

THE ROCKET

SINCE 1941—THE FIRST NAME IN ROCKET POWER

Volume IV

Rockaway, New Jersey, April, 1953

Number 3

RMI Sales Reached New Record High in 1952

Annual Report to Stockholders Shows \$116,000 Net on \$4,942,000 Business

By Dave Howard

On April 1, RMI's 1952 Annual Report was mailed to its 254 stockholders.

In spite of the mailing date, the Report is no April Fool's Day joke, but gives the Company's owners an objective picture of what we did with their Company in 1952. Although sales were at a record level, and technical accomplishment remained excellent, high costs squeezed profits down to the lowest figure in four years.

Net sales reached a volume of \$4,942,000, the highest in the Company's history. The previous record of \$4,637,000 was set in 1951.

Profits failed to keep pace with sales, due partly to a higher percentage of limited profit "Cost-Plus" type contracts, and partly to higher costs on certain development and shop subcontract work. These factors combined to bring down net profits after taxes from the 1951 figure of \$145,800, to \$116,000. Thus, each share of Company stock earned \$1.06 in 1952, compared with \$1.33 in 1951.

The Company continued its policy of plowing back earnings into the business, with the result that net worth (i.e., the net value of the owners' investment in the Company) climbed over the million-dollar mark for the first time. Thus the book value of RMI stock continued its steady climb, rising from \$8.23 at the end of 1951 to \$9.29 at the end of 1952.

The year 1952 was marked by two events of major significance to RMI's future. One was the approval of a contract for an integrated new plant near the present Rockaway site, which was reported in detail in the January Rocket. The other event was the acquisition by RMI of an interest in Flight Refueling, Inc., of Danbury, Connecticut. Flight Refueling, Inc., has U. S. rights to the "probe and drogue" system of in-flight refueling, which is reputed to be superior to other refueling systems, and has an important potential in the future of the aviation industry. The performance of RMI products in the field continued to be an occasion for pride in our technical achievement.

RMI's 6000-pound engines continued their record-breaking habits. One such engine supplementing a turbojet, propelled an Air Force XF-91 over the speed of sound—the first achievement of supersonic speed by a combat-ready interceptor aircraft in level flight. Testing continued on other aircraft using the 6000-pound engine, including the Air

Force X-1, the first U. S. supersonic airplane, and the Navy "Skyrocket" whose world speed and altitude records remained unchallenged.

In the missile field, an RMI 20,000-pound engine pushed a redesigned Navy "Viking" to a height of 136 miles, equalling the single-stage missile altitude record set in 1951 by another RMI-powered Viking.

In the field of administration, top-level changes included the election of Mr. Myron B. Gordon and General Georges F. Doriot to the Board of Directors.

Personnelwise, highlights in 1952 were a continuation of the merit-increase policy, a 4% cost-of-living increase, and reduction of the work week.

We employees should note that in the Report the President and General Manager expressed the Company's appreciation for our "faithful service." While we bask in gratification, we might wonder if we merit such appreciation as highly as we might. Think of it this way: One group of 254 people — the stockholders — has entrusted the entire operation of RMI to another group of 615 people—we employees. The Annual Report is the formal accounting which we render to these 254 people of our stewardship of their property. Are we as proud of our stewardship as we would like to be? Certainly we can take pride in our technical accomplishment and in increasing sales and net worth. But one big bad fact for 1952 cannot be a matter of much self-congratulation. This fact is that RMI's costs take much too big a slice of every sales dollar, and it is the one big reason for the current cost-reduction campaign. We employees all share in the responsibility for high costs—let's get them down to the level where they can be a source of pride in 1953's Annual Report.

On our efforts depend the stake that everyone has in the Company — its 254 owners, the U. S. Armed Services, our vendors and suppliers, and, not least, we 615 employees ourselves.

THEY LEARN EARLY

Small girls are shrewder than boys when it comes to avoiding trouble, according to researchers at the University of California. They say four-year-old girls will tell fibs to escape punishment while boys don't develop the habit until they are six.



Don Grish, Pete Chipko, Frank McPeek, Gil Jacobs, Mae Roessler, Art Harmath and Fred Adams were recipients of five-year service pins at a recent luncheon in the Rockaway cafeteria. Left: the honored guests. Right: Mr. Michaels makes presentation to Mrs. Roessler.

Personnel Changes Noted at Meeting

By Don Pisciotta

On April 7, 1953, the stockholders of Reaction Motors, Inc., had their annual meeting. The specific topic of discussion, quite naturally, consisted of the progress of RMI during 1952. The course the Company will chart in the future was also considered thoroughly.

It was announced at the meeting that effective April 6th Mr. Charles W. Newhall, Jr. resigned as our Executive Vice-President and has been appointed President of our affiliate company, Flight Refueling.

Other changes were also made known to the gathering. Mr. Henry H. Michaels, Jr., Vice-President and Treasurer, was elected to the Board of Directors.

James W. Fay, who has served as Assistant to the Vice-President, is now an officer of the Company. He will assume the duties of Assistant Secretary and Assistant Treasurer. The Purchasing, Audit, Budgets, and Accounting Departments are under the supervision of Mr. Fay.

The Corporate Officers of our organization now line up as follows: Mr. Raymond W. Young, President; Mr. Henry H. Michaels, Jr., Vice-President and Treasurer; Mr. Alexander L. Keyes, Secretary and General Counsel; and Mr. James W. Fay, Assistant Secretary and Assistant Treasurer.

Mr. Walter Venghaus, who recently resigned from RMI, has been appointed to the position of Comptroller of Flight Refueling.

Plan to take part in spring sports. See page 3.

Original RMI Rocket Engine to Forrester Research Center

Mr. R. W. Young has announced that the Company has lent to the James Forrester Research Center at Princeton University a 1500N4C 6000-pound thrust rocket engine. This engine is from the original "work horse" series designed and developed by RMI for the Bureau of Aeronautics. Later models developed from this engine power the Air Force X-1 aircraft, the Navy D558-2, and now the Air Force XF-91.

This is another step in the direction of close cooperation between universities and industries who help maintain our strong national defense and our technological advantage.

Jet-Propelled Pay Envelope Can Be Anchored This Way

Is your pay envelope jet-propelled? Is it a case of here today and where tomorrow? If you're wishing for a way to anchor part of your salary—just relax. Here it is! Today—**this very minute**—sign up for the Payroll Savings Plan right here where you work. Every payday from now on the sum you've specified will be set aside in U. S. Defense Bonds. Payroll Savings is regular savings. Better still, it's absolutely automatic—nothing to do, once you've joined, except watch that stock of E-Bonds mount up. Remember, you're saving for your own independence when you save the Payroll Savings way.

Leaving the room for a moment, a Texas teacher told the kids to "keep quiet." A man sneaked in and stole \$7 from teacher's purse. The kids kept quiet.

Inside Reaction Motors TEST DEPARTMENT



This is the third in a series of articles to acquaint the employees of Reaction Motors of the various functions of our organization.

by Dave Howard

Sociologists aver that the nearer you approach the frontier, the smaller the proportion of women to men. According to this axiom, the RMI Test Area is indeed a frontier outpost, for of its 63 employees, not one is a female. Moreover, Test is the last stop on the RMI bus line, implying that only forest primeval lies beyond. In fact, however it is populated by a group of employees performing an important job albeit without benefit of ladies.

At the head of this group is Chief Test Engineer, Eric Harslem, a relative newcomer to Test, having been transferred from Project Engineering only last December. His co-workers on the other hand constitute one of the longest service groups in RMI, for of Test's 63 employees, 19 have been with RMI five years or longer.

The majority of the five year veterans are in the Test Operations Section. Foreman Walt Oberti leads in longevity, having joined the Company in 1945. Superintendent of Testing Stan Domanski and Foreman George Arkie both have well over five years of service as have Test Stand Operators Henry Bauman, Seymour Lewis, Jim Readon, Ed Garbarino, Pep D'Onofrio, Bill Kelly, Pat O'Neal, Alfred Ribbe, Bill Winters, Everett Bobo and Pete Chipko, and Layout Draftsman Bob Monahan. John Redmond, who heads the section, is no tyro himself, and will pass the five-year mark in June.

The Instrumentation Section claims three five-year men in John Schutte, Ray Hopping and Maurice Shubert. Instrumentation chief, Fred Green will, like John Redmond, complete five years' service in June.

In the Administration Section, Joe Grow is the lone five-year man.

The operating core of the Test Department is the Test Operations Section. Its job extends over a wide range of the product development process. In the development stage, the test and project people must cooperate in working out satisfactory tests for experimental parts and components. Once its design has jelled, a new engine or compon-

ent must undergo extensive flight approval testing to qualify the design as acceptable to the customer. Thereafter, each unit of the same design must undergo acceptance tests to make sure that it meets its performance requirements.

In order to carry out its operations, test utilizes some 17 test stands in 5 areas, numerous propellant storage facilities, and a profusion of valves, pipes, brackets and assorted hardware, as well as the personnel to design, maintain, operate and control them, set them up, tear them down and reassemble them. To perform these tasks, the Test Operations Section includes, in addition to its engineers and operators, a layout draftsman, a welder, a truck driver, a tool crib attendant, and a machinist — complete with a small machine shop.

The delicate job of calibrating, maintaining, and on occasion designing the instruments required for critical test measurements, belongs to the Instrumentation Section under the supervision of the Instrumentation Operations Engineer, Fred Green. Working with Fred are three instrumentation engineers, seven technicians, and a two-man photographic team.

To keep the Test Operations and Instrumentation Sections free from strangulation by paperwork, Joe Grow and the three other men in the Administration Section conduct an orderly flow of the inevitable and abundant items of clerical operations.

Judging by the stories told by veterans of the Test Area, Test is becoming a relatively sedate and undramatic operation. One reminiscence concerns the primitive heating system in the old days.

Test buildings are now cozily heated either by steam or propane heaters. However, oldtimers recall the days of the kerosene stove. Explosions were frequent and deposited layers of soot which defied all cleaning efforts and had to be repeatedly buried under coats of paint. Kerosene for the stoves was theoretically carried according to a duty roster. However, the roster was honored in the breach more than in the observance and fuel was fetched by the first man to succumb to the rigors of winter temperatures. The stoves did not burn overnight and shift-starting time on a winter morning

was likely to find water and propellant lines frozen and paperwork thoroughly stalled by reason of frozen ink in the pens.

Roads were primitive and cars had to be parked at the 700 area, transportation to Test being provided by truck. Late arrivals had to walk, an invigorating experience on January mornings.

Project Engineers also have it easier these days. An interesting old custom required that the engineer in charge of a project should, if final testing proved successful, be thrown into the pond as a mark of congratulation by the test personnel. Frank Coss, who recently left RMI, is reported to constitute evidence that this custom did no lasting damage to the engineer.

Things have changed substantially from the past, and are slated to change even more. A new test stand will soon be ready for occupancy, and major additions are planned under the new facilities contract.

Although the lion's share of the program will go to the Denver site, Test will share to the extent of a new office building, an altitude chamber, a water-flow test stand modification, and a new high-pressure nitrogen system.

One significant item in the design of the new office building threatens, for better or for worse, to tear down the oldest tradition of this last resort of masculinity—for looming large in the architect's drawing of the new building is an area ominously labelled — "LADIES' HEAD."

RMI's Inquiring Photographer

Q. WHERE ARE YOU SPENDING YOUR 1953 VACATION?



Shirley Rarick

My 1953 vacation will be spent moving into my new home — that is, of course, if they finish it in 1953.



Margaret Becker

A cruise to the West Indies.

MERRILY WE ROLL

The automobile—once considered an expensive luxury — has become a necessary working tool in two-thirds of our American homes. A recent survey showed also that more than half of all the employed persons in the United States use passenger cars in earning their living. Production and distribution of motor cars furnishes more than 1,000,000 people with jobs.



Ann Dombras

Probably at home — painting the house.



Tippy Bitting

A peaceful two weeks at the Shore.



Sondra King

I am planning a tour of points of interest through the South.

Fishing Talk Begins to Stir at Plant

By Lou Arata

With the days getting longer and slightly warmer, I'm beginning to hear fishing talk around the Plant, which to my way of thinking is a sure sign of Spring. As a matter of fact we here at Experimental have our first trip "down to the sea" just about lined up. The only thing left to decide is where we shall go, and when shall we go, and whether or not one case of beer per man is enough. Our Ray Zuccheri here at Experimental seems to feel that one case per man is enough. Last year he had an awful time trying to fish with a can of beer in each hand and a drop line tied to his leg. Well, that's our Zuke for you, always kind and considerate, felt he had to drink most of the beer so the rest of us young fellows wouldn't get sick.

For your information and guidance, here are some DO's and DON'T's when chartering a boat for Deep Sea Fishing:

DO charter a boat that is recommended by some one who is in the know. We went by the catches that were reported in the newspapers by various skippers last year and found them to be positively untrue. On one trip last year we caught thirty blue fish but the newspapers had it we caught seventy-eight. (If we did get seventy-eight, then I sure didn't get my share.) DO try to have at least one experienced fisherman in your party. Request that he, as a committee of one, go down to the shore and inspect the boat and equipment (poles, reels and lures), to be sure that all equipment is in good shape. On another trip last year we had a very sad experience.

We left port about 6:00 A.M. After trolling for about two or three hours we ran into a big school of blues. Almost instantly someone got a strike! Then a second man got a strike! Still a third!

THEN IT HAPPENED: with the clutches tightened all the way on all three reels, the fish had full control of the entire situation. They were simply pulling the lines off the reels because the "clutches wouldn't hold."

Two of the men threw their poles down on the deck, grabbed the line and brought the fish in hand over hand (real sportsmen-like). I got the third strike and if you ever see a big blue with 400 ft. of low-grade line hooked in his mouth, a smug expression on his face, that's my fish. Well, anyway, after a short-lived excitement ended, the Skipper and Mate sat down in the center of the deck, Indian fashion, and began to overhaul the reels while the fish scooted all around the boat like a bunch of hound dogs looking for a trail. About an hour later we did manage to get a couple of lines overboard, but too late, the fish had gone away.

Later that same day we ran out of lures and had to make about an hour run to Atlantic Highlands to pick up some new equipment at a Sporting Goods store. Another couple of hours lost. All in all we lost about four hours due to poor equipment. So, once again let me say, inspect

the boat and equipment prior to the day of your trip.

DON'T become too familiar with the Skipper and Mate. We did once and before long they were eating our lunch, drinking our beer, and having a big time in general. Later that same day they (the Skipper and Mate) went below to sleep it off, while one of our party took over the helm (still can't figure how we missed that Coast Guard Cutter).

DON'T let the Skipper use CHUM, chum. What is CHUM? CHUM is ground up rotten fish which is taken aboard in large quantities, about four or five butter tubs full, which is usually stored right next to your lunch, if not on top of it. As the boat approaches the fishing grounds the anchor is dropped, and then the fun begins. The CHUM (\$3.00 a tub) is thrown by the handful in the water to develop what is called a "slick" that seems to attract the fish. Of course you realize that wind may catch some of the CHUM and throw it back again, but who cares? We are out to catch fish, aren't we? Or are we? What we are really out for is a day of fresh air and sunshine. If we get fish, O.K., if not that is O.K. too. . . .

Adages or Addegases

by W. Roher

Here are a few very common expressions that have been hidden behind some unfamiliar words. See if you can dig them out!!!

(1) Scientific endeavor in the field of Hyetology has eventuated the irrefutable validity that a proverbial compound of hydrogen and oxygen when condensed from an atmospheric volatilized state scarcely assumes a characteristic configurative globule and mild precipitate without approximating inundation and drouking of Terra-Firma.

(2) Categorically, the acquisition of even a fragment of Bryophyta by a rotating sphere of concreted material is unquestionable.

(3) Albeit, one luster may reveal in actuality aurum, one must not adjudge every glister likewise.

(4) Zealous aves commencing to take their rise early ultimately arrest remiss annelids.

(5) The ultimate or prefatory adjudication of a libretto must never take into consideration its coverture.

(6) Inexactness is regularly construed to be characteristic of homo-sapien origin; however, condonation is a bequest of celestial derivation.

WE'RE WISER

More young Americans graduate from college today than finished high school 50 years ago. Then, almost 11 per cent of our people couldn't read or write; today illiteracy has almost disappeared, and 50 per cent of our boys and girls graduate from high school.

Doughnuts shaped like pretzels are being brought out. Three holes for one.



"Olie" Olsen

Leadoff man of the "hot" Experimental team of the Friday Night Circle League, gets ready for action.

Men Bowlers Near Wind-up of Season

Rocket Engineers and Test Operators lead their Respective Leagues.

With but four weeks remaining for their schedule completion, Rocket Engineers hold a comfortable five-game and nine-point lead in the Hiawatha Monday Night League.

In the Friday Night Circle League, which due to holiday layoffs still has seven weeks remaining, Test Operators hold a slim two-game 3½-point advantage.

HIAWATHA LEAGUE STANDING

	Won	Lost	Tied	Pts.
Rocket Eng'rs.	55	23		76
Maintenance	50	28		67
Prod. Control	45	33		60
Research	40	37	1	52½
Mat'l Control	38	40		52
Inspection	36	42		47
Test Engineers	27	50	1	37½
Contracts	20	58		24

Team High 3 Games—Prod. Control.....2484
 Team High Single—Prod. Control..... 874
 Individual High 3 Games—D. Grish 622
 Individual High Single—D. Grish.... 243

CIRCLE LEAGUE STANDING

	Won	Lost	Tied	Pts.
Test Operators	43	26		59
Production	40	28	1	55½
6000 Ass'y.	40	29		54
Test Engineers	39	30		51
Experimental Shop	39	30		51
Administration	32	37		44
Design Engineering	29	39	1	36½
Hornets	13	53		17

Team High Series—6000 Ass'y.2541
 Team High Game—Production 921
 Individual High Series—Schoeck 599
 Individual High Game—Weir 266

Softball Prospects Appear Good for Coming Season

Our 1952 League champion softball team started practice for the coming season this week on the Stapling Machine Field. Practice sessions will be held each Tuesday and Thursday during the month of April directly after work.

With the addition of a few promising newcomers, together with our returning veterans (even though they are all one year older), prospects seem bright for another successful season.

A good turnout for all games

will add materially to the morale of the team. "LET'S JET BEHIND OUR TEAM."

Gladys Perez Top Bowler as Girls End Their Season

Due to alley complications, the Girl Bowlers have completed their 1952-53 season.

Banquet arrangements will be announced at a later date. Final averages are as follows:

Name	Games	Ave.
Marian Bawkin	5	130
Gladys Perez	39	128
Tippy Bitting	48	123
Betty Ball	45	121
Mary Miller	34	116
Myrtle Stickle	15	116
Audrey Sherwood	23	115
V. McKenna	24	114
Bea Green	63	113
Betty Regan	15	112
Mae Roessler	32	110
Marge Becker	42	108
Rita Rilly	33	107
Jennie Buff	3	107
Dolores Magura	18	104
Fran Sproha	51	103
Jo Goodenough	24	100
Ellen Kelly	38	96
Maddy Donofrio	27	93
Gail Eva	25	91
Ann Ross	40	84
Marion Cappello	26	82
Janice Dickisson	18	82
Jane Smith	31	82
Marjorie Becker	9	79
Barbara Pfau	7	72
Millie Magill	27	67

Committee Seeking Entries for Horseshoe Tournament

An Interplant Horseshoe Tournament is in the making. All those interested team up (2 men to a team) and submit your names to any of the following: Tom Brennan, Engineering, Walt Oberti, Test, or Joe Parry, Rockaway.

Let's get this tournament underway as soon as weather permits, so that the finals may be held at the annual picnic. Rules and instructions will be furnished all contestants.

Basketeers Close Seasons; Teams Plan Annual Dinners

With the exception of the annual dinners, both the men's and girls' basketball teams have completed their seasons.

I wish to take this opportunity of thanking Coach Bob Ames and all the girls and fellows who participated and helped support both endeavors.

A short poem sent me in the mail (the author should not have been ashamed to be known) can best express our feelings towards both squads.

*In any game
 (They're all the same)
 You need not have to win it!
 Just be the "sport"
 On field or court
 And put your "best" right in it!*

Calling All Divot-Diggers

Don't forget to give your name to Sam Cowin for the Golf Team. If enough interest is shown, an early season Company Tournament will be arranged.

FISHERMAN'S LUCK

A fisherman in New Bedford, Mass., ate a \$100 meal that consisted of one fish he caught. It was a 16-inch yellow perch. When a sportsmen's magazine heard about the catch, the editor suggested that, if registered, the perch qualified for a \$100 prize. But, by that time, the fisherman had eaten the fish!

Over the Coffee-Cups

by Edithy Crandall



JOTTINGS

Current Headlines: RMI — foremost in Rocket Power. First combat-ready interceptor aircraft to fly at supersonic speeds in level flight. RMI 6000-pound thrust rocket engine propels turbo jet-powered Republic XF91 at Mach 1, plus.

With the Circus season drawing nigh, everyone is heading for Madison Square Garden where the Ringling Brothers and Barnum and Bailey Circus present "The Greatest Show on Earth". A circus party is being planned by a group of Finance and Administration employees, tentative date April 18th. Children are welcome! Those attending are: Hubert Light, Mary Alice Miller, John Piccirilli, Jack Caloz, Marie McGarry, Bob Mulligan, John Cragin, Gail Eva, Janice Dickisson, Carolyn Solt, Homer Berger, John Blume, Edithy Crandall, Terry Rowland, Laura Barry, Frank Fucito, Bill Bone, Roseann Hourigan, Betty Folkvard, Ellen Kelly, Sylvia Smith.

Contract Administration and Service Division

Greetings to Patty Yelland and Barbara Duplissis from Wharton High School here for a two week course in Business Office Training . . . Have you noticed the "glitter" on Marion Bawkin's third finger, left hand? The reason—her engagement to former Test Area employee Ted Swift. They plan to be married the beginning of next year . . . From the Customers' Relations Department: Don Haas skiing in Stowe, Vermont, for a week . . . Warren Turner vacationing in Florida for two weeks . . .

Engineering & Research

Jerry Salzman returned from his Florida vacation with a crate of oranges for the Engineering personnel to sample. Two per person. Nice gesture, don't you think! . . . On April 11th, former Research employee Rosemary Ann Ryan became the wife of Charles C. Stewart. Rosemary and Charlie's reception was held at the Marlboro Inn, Montclair, with many of her friends in RMI attending . . . New Car Owners: Ed Neu, with a green Aero Eagle Willys; Barbara Nuss, with a white M.G.; Harry Burdett, with a new Lincoln . . . Nancy Wight, mailgirl, moved into her new home in Denville . . . Roger Wiese vacationing in Washington, D.C., and Virginia . . . Bob Coughlin vacationing in the Adirondack Mountains. Understand he did some fishing, too.

Sorry to hear Patti Thomas is hospitalized in Newton Memorial . . . Instrumentation Technician John Schutte vacationing in Tampa, Florida . . . Test Operation Engineer John Redmond planning a trip to Oregon sometime in April . . . Now that the warm weather is here, Joe Grow again resumes work on his

garage . . . Irwin Mabry purchased a home in Lake Mohawk. That section is almost an RMI colony . . . William Harrison is the unopposed Republican candidate for Town Councilman of the Boro of Mountain Lakes.

Pitching Horseshoes: Ray Hopping, Test Photographer, threw the first ringer of the season. "But why did he follow it with a three game loss?", moans his partner Joe Speer! . . . With the fishing season just around the corner, Walt Oberti, Ray Hopping and Joe Speer are making ready their rod and reel. Next issue, I'll tell you what they caught! . . . People are taking to calling Helen Olsen "Shutterbug". Helen is an enthusiastic member of the Lake Telemark Camera Club . . . Former employee Angela Sinnis, engaged! . . . Bill Wright is building a speedboat in anticipation of boating on Lake Mohawk this summer . . . The Chemistry Department has two new members, Paul Schaeffer and Ellen Gravatt . . . A new Test Department employee, J. Von Hollen . . .

Finance & Administration

Suzanne Bennett spending Easter week in Bermuda . . . The Budgets and Estimates "Baseball Pool" party held at Walt's, on Route 46, was a big success! . . . Fred Cresatella, the owner of a new yellow Bel Aire . . . Janice Dickisson and Margaret Greaves recently attended a performance of "Fledermaus" . . . John Hollinger states "Income Tax: High Cost of Working" . . .



The Buckleys

Ensign William Buckley and Joan Murray, former employees, were married March 8. Bill worked in Research while Joan delivered mail at Lake Denmark. Following a honeymoon in Florida, the couple is residing in Jacksonville where Bill is stationed.

Bob Miller whistling "April Showers" . . . Ann Stefanic, infanticipating! . . . Roseann Hourigan and I recently attended a performance of Porgy and Bess at the Ziegfeld Theatre, N. Y. Music by George Gershwin and Lyrics by Du Bose Heyward and Ira Gershwin. Porgy was played by Le Vern Hutcherson and Bess by Urylee Leonardos. Roseann contends Cab Calloway as "Sportin' Life" stole the show. Some of the well-known musical selections were "Summertime", "I Got Plenty O' Nuttin'", the duet, "Bess, You Is My Woman Now", and "It Ain't Necessarily So" . . . Dorothy Eagles and Myrtle Stickle back from their vacation in Columbus, Ohio . . . Have you noticed the noontime Softball team's new infielder? Her initials are J.D. . . .

Manufacturing Division

Via the grapevine! Frank DeMouthe had trouble with his lawnmower! Result, his new "butch" haircut . . . A speedy re-

covery is wished Jacob Muntener . . . Sophie Ewton is presently working in the Tool Engineering Department . . . Wally Venghaus, Jr., who worked in Manufacturing during last summer, recently joined the United States Navy . . . Nice to see Dick Smith, Al Kentos, and Pete Ulrich back after their recent illnesses . . . Ask Howie Mabey what he thinks of the radio serial "Young 'Widder' Brown"? . . . Welcome to the Material and Control Department, J. Donahue . . . Emil Saloky has been elected President of the Morris County Fire School. Congratulations, Chief Saloky! Shipping and Receiving Clerk Walter Melroy quoting Walter Winchell's Weather Report: "Spring has Sprung!"

THE STORK CLUB

Manufacturing Division — James Farrell: a son, James Russell.

Contract Administration and Service Division — David Caldwell: a daughter, Wendy Lee.

RMI in Uniform

by Lee D'Angelo

It was hail and farewell to Elmer Jerry who was recently discharged from the Army. We understand that Elmer is not returning to RMI but is entering College to further his education..

☆

Jack Cullen sends word that he is leaving the States shortly. He is presently stationed in Texas. Seems that Jack keeps writing to his RMI associates but rarely receives answers. So how about finding time to drop our boys a line.

Pvt. John Cullen

US 42157677

Company C, 821st Eng. A.B.

Wolters Air Force Base, Texas

☆

Congratulations to Lt. & Mrs. Weissbach on the birth of a baby girl. The proud "papa" has "moved" to Fort Bliss, Texas.

☆

Joe Burkhardt is the latest RMI member who left to work for "Uncle Sam." He is now 2nd Lt. Joseph Burkhardt of the Army Air Force. When word is received of his whereabouts, we will publish his address.

☆

Bill Vega dropped a line to thank us for his bonus and to let us know how he's doing. His ship is presently in Portsmouth, Va., being repaired. Bill is homesick for New York & Boston, which goes to show he's a "Yankee" through and through.

☆

A letter was received from Floyd Kimble, who is presently stationed in Metz, France. Floyd has been transferred to the Construction Engineers. For him the building of bases is a seven-day week job (no overtime). If all goes well, February 1954 will find him visiting friends here in Rockaway.

☆

Congratulations to Bob Bosworth on his promotion to Lieutenant and the new addition to his family — a daughter — Julie Ann. Bob writes he misses RMI and is anxious to get back.

☆

Bill Arnold sends his thanks to everyone who remembered him

at Christmas. Seems Bill received another promotion — Staff Sgt. He is still assigned to the Rocket Lab, running tests on different types of rocket powerplants, even a few foreign makes of rockets. After seeing so many different types and makes of rocket powerplants, in his opinion, he thinks RMI is the most advanced in the field.

☆

That saying "Join the Army and See the World" applies to Gordon Tasker. Gordon has made a few trips south of the border and spent a few week-ends in California. Gordon is at present stationed in Texas.

☆

Bob Jenkins was basketball coach for his base team (Corpus Christi, Texas) according to a report from Gordon. Bob is certainly well qualified.

☆

Melvin Redmond sent his thanks for the Christmas Bonus and copy of "The Rocket." He is now a radioman and his primary duty is to check and file messages. According to Mel, the Navy is the best outfit going, that is, besides being a civilian.

☆

A short note was received from Steve Derewicz. Steve is now on the U.S.S. Franklin D. Roosevelt and should be home during the Easter holiday.

☆

Bob Schmidt wrote a few lines to let us know his whereabouts and to thank the Company for the bonus. Bob has spent enough time at sea to be considered an old "Salt".

☆

Jack DelGrosso sends word that he is now a Fireman Apprentice "striking" for a Fireman's Rating. Having dressed up his ship in Key West, Florida, Jack is now heading for Charleston, South Carolina.

☆

From Korea comes news about Norman Isler who was recently promoted to 1st Lt. (congratulations). During the course of his duties, Norm has run to two RMI fellow employees, Mel Ziesser and Arnold Daddario. The latter is hospitalized in Japan with either a sprained or broken ankle. Keep the traffic moving, Norm.