

Reaction Motors Backlog at All-Time Record

BIG THINGS

By R. L. Wehrli

We are proud that our six thousand pound thrust engine has carried man higher than he has ever been before, some thirteen miles above the surface of the earth. We are proud that our Viking engine has struggled against gravity for one hundred and thirty-five miles. "Big things!" we say, and "bigger things to come". Do we know how big we really are? Is our prospective good; as good as the tolerances on our engines? Are we making such tremendous strides, or are we like the ant, moving pebbles which look like boulders? How near are we to space travel and, when we achieve this elusive goal, what can we do with it?

Let us look more carefully at our proud mark of one hundred and thirty-five miles, straight up. This great altitude is sixteen times as high as our planes normally fly. However, this small distance is only one-sixtieth of the earth's diameter. In other words, if the earth were the size of a tennis ball our rocket, at maximum altitude, would still be in the fuzz. "Big things!" we say. Yet it seems that nature still has the advantage.

This advantage of nature is somewhat frustrating. Here, after all our years of work and effort, we have barely started along the road to interplanetary flight. Our space flight accomplishments are as insignificant as one tick of an eight-day clock. We are still as lost as a single memo in the Rockaway to Lake Denmark mail.

The problems of "breaking the shackles of gravity" are very disturbing, so let's follow the lead of many novices in the field (and some who are not novices) and by-pass these problems. Let us nonchalantly assume that we can reach outer space with a reasonable size ship and that nasty little issues facing our prolonged trip, such as food supply, air supply, waste disposal, communication, navigation, deceleration and landing, have all been safely handled. All right then, stand by! First stop is the red planet, Mars.

But wait! Mars is called the red planet because it contains large amounts of iron oxide or rust. In fact, it is believed that most of the available oxygen has already been used up in forming this rust. We can't very well go to Mars because we could not breathe outside of our ship. Besides, water is very, very scarce on Mars and it is doubtful that the vegetation, if existent, would provide enough food for a pro-

In This Issue!

Two pages of pictures on ground-breaking for new RMI facilities.

longed visit. Oh well! Mars isn't the only ball in the park. How about other planets?

Jupiter, Saturn, Uranus, Neptune and Pluto, which are further away from the Sun, would be too cold for us and furthermore, the problem of our increased weight, on most of these planets, would be difficult to overcome. In the other direction we have Venus and Mercury. Mercury is too hot on the side facing the Sun and too cold on the side facing away from the Sun, while Venus is covered by dense clouds; probably carbon dioxide. Obviously, our own solar system has little to offer tourists.

Suppose we plan to visit other planetary systems. We might find another habitable planet not more than six or eight light years away and after all, what is distance to a rocket ship that can travel at thousands, perhaps even millions of miles per hour? For the record however, let us calculate how long it would take to travel six light-years at a million miles per hour. A light year is the distance that light can travel in one year's time and since the speed of light is one hundred eighty-six thousand three hundred miles a second, six light years is $6 \times 186,300 \text{ mi./sec.} \times 3600 \text{ sec/hr.} \times 24 \text{ hr/day} \times 365 \text{ day/yr.}$ or, 35,250,000,000,000 miles. If our rocket's speed is a million miles an hour it will take us 35,250,000 hours, or 4023 years to get there.

We have suddenly plunged into distances and numbers which we cannot comprehend. Our experience has not prepared us to think in these terms. The only thing this big is the national debt. In order to more fully realize the magnitude of space, let us fall back upon the old trick of making simple analogies; relating these distances to objects we know. Let us once again compare the earth to a tennis ball and assume also that our objective is of a similar size. In this case then, the balls would have to be placed 208,600 miles apart to correctly represent the problem. Furthermore, our Viking is still caught in the fuzz on one of the balls.

(Cont. on page 4)

Contracts Placed During April Boost Figure Over 5.5 Million Dollar Mark

By Don Pisciotta & Dave Howard

Biggest News of the Year! RMI's backlog over $5\frac{1}{2}$ million dollars. This represents a figure which surpasses 1952's gross sales.

Boosted to the record level by a big influx of contracts during April the new figure exceeds the old record set in August, 1951. It is even more impressive when it is considered that the record figure excludes some \$3,000,000 in facilities contract backlog.

The record backlog represents a significant milestone for RMI, and warrants a big bouquet for the people who make proposals, negotiate contracts, and otherwise participate in bringing in new business.

More important, however, the new backlog level presents us with great challenge and opportunity. In other words, RMI now has on hand the biggest job to be done in its history, and, consequently, the biggest chance to show what it can do when it really tries. Specifically, the record backlog means a record volume of contracts in the house, and a record amount of work to do and do right. Although the big new backlog is encouraging, it is no reason for resting on our oars. It is still a fact that the present administration is tightening up on defense expenditures, and RMI may have to bear its share of any appropriation cuts. Furthermore, current emphasis on cost reduction becomes especially important as RMI must now demonstrate its ability not only to do the job but do it economically.

Getting work rolling on the new backlog will, of course, require additional personnel and

mean a speedup in the hiring rate for personnel in all crafts and professional skills. Naturally, Personnel is beating the bushes to find and hire the employees needed on the big new project load. However recruitment is especially difficult in just those areas where the need is greatest. Consequently, Personnel will be most grateful to any ROCKET reader who can supply leads on available tool-makers, machinists, engineers, and technicians of all types.

Quite naturally wages are an important feature of any job, however, throughout the years it is the "job security" a Company offers that really counts to an employee. Only if he is confident of RMI, and certain of RMI's confidence in him, can he then plan to locate his family, educate his children, and establish himself as a permanent member of his community. Frankly, it is just as important to you as it is to RMI to have a large backlog. We have the Team; We have the Work; let's harness them to create "Team Work". The efforts of the business-getting Team have given the rest of us an opportunity to show what we can do. "Let's do it."

Company's Leave Policies Explained

By A. A. Smith

One of the questions frequently asked by our employees during the past few years was "why can't unused sick leave be accumulative sick leave so that, in the event of an extended illness, some of the unused sick leave days could be used?"

Company policy has now been established whereby unused sick leave days during a calendar year may be applied to extended illnesses occurring in the following calendar year. This policy will become effective in 1954 with respect to unused sick leave days of any employee for the calendar year of 1953.

In providing for this cumulative sick leave policy, the following conditions were set forth:

Only employees having one full calendar year of service will be eligible to carry forward accrued sick leave benefits into a succeeding calendar year. For this purpose, the calendar year will be considered to begin on the first working day of the year.

The extended illness must be of at least five working days' duration and must be evidenced by a doctor's certificate of illness.

Leave days from the previous calendar year may be used only after exhaustion of eligibility for the current calendar year.

It is important to know, however, that the cumulative sick leave provision is limited to unused days of the prior calendar

(Cont. on page 4)

Inside Reaction Motors CA & SD



Front row (left to right): Doris Manning, Blanche Spitzer, Betty Folkvard, Mary Storniello, Carole Hopping, Alice House, Gerry Perry. Back row: Fred Dexter, Harris Gilbert, Larry Heath, Dick Frazee, Bill Roher, Bernie Fialcowitz.

Suppose a normally curious new employee were given a typical RMI contract to read on his first day on the job. If not overwhelmed by the volume of contractual verbiage, he would no doubt ask a number of questions like these:

"What did RMI have to do to get this contract?"

"What does it require us to do, and who is to do it?"

"When can we start, and when must we be finished?"

"Who interprets it to the Company?"

"Who keeps in touch with the customer on it?"

"Who coordinates its different elements, and the overall job of seeing that RMI does the right thing at the right time?"

The Contract Administration and Service Division, — better known as "CA & SD" or "Contracts" is a major element in the answers to all these questions, for it not only plays the central role in preparing the proposals on which contracts are based, but has the full responsibility for administering contracts once they are signed.

It wasn't always so, however. In RMI's early days, contractual problems were handled by the first person or group who encountered them. This worked nicely as long as one RMI group was within hailing distance of another, and the volume of contracts was low. However, as the Company started on its period of rapid growth, it became clear that its organization would have to reflect an increasing degree of specialization. Accordingly, CA & SD was formed for the purpose of specializing in the jobs which its name describes.

As the Company has matured, CA & SD's tasks, names & personnel have changed, but it has had only one division head—Mr. Laurence P. (Larry) Heath. Mr.

Heath, having almost eight years' service with the Company, is RMI's longest-service executive.

CA & SD consists of two major units. One of these is the Service Department which is located at various and changing sites between Lake Denmark and California, and which will merit separate attention in a later "Rocket" article. The other — which is the chief subject of this month's article — includes the Rockaway branch of the division, generally known as "Contracts".

At the center of CA & SD's Rockaway activities are Mr. Heath and his divisional staff. Doris Manning, who is a veteran of seven year's service with RMI, is Mr. Heath's secretary and acts as a general expeditor and coordinator for division headquarters. The staff also includes Blanche Spitzer who specializes in assisting Mr. Heath on public relations.

The rest of the Rockaway contingent is organized into the Contract Administration Department, under Contract Supervisor Dick Frazee. When Dick joined the Company late in 1951, he was no stranger to RMI, having served as assistant BAR during his Navy career.

The principal jobs of Contracts are proposal preparation and project coordination. The first of these tasks is the bailiwick of Senior Project Coordinator Bill Kimm and his squad, consisting of Bill Roher and Carole Hopping. From the time Customer Relations issues a P.R.O., the proposal is their baby. Divisional assignments and schedules must be made and followed up and the whole job administered until the proposal is published and safely deposited in the U.S. mail.

The proposals operation is simple to state but complex to perform. Administrative know-

how, editorial ability and publishing experience are routine requirements, and strong nerves a necessity when "crash programs" or changed signals demand two weeks' work in two days.

Contracts' other chief function — project coordination — is a humdinger to describe. Its component parts consist of such things as reviewing newly received contracts; issuing project orders; setting up master project schedules; processing contractual paperwork, and getting customer approval of various documents such as EPA's, ECP's and Purchase Orders. However, in the case of project coordination, two and two add up to five, for the total job is bigger than its component parts. Describing this unique function in another way, Contracts is the focal point of customer contact on going projects and has the sometimes prodigious responsibility for seeing that the Company performs its contracts according to their administrative requirements.

When a contract comes in the front door, it is turned over to a Project Coordinator and the whole bundle is his until the check for final payment clears through the bank. Senior Project Coordinators Bernie Fialcowitz and Harris Gilbert are directly responsible to Dick Frazee for all project coordination. Although there is no hard and fast rule about it, Bernie is generally assigned to Navy contracts and Gil to Air Force jobs. Because of the larger number of the former, Project Coordinator Fred Dexter assists Bernie on his bundle of projects.

Project Coordination involves an imposing volume of stenographic, clerical and other paperwork duties, which is handled by Alice House for Bernie and Fred, and by Mary Storniello for Gil.

The most frequent connection that most of us have with Contracts relates to its processing of customer mail. This is only one aspect of CA & SD's overall customer filing and correspondence responsibilities for the Company. Company-wide files are maintained of all proposals, contracts, contract amendments and other customer correspondence. Moreover, both incoming and outgoing customer mail must be checked, recorded, and dispatched.

Gerry Perry, an RMI oldtimer — with six years of service not only is Dick Frazee's secretary, but acts as the consulting expert on contract files and correspondence. Betty Folkvard has direct charge of the files, and can find an obscure contract amendment at the drop of a hat.

"Forever in My Thoughts"

To the many fine friends that Harry had at Reaction Motors, I wish to extend my deep gratitude for your kind thoughts. Your lovely flowers, your completely generous and wonderful gift to me, your warm personal wishes and attendance will forever remain in my thoughts to comfort me.

Sincerely,
Hazel D. Graham
Lake Mohawk, N. J.

Group Insurance Plan Goes Over With a Bang

As you undoubtedly know, the New Group Life and Disability Insurance Plan has received tremendous acceptance by our employees. The new plan is an example of RMI's continuing interest in our employees' benefit program.

Revised certificates will be prepared and released to you. However, if you signed your cards and are eligible for coverage, in accordance with the terms outlined in the Announcement Booklet, you will be insured as of June 1, 1953 for the new plan.

Your acceptance of this plan is evidence to your management of your interest in your own welfare. It is now possible for the officers of RMI to proceed with consideration of a more complete protection plan, which is now in the drawing board stage. More about this later in the year.

Rocket Staffers



Dave Howard

On the "Rocket" staff for over a year and a half Dave Howard has probably done as much for our company newspaper as any other individual. Born in Akron, Ohio and raised in Canada, Dave attended McMaster University in Ontario. Dave entered the U. S. Air Corps, became a pilot, and spent 32 months as a prisoner of war, he was repatriated to the United States, and discharged with the rank of Captain. He then proceeded to receive his master's degree in business from Harvard. Prior to coming to Reaction Motors he served as an Assistant Professor at Colby College in Maine. He is now an Administrative Assistant to our Secretary and General Counsel and is busily engaged in writing procedures. Dave is married and has two children.

FOUND

1 Ronson Cigarette Lighter
2 Tie Pins
1 Ring—Initials L. P.
Identification of the above articles may be made in the Personnel Office.

WANTED TO BUY

Used cane in good condition. W. R. Murphy, Ext. 106, Purchasing Dept.

GROUND BROKEN FOR RMI'S NEW PLANT

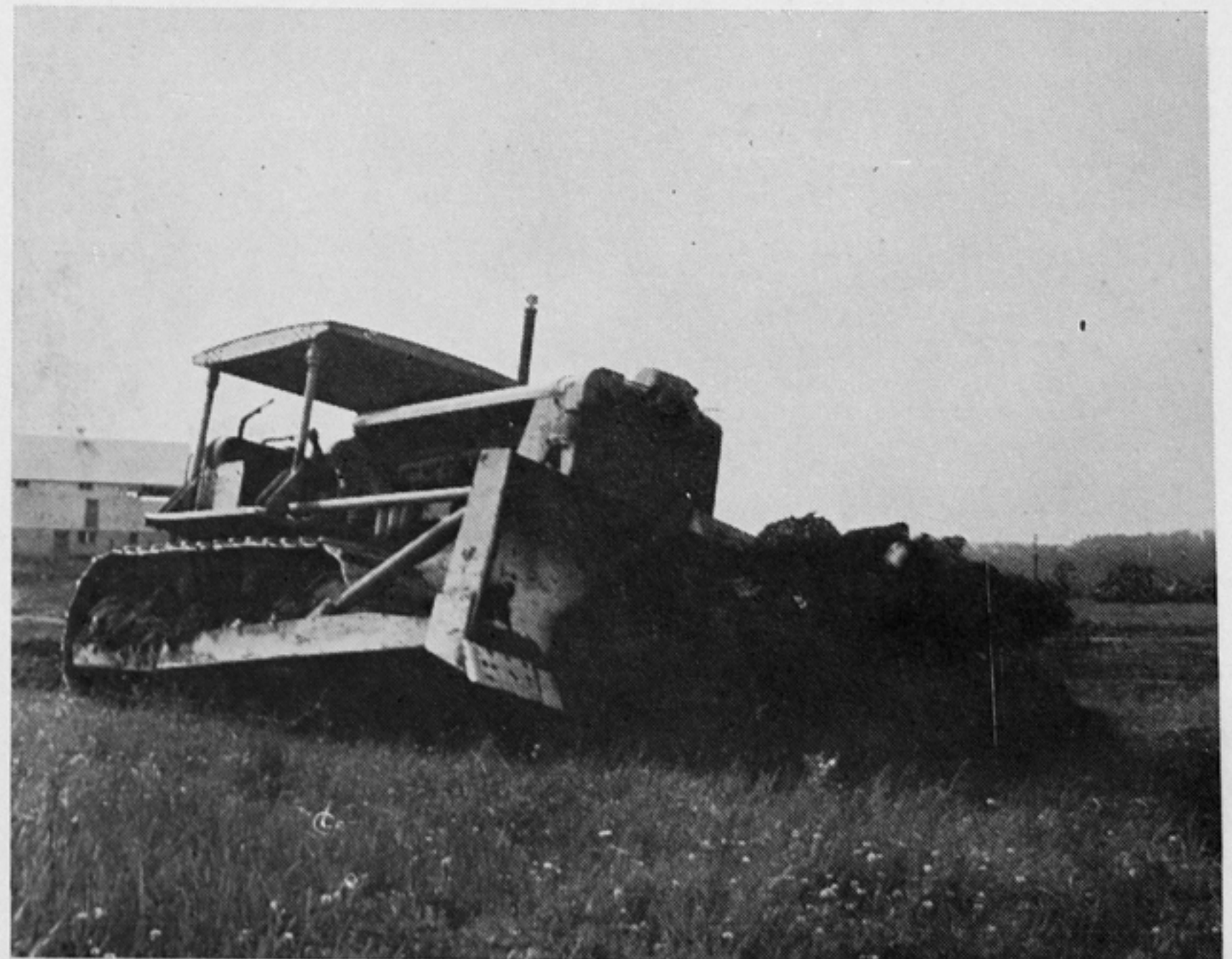
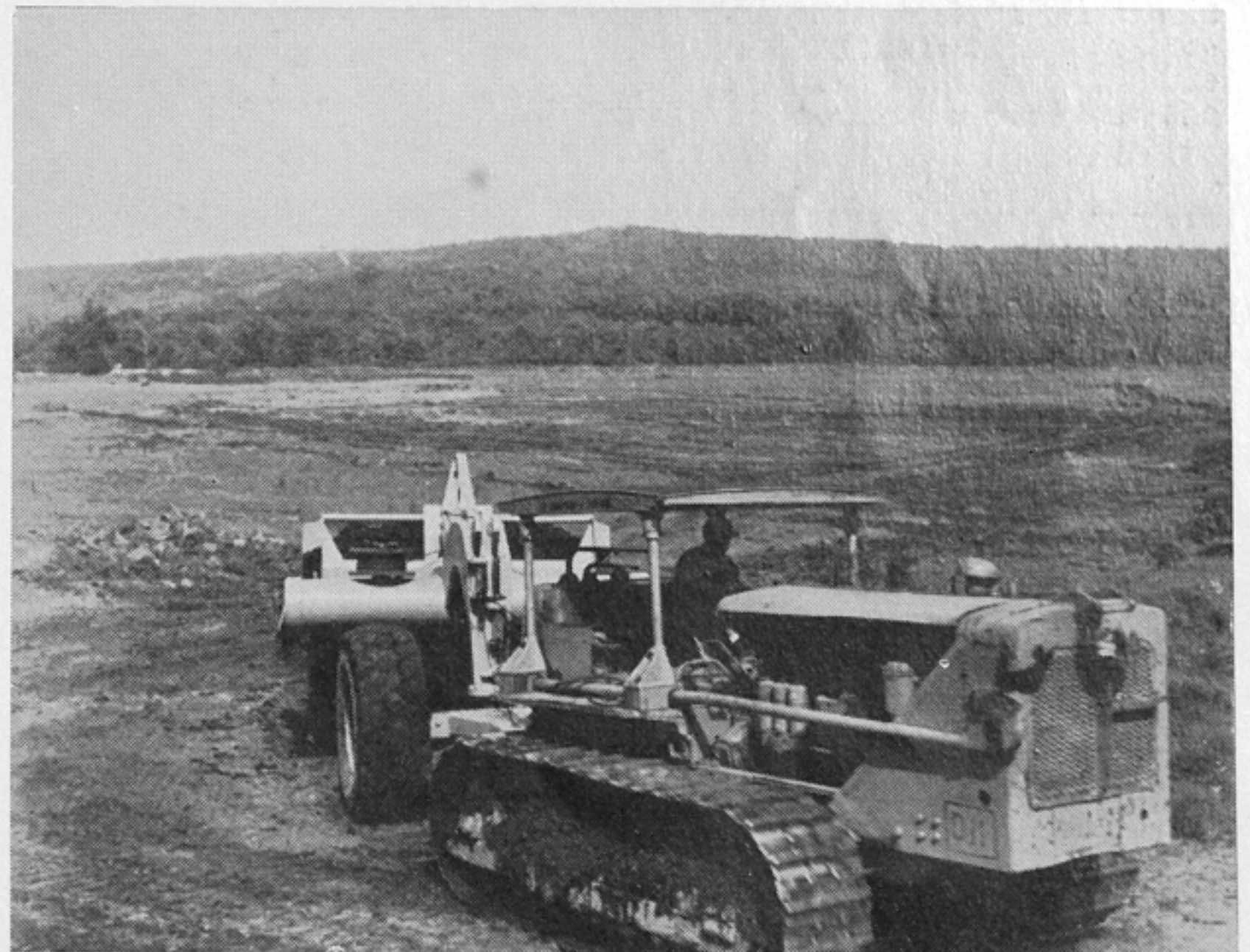
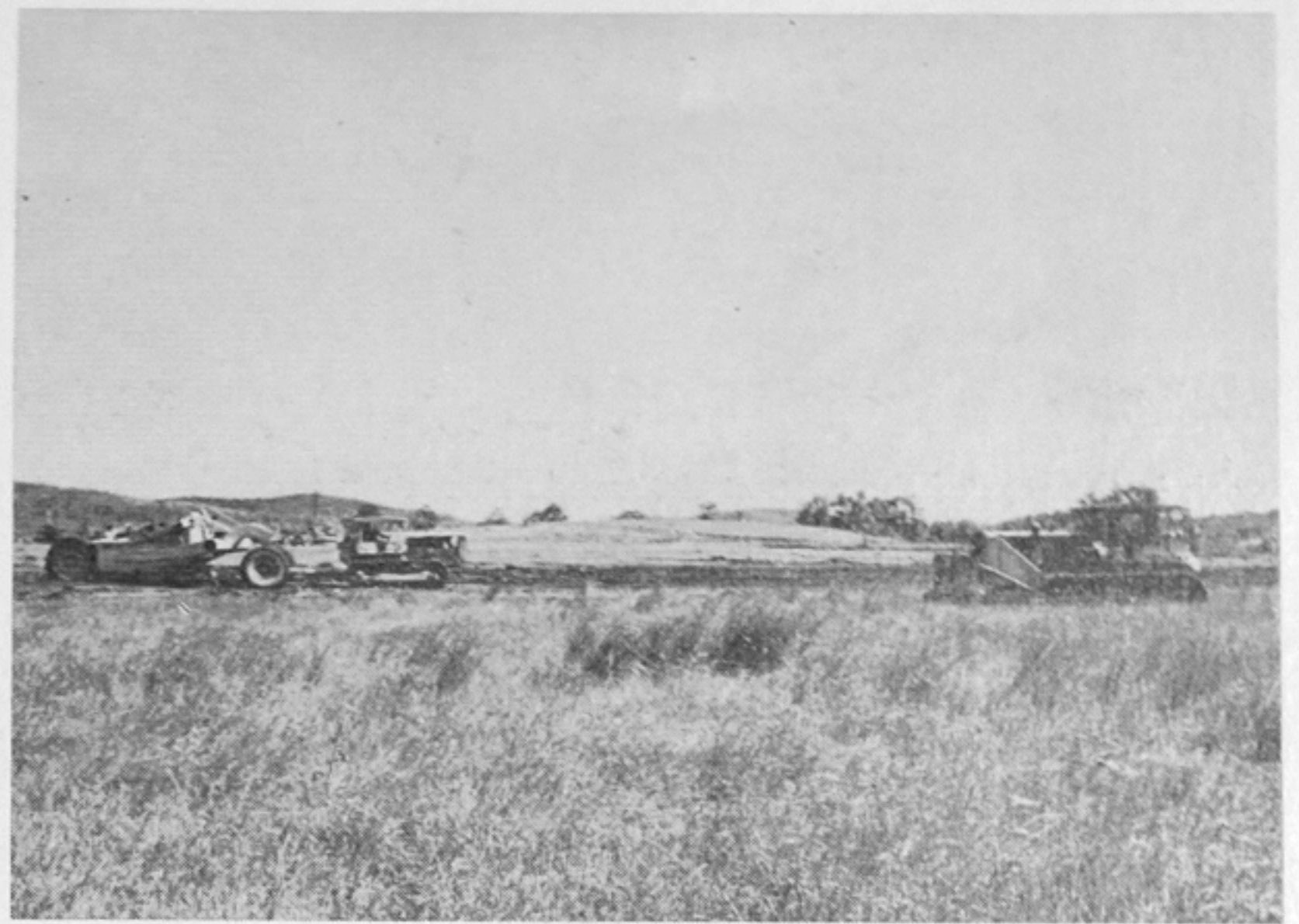
At 1:30 p. m. on Monday, June 1, the first ground was moved on RMI's new plant site on Ford road near Morris avenue.

Although the ground breaking is the first visible step in RMI's new plant program, it reflects several years of preparation, and six months of intensive planning since last December, when the Navy approved a new facility contract for RMI.

Since that time, Mike Gogats, John Cragin, and the rest of the Facilities group have patiently tried to give a best-guess answer to the stream of RMI employees who impatiently asked, "When are you going to break ground?" Now the impatient questioning has stopped, for anyone who takes the trouble to stroll or drive out to the Ford Road site can see the plant progressing with his own eyes.

Cutting, filling and excavation are generally looked upon as trivial preliminaries to the real business of building buildings. But the earth moving job on the new Denville site is one of no small proportion. The total amount of earth to be moved is some 150,000 cubic yards. That is about 33 times the volume of the Rockaway Administration Building or the equivalent of digging out an acre of ground to depth of some 90 feet. Of course, the earth moving for RMI's plant doesn't take such a dramatic form, but consists of cutting down the hills and filling in the low spots so as to produce a reasonably flat and level site.

Those who have taken the trouble to look at the new site will recall that the west end nearest the present Rockaway plant consists of a number of sharp hillocks, sloping to flatter, lower ground to the east, and to still lower ground near Beaver



Brook in the rear of the property. Essentially, the excavator is going to convert these topographic irregularities into two plateaux. One plateau will be at the western end of the property on which the RMI Administration Building will be located. The other, some 13 feet lower, will occupy the center and part of the eastern end of the site, and on it will be located the Engineering and Research Building and the Experimental Shop. In deciding upon this arrangement, economy of earth moving was considered as well as such obvious factors as building location and drainage. In fact, the earth moving job has been planned so that cut and fill will be equalized—that is, the dirt taken from the top of the hills will be just enough to fill in the low spots.

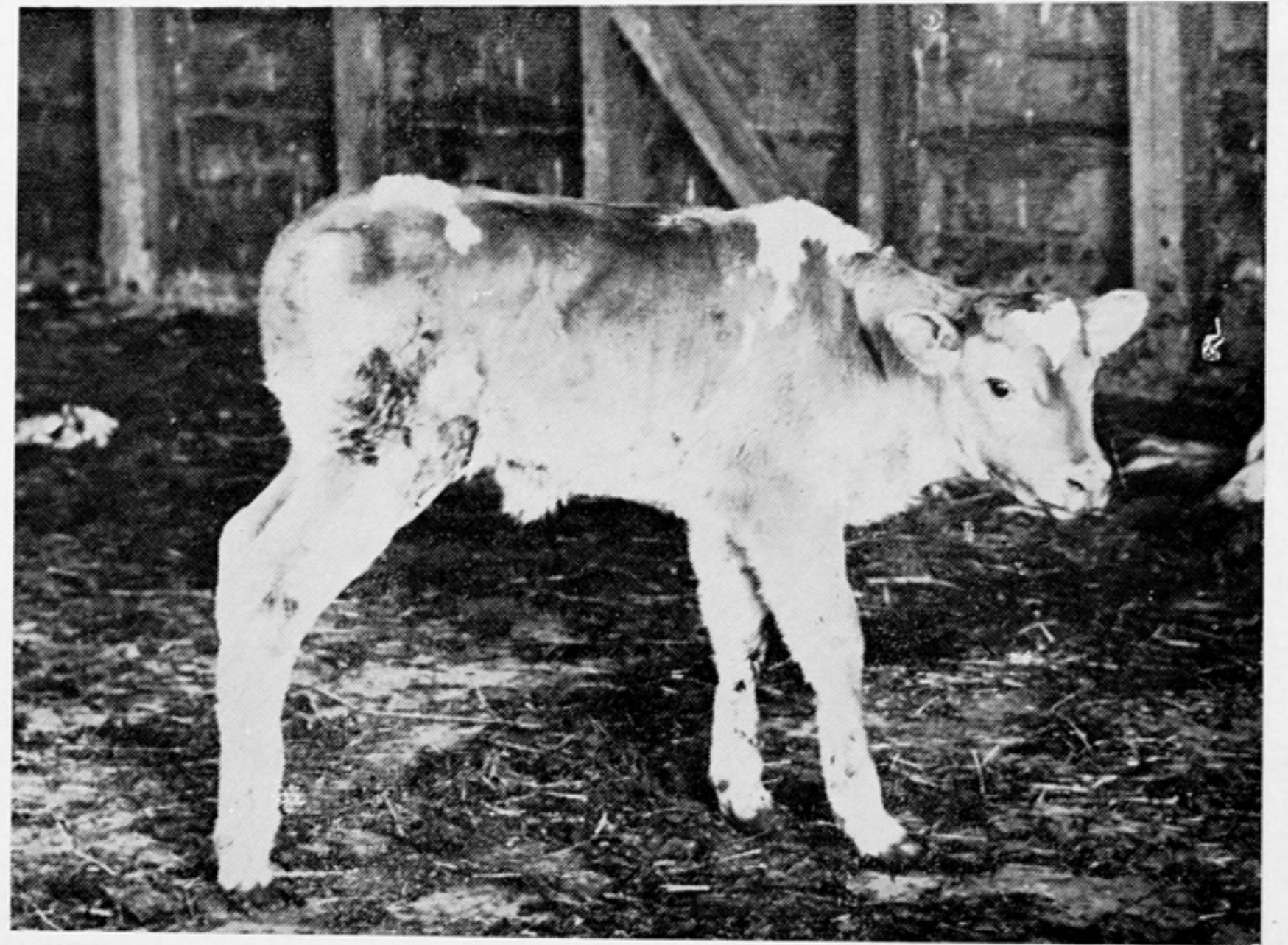
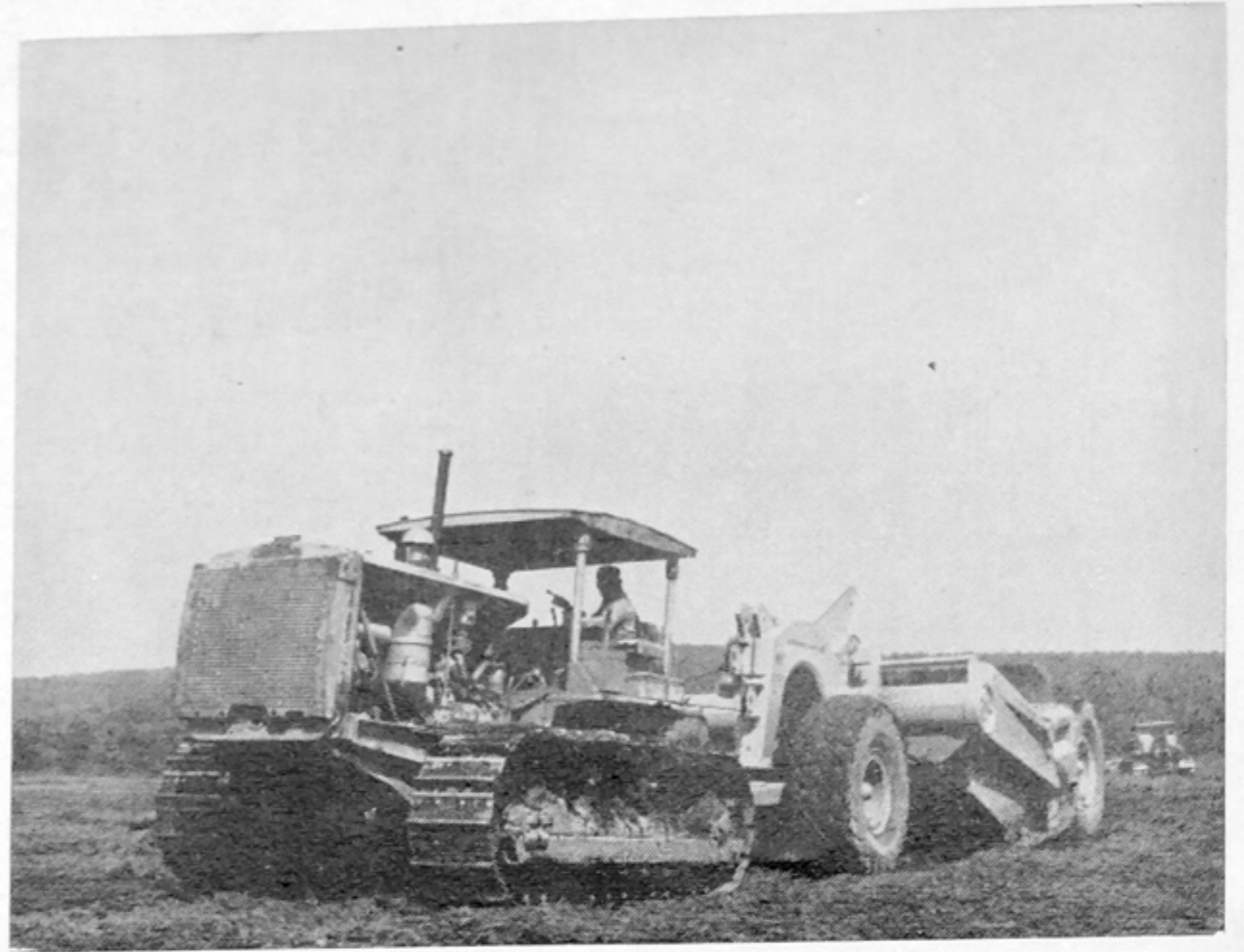
Before the earth moving contractor, J. F. Chapman & Son, Inc., can start excavating in a big way, some preparatory work will have to be finished. The previous owners of the land must move a cottage from the plant site to a foundation now being prepared on the opposite side of Ford Road. Other buildings on the property are to be removed in cheaper but more spectacular fashion—by burning them down. Furthermore some 9000 cubic yards of topsoil are to be moved to one side and saved for the final landscaping.

Several years ago the present site was subject to substantial flooding by Beaver Brook. In recent years, however, the brook has been redirected into a new bed, and an embankment built. Early this year the brook level was reduced by removal of a downstream dam. Moreover the extra filling of low spots in the earth moving project will further raise the ground level. Consequently the likelihood of flooding will be remote, indeed.

The ground which is to be moved is like much of North Morris County, primarily sand, gravel and boulders—hard to dig but pretty good to build on. To move it, the contractor has brought to the site a tractor, a bulldozer, a scraper wagon, a fuel-oil trailer, a tournapull and a crew of men to operate them.

J. F. Chapman & Son, Inc. earned the earth moving contract in good old competitive fashion—by being low bidder. Bids were opened on May 25 in the Newark office of architect Frank Grad and Sons, under the cognizance of the District Public Works Office.

Ground breaking on RMI's new site was considered auspicious not only by RMI and its friends and employees. The herd of cattle previously calling the plant site home considered the event a memorable one—presenting its owners with a fine young calf in honor of the occasion. The calf is reported by unreliable sources to have muttered "Welcome Aboooard" in true RMI tradition.



"WELCOME ABOOOARD"

Softballers' Season Opens with 2 Wins

After two unsuccessful attempts due to inclement weather, we were finally able to "pry the lid off" our 1953 softball season with a lopsided victory over Reliance Picture Frame on Monday, May 11th.

This was followed by a "squeaker" win over Eagle Picher in an extra inning 7-6 verdict on May 14th.

The squad, under the able leadership of manager George "Daddy" Haynes, despite bad breaks due to injuries, sickness and lack of practice because of bad weather, shapes up well with Don Grish and Bill Harrison handling the pitching. At this writing, Don has had to handle the pitching alone due to the illness of Harrison who we understand is about ready to return to action. This should free Don for partial infield duty.

Fred Cresatella, the veteran catcher, sustained a split finger requiring two stitches in the opener. Mel Cole and Bill Hall, two newcomers have proven their all around abilities as able catching replacements.

In addition to the above mentioned players, we have Don Ufer, Jim Farrell, Andrew "Pep" Dondero and another newcomer Arnold Buch for infield duty.

The outfield is composed of Haynes, Lee "Reverend" Smith, Frank "Peaches" McAleer and Carl Wolosin.

The boys appreciate the "moral" support received to date, so let's get behind them and root them to victory for the balance of their schedule.

Girls' Bowling Season Ends at Llewellyn Farms Banquet

The girls' bowling season came to a close with the annual banquet on May 6th at Llewellyn Farms. Mr. Homer Berger acted as M. C. with Messrs. Michaels, Fay, McBride and Smith as guests.

One of the highlights of the evening was a "Gay Nineties Revue" by the girls of B & E. (Stunning costumes gals!)

Awards were made to Gladys Perez, highest average; Pat Biting, second highest average; Fran Sproha, most improved; Mary Miller, high single game; Bea Green, best attendance. The girls enjoyed a successful season and are hoping for even a better turnout next year. The following officers were elected for the coming season: Bea Green, President; Pat Biting, Vice-Pres.; Fran Sproha, Secretary; Jo Goodenough, Treasurer. Rita Reilly, Ellen Kelly and Mary Roessler were elected to serve on the Banquet Committee.

The Rocket

EDITOR

Don Pisciotta

ASSISTANT EDITOR

Edithy Crandall

SPORTS EDITOR

Homer Berger

SECRETARY

Lee D'Angelo

STAFF

William Wright

Dave Howard

Holbrook Smith

Anthony Greco

Ed Ryan

Tom Dalman—

Photographer



GAY NINETIES REVUE at the Girls' Bowling Banquet (l. to r.): Betty Regan, Mary Miller, Marie McGarry and Audrey Sherwood.

Stenos Hand Stone Tablet to the Boss

OK, Boss, have a taste of your own dictation. Here are the "Ten Commandments for Bosses" drawn up by 100 secretaries of commerce and industry chairmen in the New York Heart Association:

1. Thou shalt take a short course in penmanship.
2. Thou shalt not invade the sanctity of thy secretary's file cabinet.
3. Thou shalt not mumble.
4. Thou shalt not chew thy pencils and then expect thy secretaries to sharpen them.
5. Thou shalt remember that thy secretary is human and therefore thou shalt not expect the impossible.
6. Thou shalt not commence to dictate after 4:30 p. m.
7. Thou shalt keep sacred the coffee hour.
8. Thou shalt not bear false witness against thy secre-

tary for thine own errors.

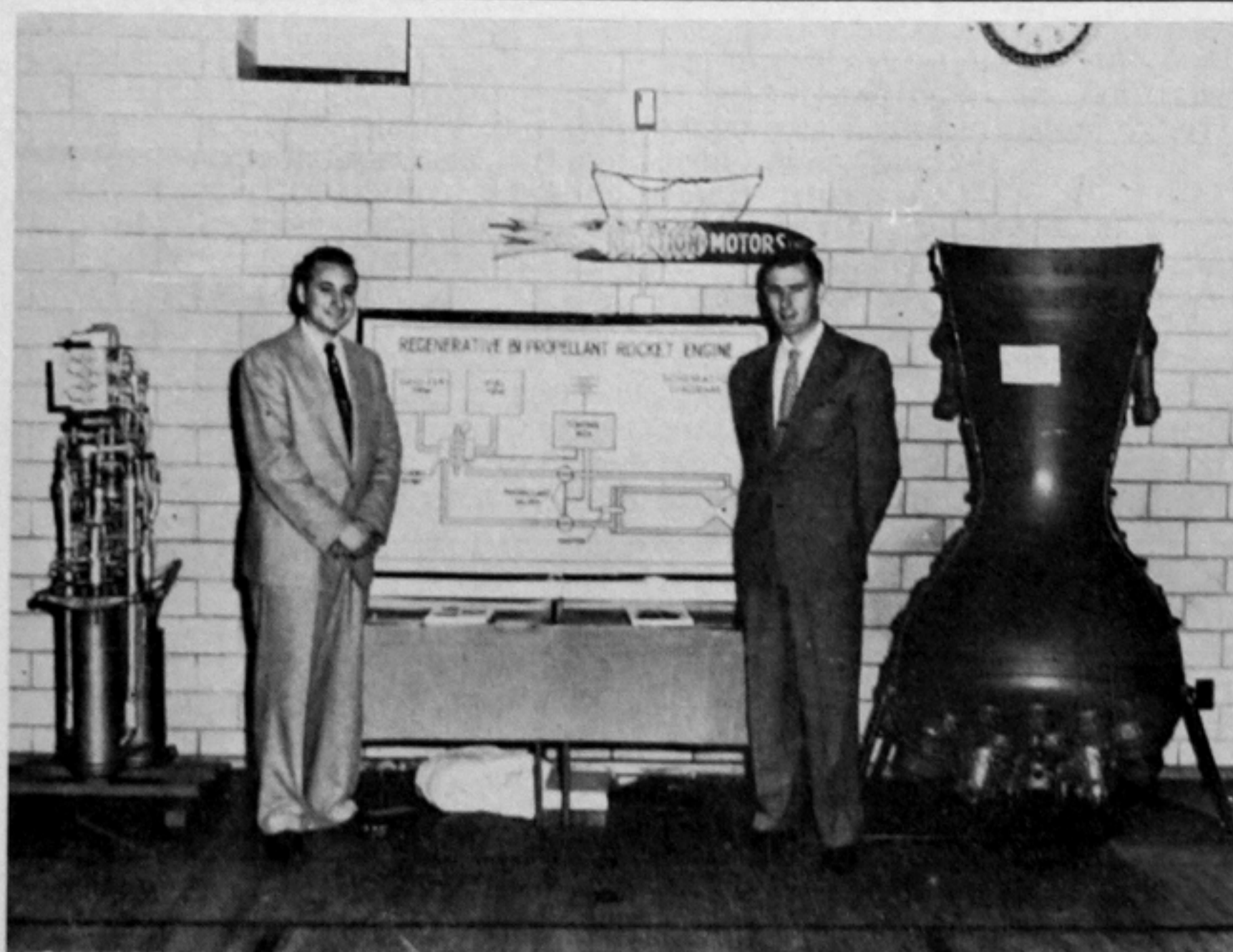
9. Thou shalt not covet thy secretary's stapler nor her cigarettes.

10. Honor thy wonderful, intelligent, indefatigable, indispensable and beautiful secretary with a fine raise.

The 100 hard-working secretaries were singled out as the "powers behind the throne" for doing so much in the cause of New York Heart. And today they are being honored by the association at the Hotel Statler at a turnabout party.

The gals will be given free reign to give release to any inhibitions they have accumulated during their secretarial labors. The bosses may watch but not interfere.

The younger generation will learn the value of money when it begins paying off our debts.



TO ANSWER QUESTIONS concerning rocket engines and German V-2 Guided Missile, Don Pisciotta, left, of the Personnel Department and Dave Cadwell, right, of Service were at a career conference given in Fairleigh Dickinson College, located in Rutherford, New Jersey.

SKYWRITING

by Bill Wright

Refueling of an aircraft in full flight as done so successfully by the method and equipment worked out by Flight Refueling, is a real accomplishment and one having great possibilities insofar as increasing the range of an aircraft is concerned. It means that long-range aircraft can take off from the ground lightly loaded with resultant shorter take off run, better climb and thus more safety. Once in the air they can be fueled to capacity and turned loose on their journey. So—it's a good idea to refuel in the air, but up to now it has been something of a difficult, dangerous and spectacular feat. For instance there was the early system of simply lowering a hose from an airplane flying above another after which it was grabbed by an occupant of the lower airplane. This fellow stood up in an open cockpit located in the turtleback of the airplane's fuselage fully exposed to the elements and acted as a sort of aerial gas station attendant. This was all very well unless some rough air was encountered in which case our hero was either drowned in gasoline or laid low by the flailing hose nozzle!

Besides these perils, the hose recipient seemed to have trouble getting hold of the gas hose in the first place, (like those Shell gas ads) so an improvement was made which consisted of a light rope with a small bag full of rocks attached to one end and its other end attached to the hose nozzle. This bag was first lowered to the plane and the rope was hauled in, thus guiding the hose nozzle more accurately into place. This system was a little more successful and more gas began getting into the tanks where it belonged, but there were still some very disconcerting problems such as entanglement of the rope in a propeller or, worse luck, "beating" of the pilot or crew with the bag full of rocks. Such an occurrence was prone to cause no end of confusion, so further study was made until one day a device was attached to cause the hose to trail in a much tamer and more respectable manner. This device was called a drogue, or "aerial sea anchor" as Webster defines the term, and is in use today very satisfactorily.

Today's refueling system no longer has to contend with propellers, what with our propellerless jets, and the spillage of fuel is little, if any, but it looks like a Dilbert-type pilot can still get himself "beated" if he tries.

Booklet Answers Questions, Explains Company Policies

The long-awaited booklet, "You and RMI", stating the benefits that we enjoy at Reaction Motors, was released in April.

Questions concerning employees benefits, Company policies and history are fully explained in this brochure.

It is to the advantage of all of us to read this book from cover to cover and retain it for reference in our homes.

Watch for RMI's picnic

Over the Coffee-Cups

by Edithy Crandall



We would like to welcome the following new and returning employees to Reaction Motors, Inc. We hope your stay with us will be a happy one.

A. Aughey, J. Gregus, A. Gouduto, W. Davidson, J. Ferderowicz, J. Muntener, L. Ruggieri, R. Ives, H. Kaufman, P. Schaefer, S. Slattery, R. Williams, V. Cagnati, W. Emerck, H. Smith, P. Gakle, W. Hall, T. Greco, A. Holmquist, N. Lysaght, J. Hill, K. Gaddis, R. Bailey and R. Lewis.

"Summer is a 'cummin' in!" And everyone is taking to the out-of-doors. Ralph Benson of the Engineering Department journeyed to Bear Mountain State Park, where he placed first in the Target Prize in a Precision Archery Contest. Methinks Howard Hill better look to his laurels! . . . Many vacations are coming up . . . Betty Folkvard of Contracts is planning a two week outing in Quebec, Canada . . . Instrumentation Technician Johnny Zabriskie is traveling to Colorado in June . . . John Redmond is visiting his relatives in Oregon . . . Assembly Department's Joe Carbone is singing "California, here I come" as he prepares for his trip to see his son married . . . Tool Engineering's Frank Hein will soon be headed for New England. Frank is also including Canada in his June vacation . . . Rockaway Switchboard Operators Sylvia Smith and Milly McGill spent the weekend of the 22nd of May in Washington, D. C. Sylvia and Milly visited former RMI employee Betty Moriarty and the three planned to "do the town"!

And since Spring is the time for romance (so they say), many wedding bells are ringing! Former Personnel employee Helen Louise Loughlin of Mountain Lakes was married recently in Saint Patrick's Cathedral, New York. Her husband, Mr. Fred Warner Herlitz was born in Germany. After honeymooning in Southern Italy, they plan to make their home in Switzerland . . . Also in the Orange Blossom Line, Joan Schroeder of Planning and Estimates Department became the bride of Pfc. Edward R. Shuler . . . A bridal shower for Peggy Stiles, of the Accounting Department, was held at the Dover Farms on May 20th. Among those attending were: Suzanne Bennett, Roseann Hourigan, Edithy Crandall, Carolyn Solt, Dottie Sherbuck, Lucille Donofrio, Lorraine Hooper, Bea Green, Audrey Sherwood, Janice Dickisson, Ann Donofrio, Mary Miller, Carole Hopping, Betty Folkvard, Alice House, Margie Gustin, Ellen Kelly, Jennie Buff, Fran Sproha, Vivian Deeds, Rita Reilly, Mary Storniello, Laura Barry, and former RMI employee Ann Stephanie . . . Ann Choyce was also feted at the Dover

Farms recently. Ann was wed to Ted Harper last month . . . Sophie Ewton tells us she has received word her husband is now stationed in Korea . . . Ditto, for Carole Hopping's fiance . . .

Some recent election news: Marie McGarry was elected Corresponding Secretary of the Dover Little Theatre . . . And at a meeting of the North Jersey Chapter of the Institute of Internal Auditors, Mr. J. W. Fay, Jr., was elected Vice-President and Mr. H. J. Light was elected Secretary of the organization.

'Twas nice to see former employee Joe Burkhardt come to visit us. Joe is now a First Lieutenant in the United States Air Force, and does he look grand in his uniform! . . . Happy to see Assembly Foreman Keith Phillips back after his recent operation . . . We were all saddened at the passing of Production Control employee, Bob Gist . . .

Our Company, Reaction Motors, Inc., and the following men should be congratulated: Frank McAleer, George Haynes, Bill Knuckey, Dewey Beatty, Cleveland Colburn, Fred Dulaff, Bob Jolly, Willard Predmore, Joe Carbone, Frank Hein, Walter Pierson, William Cors, Ludlow De Mouthe, Conrad Hackmeister, John Townsley, Tom Emerck, John Morgan, Ken Pierson, Charles Caley, William Stebbins, Gerald McCarthy, Homer Berger, Charles Jacobus, Stan Ihoe, William Brown, James Griffin, Tom Waterman and Robert Findlay. The above men donated a pint of their blood to Orange Memorial Hospital to replace the series of transfusions given to Robert Gist of RMI's Production Control Department. Reaction Motors, Inc. volunteered to replace the blood and allowed all donations on Company time. (The Hospital required two pints of blood to replace each pint given in a transfusion. That makes a total of thirty pints that had to be replenished.) All concerned with this endeavor should be praised on a job well done! A special bouquet is given to Tommy Madden and Joe Pendergast of Trought Associates who are presently working in our Tool Design Section. Tommy and

Joe donated on their own time after working hours and deserve our deep appreciation and thanks for their interest in our people's welfare.

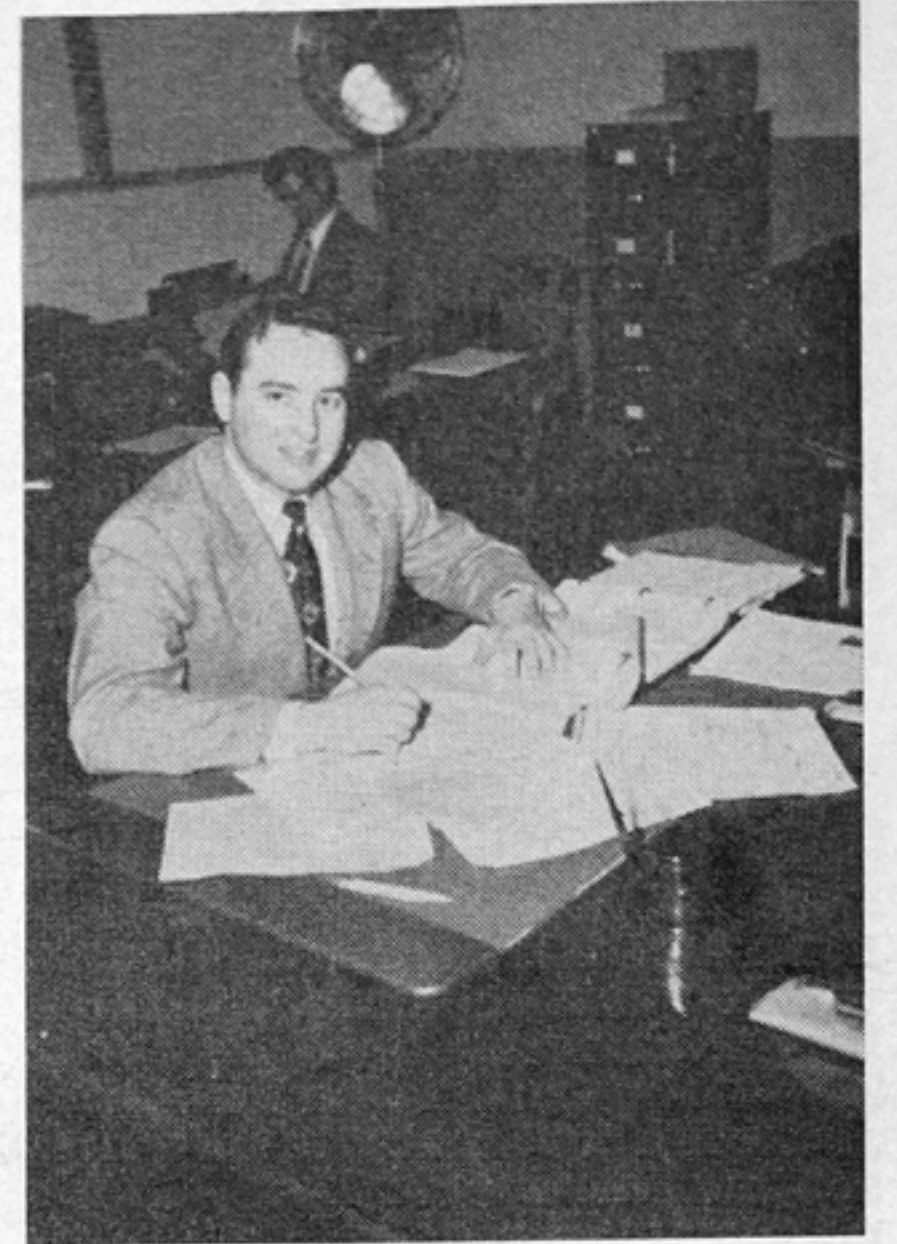
In the New Cars Department: Ed Ryan of Engineering Planning and Walt Oberti of Test, owners of 1953 Chevrolet Bel Aires. Pep Dondero, also of Test Area, is sporting a new Green Hard-Top Buick Convertible, and Jack Von Hollis, a blue Ford . . . Accounting Secretary Terry Rowland was given her initial airplane flight on May 14th. The Cessna 170 was piloted by Robert Mulligan. Fellow passengers were John Piccirilli and High Light who served as ballast for the plane. (In flying lingo, ballast means a heavy substance used in a vessel to improve its stability) . . . See you next month and "have a happy!"

STORK CLUB

Engineering and Research Division: J. Fitzgerald—a son, John Lawrence.

Finance and Administration Division: R. Lawrence—a daughter, Linda Ann; R. J. Amses—a daughter, Susan.

FAMILY ALBUM



John Piccirilli

John Piccirilli was born in Newark, New Jersey. He is now a resident of Bloomfield. In 1950, John graduated from Seton Hall University with a Bachelor of Science Degree. He majored in Economics and Sociology. He then served with the United States Navy. John joined Reaction Motors, Inc. in July of 1951. He is in the Finance and Administration Division, Budgets and Estimates Section, as a Budget Analyst. Hobbies include building model airplanes, auto mechanics, and "wine, women, and song". John is now attending Seton Hall Evening Classes, studying for his Masters Degree in Business Administration. He is an active member of the RMI Bowling League. John is noted for his sparkling wit.

Sick Leave Policy

(Cont. from page 1)

year only and is, therefore, not to be construed as being cumulative with respect to any total of unused days from prior years after the plans is in operation.

The cumulative sick leave policy as described is a step forward in the Company's endeavor to prevent the loss of pay during any employee's illness and to help compensate together with our disability insurance plans towards the cost of medical and other expenses incurred.

PROGRESS: American industry has spent \$150,000,000,000 on new plants and equipment since the end of World War II—making more jobs and more products to increase our living standards.

BIG THINGS

(Cont. from page 1)

Assume that the distance between New York and Los Angeles represents the spacing between planets. How large then would the planets have to be to maintain the proportion? The answer is approximately four hundredths of an inch. In other words, a grain of sand in New York and a grain of sand in Los Angeles have the same size-space relationship as our two planets.

Just one more analogy before we conclude the discussion. If we had started for this new planet at the time of Christ, in a new 600 mph jet plane, we would still be traveling and would have completed approximately one three-thousandth of the trip. We would have to fly this plane for another six million, seven hundred thousand years before reaching our destination.

If you are a rocket enthusiast who faces facts, you are probably thoroughly depressed by all this and have already cancelled your seat reservation on the first flight into outer space. Don't be too sad, however. There is pioneering to be done right here on earth. I personally, would be ashamed to let our new neighbors, 35,000,000,000,000 miles in outer space know that I could not live peacefully with other neighbors a mere eight thousand miles away.

GET RICH QUICK



By Dave Howard