the largest of its type in the nation.

This clean room which surpasses in cleanliness even the requirements of hospital surgical rooms insures the high reliability and quality control required of the nation's space programs.

In each of the Mercury flights this utmost care proved itself in the faultless performance by Garrett life support equipment.

Now under contract to McDonnell Aircraft Corp., Garrett-AiResearch is supplying the two-man life support system for Gemini. First production systems have been delivered to McDonnell.

THE FIRST Project Apollo environmental system has also been delivered early this year to North American Aviation Space and Information Systems Division, principal Apollo contractor for NASA's Manned Spacecraft Center.

However, environmental control systems for manned spacecraft is only a portion of the programs being carried on

by Garrett-AiResearch in Torrance and in its Los Angeles plant on Sepulveda Boulevard.

In the field of guided missiles and space boosters, Garrett-AiResearch is a leading supplier of specialized systems and components. A portion of the programs include production of systems for Hawk, Hound Dog, Mace, Mauler, Minuteman, Nike Zeus, Pershing, Polaris, Sargent, Saturn, SUBROC, and Titan.

IN THE PAST year Garrett-AiResearch has pursued and won numerous additional contracts in its traditional field of environmental systems for manned aircraft.

New contracts include the Douglas DC-9 for which AiResearch will supply air conditioning, starters, auxiliary power units and ice protection systems. For the F-111 (TFX) refrigeration units and temperature controls; for the Phantom II (F4B, F4C) environmental control system, air data computing system, and ram air turbines.

Other aircraft systems being supplied by AiResearch include environmental systems for Japan's Mitsubishi MU-2 and the Army's Caribou II.

ALSO IN production are sys-

tems for the Lockheed C-141 StarLifter, the Boeing 727 transport, the Aero Commander executive jet transport, the British BAC One Eleven and the latest model of the French Caravelle and the Atlantique.

Other major programs being conducted by AiResearch in Torrance include development of a turbo-jet engine analyzing system as part of in-flight aircraft equipment; a coincidence mass spectrometer

for chemical analysis of gases in outer space, gas turbine engine recuperators for utilizing waste heat of gas turbines to reduce fuel consumption.

In its Torrance Facility, Garrett-AiResearch employs nearly 2,000 engineers, technicians, office, manufacturing, and support service personnel. In all, The Garrett Corporation has a total work force of approximately 10,000 employees in seven divisions and two subsidiaries.

## So What Else Is Different

The California gubernatorial campaign for 1914 is getting an extra early start, and from present indications, it will undoubtedly be the bitterest political battle in the history of the state.

Unless the Republican factions can be made to get together, the Democrats will stand an excellent chance of electing their nominee, if he be an able and clean man.

So said the city's first newspaper 50 years ago. Transportation, communications, and styles change—politics do not.

## It Was Quite a Trip in Those Days

If you happened to be around that January 1914 day when the first Torrance Herald was published, you probably remember what an ordeal it was to go to Los Angeles.

Those blessed with one of the few gas buggies could take the rough and wandering roads, hoping it didn't break down along some lonely stretch of nothing in between. One could make the trip easily in half a day.

MOST PEOPLE, however, depended on the Red Car, a wonderful rapid transit system since relegated to the

boneyard of yesterday's necessities.

Say you wanted to go from downtown Torrance to downtown Los Angeles. (Downtown Torrance was ALL of Torrance).

You walked out to Normandie Avenue and Carson Street where the red line ran (the tracks are still there). The car would take you to Hermosa Beach where another line would shoot you into Los Angeles. The time involved was just about what it is now when something jams up the freeway.

PERSONS working in Tor-

rance and living in Los Angeles had to be on the corner by 9 p.m. to catch the last car. Then the trip to Hermosa, a wait for the next car, and the trip to Los Angeles.

Such transportation problems became the best selling points Torrance homebuilders had.

About 180,000 persons will be saved from cancer this year. According to the American Cancer Society, many of them will be saved because of improved methods of diagnosis and treatment. See your doctor each year for a health check-up.

## First Herald Publisher a Man of Hope

"That 1914 will loom large in the history of Torrance, there can be no question."

So said an editorial in the first issue of The Torrance Herald, issued on Jan. 1, 1914.

The publisher, B. M. Knutson, wrote that the "great Llewellyn Iron Works" would be moved to Torrance and that the year should "witness the commencement of operations on the erection here of the Pacific Electric shops on their vast 125-acre site."

The publisher was right in both cases and the year, all in all, lived up to Mr. Knutson's prediction that it "holds promise of a most busy and prosperous New Year."

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## It's no accident we're in TORRANCE

The Garrett-AiResearch plant site in Torrance was carefully chosen from a number of possible locations in Los Angeles County.

Why did we settle on Torrance? Because Torrance has what some people call "a good climate" for industrial growth.

In simpler terms, Torrance has the vigorous, talented people we need. Torrance has the land and transportation facilities we need. And Torrance has the look-ahead leadership that makes setting up a plant in this community a pleasure.

Garrett-AiResearch carefully chose Torrance, and Torrance made us welcome. What more could we ask for?



Torrance / Los Angeles / Phoenix