



## RMI and Its Public

by Hamilton Winslow

In the last two months several thousand more people have heard, watched, or read about RMI and its record-breaking products. And what we already knew has been reiterated—when people learn about us, they're interested. You may be interested to know who some of our recent representatives to our publics have been.

### RMI on TV

Bob Wehrli, Asst. Director of Research, in mid-January, reached RMI's largest of-the-moment audience. Bob appeared on Channel 13 (WATV) and for half an hour talked with excellent poise on the subject of rocket power as applied to transportation now and in the future. RMI was asked to appear on TV by Seton Hall University which, in cooperation with 21 other Northern New Jersey colleges, produces a weekly half-hour TV show. Even with strong competition on other networks at this time, we know that Bob reached a large audience outside of our Company family.

The most memorable of the comments coming from Bob's audience was written by a girl in a local community. She wrote: "I am very interested in Space travel although I am only ten. I saw your program on the night of the fifteenth and would like to know more about the rocket. Some people say that space travel will not be possible for 25 or 50 years. I would like to know if this is true. One of my friends says that space travel is impossible, I told her she was wrong but she said she wouldn't believe it until she saw it. Would you please send some information about it if you can. I won't tell anyone about it, I promise. I am interested in space travel not because of these space programs but because I would like some day to go out there myself. Please send me the material. And I hope this will not be too much trouble."

RMI will soon be reaching the same TV audience in a series of three half-hour programs. (Last year WATV received citations from both the NEW YORK TIMES and TV GUIDE for the educational value of its programs). By the time that you read this, several of our men will have been asked to participate in this series of programs designed to better inform the Metropolitan New Jersey community about the rocket — its past, present, and future.

### Young and Winternitz at I.A.S.

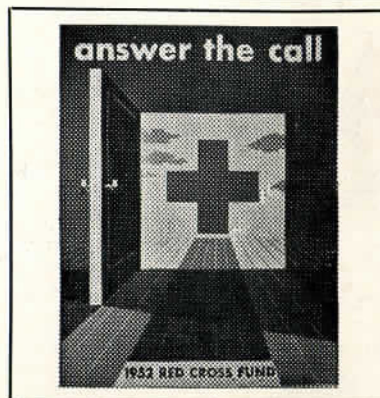
RMI reached a large technical public at the 20th Annual Meeting of the Institute of Aeronautical Sciences where we were well represented by both our President and Director of Re-

search. Both Raymond W. Young and Dr. Paul F. Winternitz delivered papers at the Joint Session held in cooperation with the American Rocket Society. Mr. Young spoke on "The Status and Current Possibilities of Turbine-Propeller Propulsion Systems", and Dr. Winternitz on "The Role of Research in Rocket Development."

Both of our men were sought out by newspaper and magazine aviation writers after delivering their papers. Mr. Young could be quite precise in answering questions on the subject of his paper, but when the rocket questions were asked he had to put on that necessary mantel called security consciousness. TIME MAGAZINE, represented by a Vassar girl from the business section staff who had read the November 1950 FORTUNE article on RMI, was so interested in both us and our products that a conference in Rockaway was arranged. But with the death of George VI, even TIME's business section staff was given new emergency assignments so we still await TIME's interview.

In his paper, Dr. Winternitz discussed the contributions of research in the past and present and examined the important role research has to play in the future. Dr. Winternitz attributed to the rocket of the future a great social as well as scientific and military potential. He compared the rocket scientist of today to the early explorers of the 15th and 16th centuries who discovered a new world. The parallel problem today, he believes, occurs "because the dimensions of habitable space shrink rapidly through the fast increase in population of the earth and through progress in our means of communication. The expansion of inhabitable space becomes thus a pressing problem." Dr. Winternitz said that advancement in science and technology, other than rocket development, may postpone but cannot eliminate the necessity of this expansion. "Only rockets, which will free us from the bondage of our earth, will guarantee the uninterrupted progress of mankind." Perhaps rockets will be the answer to those who believe with Malthus, that man will probably continue to multiply faster than his supply of food can be increased.

In one brief paragraph Dr. Winternitz pondered the problem of what will happen with a very reduced or completely missing gravitational field. "Patients with weak hearts", he speculated, "may some day seek relief on man-made satellites!" The NEW YORK JOURNAL-AMERICAN headlined its story: "It'll Take Less Strength There:



Heart Weak? Try Rocket to Moon."

### Other RMI Audiences

Several technical and non-technical audiences have had RMI guest speakers in the last few weeks. Harry B. Horne, Jr., Manager of Engineering, spoke before two technical audiences three weeks ago. Travelling to Sidney, New York, he spoke before the Sidney Engineers Club on "Rocket Development and Applications", and the next day delivered the same interesting speech to the Philadelphia Chapter of the I. A. S. In other RMI appearances, Bob Wehrli visited the Plainfield Kiwanis. Eric Harslem spoke to the Hackettstown Kiwanis, Robertson Youngquist spoke before the Indiana Chapter of the A. R. S., and Frank Coss talked before the New York University Chapter of the Arnold Air Society and the American Rocket Society. Someone, unknown to this office, has, is, or will speak in some school in Rutherford. A letter from Rutgers University wanted to know when and where. Our "answer" went out with red ears.

### Future of RMI

Of importance to RMI's public interested in our present and future financial position was C. Watson Newhall's speech a few weeks ago before the New York Society of Security Analysts. Mr. Newhall's well-written and delivered speech on "Rocket Propulsion and RMI" brought to this important public the complete (within limits of military security) RMI picture. The security analysts were very interested in Mr. Newhall's remarks. They found it hard to believe, however, that the rocket motor is propelled by pressure at the forward end of the thrust cylinder rather than by the ejection of hot gasses "pushing" against the air. But they had no difficulty in understanding and appreciating Mr. Newhall's remarks about RMI's good financial picture and our excellent prospects for the future.

In talking about the future prospects of RMI, Mr. Newhall said that in addition to the variety of our military development, "we find ourselves in the

## Space Travel Topic of Speaker at ARS

At the January meeting of the American Rocket Society, Dr. Marcel Goley of the Army Signal Corps Engineering Laboratory spoke on "Radio Ranging in Outer Space." Dr. Goley first presented some very interesting information on some of our planetary neighbors. He then continued to the problem of extra-terrestrial or astronavigation. The possible trajectories of a space ship en route to Mars and Venus were discussed.

Dr. Goley then talked at length about the possibilities of radio control or guidance of both manned and unmanned space rockets. The problem is a difficult one. He calculates that if 10<sup>9</sup> watts of power were radioed out to the rocket, it would receive, at 100,000,000 miles, only 10<sup>-15</sup> watts.

The next meeting of the American Rocket Society will take place on the 21st of March (Friday night). Members and guests will be able to go to the International Business Machines Co. to see the large-scale selective sequence computer. Also a smaller computer will be shown and a sample problem worked out. All interested in attending should plan to meet at IBM, 590 Madison Avenue near 57th Street, New York City. The time: 8:00 p.m.

A dinner meeting has been scheduled for April 18th. The program will include a speaker and/or movies. Word on the definite schedule will appear next month, but in the meantime make your plans to come. A big turnout will insure a big evening, so bring yourself and your friends, and look for details in the next issue.

forefront of the flight propulsion spectrum toward which military aviation is moving. Then, too, as military airplanes become heavier and as speeds become greater the need for 'boosters' increases sharply; and if we join with Mr. Northrop in his forecasts of guided missile warfare, to the exclusion of many other forms of weapons, we can certainly see the need for many more rockets."

Mr. Newhall continued by speaking of the commercial possibilities of these devices which are now dormant because of military need. "Off hand", he said, "these would seem to be limited — but this is not the case. Large commercial airplanes may some day require boosts — American Airlines has already been using them in Mexico. Our chemical producing device has encouraging peacetime applications if it proves

(Continued on page 2)

# Space Medicine

by Fred Ordway

A very interesting little 83 page book has recently appeared. Its title, "Space Medicine — The Human Factor in Flights Beyond the Atmosphere," is enough to make you look twice. It is edited by John P. Marbarger, and was published by the University of Illinois Press in 1951.

If, ten years ago, such a book appeared on the bookstands, it would be considered at best extravagant fiction. Merely leafing through this small book gives one an eerie sensation. Space Medicine! are we really so close to space flight that such a book has significance?

Prof. Andrew C. Ivy, of the University of Illinois, states in the forward to "Space Medicine" that "aviation medicine at one time lagged far behind the technical development of flying devices . . . and that the same danger is imminent today in the field of space flight." This paves the way for the reader of this amazing book.

"Space Medicine" is composed of papers presented at a symposium in Chicago in 1950. They serve to bring together the hitherto unrelated fields of astronomy, rocketry and medicine. The following sections are included:

1. "Space Medicine in the U. S. Air Force" by Major General Harry H. ...

2. "Multi-Stage Rockets and Artificial Satellites" by Wernher von Braun, former director of rocket research in Germany and designer of the famed V-2, now at Ordnance Research & Development (Rocket) at Fort Bliss, Texas.

3. "Physiological Considerations on the Possibility of Life under Extra-terrestrial Conditions" by Hubertus Strughold, Dept. of Space Medicine, USAF School of Aviation Medicine, Randolph Field, Texas.

4. "Astronomy and Space Medicine" by Heinz Haber, also of the Dept. of Space Medicine.

5. "Orientation in Space" by Paul A. Campbell of the Air Force.

6. "Bioclimatology of Manned Rocket Flight" by Konrad Buetner of the Dept. of Space Medicine.

Von Braun, in his paper, discusses the V-2 rocket, multi-step rockets, and moon rockets, speculating on the physiological conditions to be expected by the human occupants of projected large space missiles. Of particular interest was his idea of the satellite or space station. Von Braun has been working on the satellite vehicle project for some time and has developed a scheme of a doughnut shaped, plastic-like affair, suggested by the drawing in Figure 1.

The station would include the mirror, which would gather energy from the sun, perhaps using it to convert water to steam. A steam turbine could generate the necessary power for lighting, heating, etc.

The outer rim, consisting of about 20 fitted sections, would rotate, giving to its occupants



Figure 1. Von Braun's conception of a space station assembled in a satellite orbit.

the sensation of weight, due to the centrifugal force produced. "Downward" would be "outward" (towards the outer rim) — and the crew would walk as though in a squirrel cage on its side. The rim would be heated, air conditioned and pressurized like a submarine.\*

Some fairly detailed accounts of satellite vehicles were worked out by European scientists in the 1920's and '30's. One project, developed by Hermann Noordung, includes three separate parts. The Wohnrad (wheel-dwelling), the Maschinenhaus (containing the sun powerplant, radio transmitter and aeration plant) and the Observatorium (astronomical observatory) are

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Mr. Strughold considers the limits imposed by environment on the human life. Interesting charts on the known temperatures are layed out — from those existing in the interiors of stars, surfaces of stars, planets to tiny interstellar bodies. The narrow temperature span suitable for active life is shown, first in relationship\* to the cosmic whole, then in more detail, indicating the temperature ranges of the planets — from Pluto with — 220°C temperatures to Mercury with over 400°C temperatures. Intersecting the active life band (temperature-wise) are the Moon, Venus, Earth and Mars; or at least sections of these bodies. There temperatures lying within the maximum and minimum points of the active life zone are found.

Another chart shows the limits of oxygen pressure compatible with human life. It's concluded that "from the standpoint of vital oxygen pressure, man and animals except those of the very lowest species can be excluded from life on Mars with certainty." It is admitted that there may be animals that have little need of oxygen. In the vegetable kingdom lichens, moss, and

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shrubs may be presumed to exist on the Red Planet.

The linking together of astronomy and space medicine is of course surprising. Dr. Haber defines the latter as being "concerned with the studies of the human factor involved in the flight of manned crafts up to, within, and beyond the ionosphere." The range of problems of both an astronomical and astrophysical nature, confronting the space ship and its occupants, is expounded. The space ship, "cruising above the atmosphere, is on a par with the other celestial bodies", and as such problems relating to its motion are solved by astronomical means.

Those problems associated with astrophysics have chiefly to do with the sun. Some of the principles of solar physics are discussed such as temperature gradients, radiation energy, luminosity, spectra, prominences, corona, etc.

The ability of the human being to orient himself in a gravity-free state poses more difficulties than you might imagine. There appear to be two

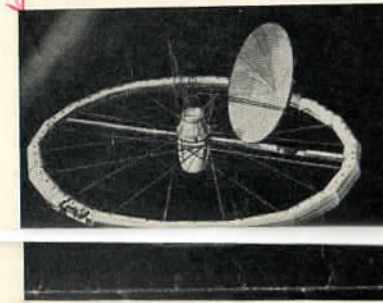


Figure 2. A simplified version of Noordung's satellite station.

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1. The visual apparatus with its nervous connections.

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The final paper on bioclimatology of manned rocket flight concerns itself with the effects

of heat and cold in space ships and satellite vehicles, the problem of the oxygen supply or "canned air," and the protection of the crew against interstellar radiations.

It must be borne in mind that this book represents only the beginning of what will sooner or later become an established science. "Space Medicine" is a must for the astronomer's, rocketeer's and astronaut's bookshelf.

## The Engineering Mind

A few weeks ago we took a survey of our engineers, and with three questions tried to get an insight into the typical engineering mind. Having tabulated the results of our poll, we are still in a quandary, but you might like to know the results of our survey.

Our three questions were: What periodicals do you read? What radio programs do you listen to? What TV programs do you watch? The answers to our first question show that **Aviation Week** is the most widely read periodical, with 36% of the engineers listing it among the first three in order of preference. **Aviation Age and Design News** both polled 26%, and **Chemical & Engineering News, The Journal of the ARS and Aero Digest** following next in line.

Our engineers' preferences in

grams are too varied and sketchy to break down intelligibly. Most of our engineers listen to news broadcasts and musical programs on stations WNBC and WQXR, but apparently few of those answering our questionnaire have the opportunity, or time, to watch television. Many of our men don't own TV sets, and some said they can't afford TV. One of them commented, "Am not fortunate enough to be a teletidiot."

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(Continued from page 1)

successful. We have already been approached on the possibility of quick-firing boilers, and another manufacturer has been developing a 'rocket-drill' for boring in earth and stone. We have developed an entirely new type of powerplant, which produces large amounts of power in small packages, or for short durations. We are studying numerous widely diversified applications for these new principles."

Because the life-blood of any company is its prestige, as well as its finances, it is hoped that more RMI men will interest even more groups in us and our products. Then when asked where we work, a lengthy educational answer won't be necessary.

## RMI in Uniform

Personnel recently heard from Melvin Redmond. He tells us that he graduated from Class A radio school last month. His new address is Operations Division, U.S.S. Shenandoah AD-26, c/o Fleet Post Office, New York, N. Y.

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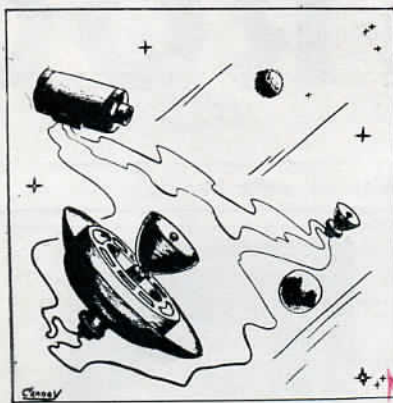


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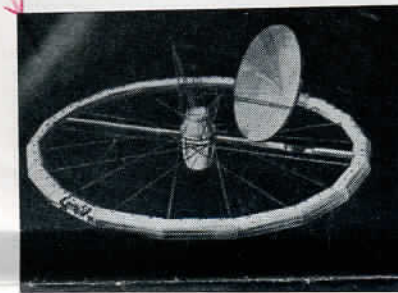


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## The Engineer

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## News of the Industry

by Fred Ordway

**ANTISUBMARINE WEAPON**, announced by the Navy, is an electronically controlled device that sends a rocket carrying 200 lbs. of explosive charging down to the enemy sub. Accuracy is reported excellent. The rocket, now in production, is not a new idea. Fairly extensive experiments were performed in both America and England as early as 1860.

**JET-PROPELLED LABORATORY**, the nation's first, is now being used for hi-speed flight testing of turbojet engines. The laboratory is attached to plane just under the bomb bay, and includes the necessary instruments to record data on the performance of the powerplant being tested.

**100 G'S** — Usually a pilot can stand 3 to 4 gravities and not blackout, but the navy reports that humans have withstood stoppage forces higher than 100 gravities for a fraction of a second . . . and lived!

**ENGINEERING MAN HOURS HAVE GROWN** . . . to design the B-17, 140,000 were used; almost 1,000,000 for the F-86; and 3,500,000 for the B-47. Costs are up too. The new one-ton "K-1" bombsight is supposed to cost around \$260,000, while the World War II 50-lb. Norden cost \$5,000.

**FRANCE-AMERIQUE** announces the production and flight of the world's first "jet glider", a French project. They have recently sold a model to the U. S. An American Company (Continental) bought the license for making the turboreactor, paying 300,000,000 francs. Marcel Doret, famous air acrobat, concluded the sale following the presentation of the new plane at Miami manoeuvres.

The glider, called the **SYLPHE**, was made by **Etablissements Fouga**. Between the two wings sits the turboreactor (Turbo-meca Pimene). It has a 320 Km cruising radius, and travels at about 260 Km/hr. The advantage of such a jet glider is obvious: it can take off by itself, and reach favorable gliding zones.

**SNCASO 6026 ESPADON**. Also from France, have come details on this new jet-rocket fighter, fitted with wingtip tanks, and armed with 20 or 30 mm cannon. It has a rocket motor installation under the tail similar to the English "Snarler" (see below), and air intakes behind landing gear wells. It flies about 650 mph.

**XB-52**, the new Air Force heavy jet bomber, made by Boeing, has eight jet engines suspended under its wings. It probably can travel at 600 mph speeds.

**JET-PROPELLED TARGET AIRCRAFT**, made "down-under" by the Australian Government Aircraft Factories, has been reported. The drone is powered by an Armstrong Siddeley Adder 1 Turbojet, with six combustion chambers, and is radio controlled.

A piloted version of the jet plane is available. It has same gross weight as the pilotless model, nearly identical geometry, a cockpit, and twin external air intakes on side rather than on upper surface.

**FROM BEHIND THE IRON CURTAIN**: Afterburners rather than rocket boosters are being used on the new Russian **MIG-19's** . . . An all-wing aircraft is reportedly being developed by the East German **WERFT** plant in Rostock.

**ENGLAND**: The twin-jet **Gloster GA5** delta wing interceptor, is designed for all-weather, day or night duty, and may develop more than 7000-lb thrust. **Armstrong-Siddeley Motors, Ltd.** announced the development of the "Snarler", a 2000-lb thrust rocket, running on liquid propellants. It weighs 215 lbs and will be used as auxiliary power for jet aircraft.

**ROCKET MISSILES AND MOTORS** — Firestone Tire and Rubber Co. and Ryan Aeronautical Co. have received contracts to build, respectively, Douglas-designed **Corporal E** Tactical missiles (about 40 ft. long, 50 mile range) and missile motors. Ryan's rocket motor production has increased greatly.



The production team: (l. to r.) Jim Farrell, Homer Berger, Don Grish, Frank McAleer, Johnny Williams.

## SPORTS

by Tom Harry

It was quite gratifying to learn, the other day, that at least a few really do give these lines more than just a cursory glance. Possibly the thought provoking article is the solution. Nevertheless, the "Letter to the Editor" comments are really appreciated. Through it, we discovered that Bob Champion, Merritt Quinn and Bob Keiper each bagged a deer for himself last December. Could there be others who gunned one of the ruminant creatures and just didn't let it be known? In any event, this accounts for three of the county's 673 taken last December.

Mrs. Henry Jatzczak proved that at least one of the home folk read our paper when she voiced in no uncertain terms her opposition to the omission of hubby Hank's name as the holder of the second high average on the alleys. This can be explained, Mrs. "Hank", by saying that your hubby was on this very select rung just one week; or so the records say. And now with these corrections and explanations cleared away, we can proceed.

At this writing it is Ed Weir with a 178 who holds first spot followed by Frank Hein with 176 and Jatzczak with a 172. For first place it is now Production by a slim game, and will you please note that look of satisfaction these boys are sporting. Bill Knuckey coming up with a magnificent 253 recently has taken over from George Haynes whose 245 held up for quite some time. This new mark will be difficult to better and this column will venture to guess it will not be beaten. Johnny Williams sprung a 622 for a new three game high.

Still no comments or suggestions on a combined bowling dinner for this year. The girls have expressed themselves and seem all out for the idea. How about it, men?????

RMI's basketball team is find-

ing that basket not quite as frequently as desired. With a 5-3 advantage in the win column the boys are looking forward to the last three games. They are mighty big ones, and it is the pick of the league they will be up against. Every two pointer will certainly be welcome and you can help their cause. Be there at the Dover Hi each Wednesday night to see our men in action. These remaining three games can go either way and it may be your help from the sideline that will swing the balance. Perhaps, the new jerseys will bolster them just a little.

February each year, starts the Industrial Softball League activity. The usual annual plans for "spring training" are now under way and very shortly the new officers will be taking over, putting their plans in action. Indications this year point to a bigger league, possibly to include two or three additional companies. RMI took second place last year having to bow to our friends at Stapling Machines Company from across the tracks who really proved themselves Champions. Our team last year was about the strongest yet fielded, but the teams forming the league now are quite evenly matched, and of definitely stronger caliber. It was often an error, a lone-earned run or a single play that determined many of these games as the records indicate. George Haynes is already looking around for talent from among those who have recently joined the ranks here at RMI. George can be found in Production Control and will be glad to talk to any aspiring pitchers, catchers or infielders to bolster his squad. If you work in the Test Area, see Pep Dondero or if in Engineering at Lake Denmark, Bill Harrison will gladly explain.

And this too, is not far off — GOLF. It won't be long before we start planning that spring match. Perhaps there is a newcomer who will upset the one, two, three combination that might exist here right now. A very good private course located close by is ours for the asking.

## The Trading Post

Information on items to be included in "The Trading Post" next month should be forwarded to Doug Mathews, Experimental Shop, by March 10, 1952.

### WANTED

Second hand Power Mower. Contact H. White, Experimental Shop.

Used Concrete Mixer. Contact A. McDougall, Experimental Shop.

### FOR SALE

Split-Bamboo spinning rod; used one season. Contact D. Mathews, Experimental Shop.

Large cast iron sink with swing spout and valves; has dish and wash sections; no enamel chips; two iron support legs, \$20. See Frank Coss, Engineering Dept.

## The Rocket

A MONTHLY PAPER  
BY AND FOR THE EMPLOYEES  
OF REACTION MOTORS

Editor

H. Loughlin

Associate Editors

T. Harry	F. Ordway
D. Howard	I. Smith
A. Klepp	H. Winslow
D. Mathews	W. Wright

Photographic Editor

Tom Dalman

# SKYWRITING

by Bill Wright

The recent air disasters in Elizabeth, N. J., have proved to be the "last straws" in what has been for some time a growing resentment in the minds of the citizens of that city against the noise and danger resulting from low-flying airplanes operating from Newark Airport. As a result of a great public pressure from these citizens, Newark Airport has now been officially closed and all flights have ceased from its runways. So, the threat to Elizabeth has been removed — or has it? It would be pretty naive of any thinking person today to believe that a center of population as large as the Newark area can get along better without the airport. We are much more dependent upon it than is generally realized. Already the newspapers speak of its military importance, and its commercial value having made it one of the most important airports in the U. S. today. It seems to be a foregone conclusion that it will reopen before very long — and the old problem will reappear with it!

This is but one of the areas in this country where the low-flying airplane problem exists. An organization in the Washington, D. C., area now suggests that Bolling Field and Anacostia, both military airports surrounded by heavily populated areas

be shut down! Other communities have similar complaints.

What is the answer to all this? What can we in the industry do about the problem?

The real answer is one which cannot be put into effect immediately, but will be the ultimate solution in that the necessity for low flying during aircraft take-offs and landings will be eliminated. We in the industry are the ones who can make this possible providing public support is solidly behind the necessary developmental and experimental work.

The answer lies in the design and development of commercially feasible aircraft that are capable of vertical or nearly vertical ascent or descent with complete control! An impossi-

bility, you say? Not at all!

The helicopter is a familiar and accepted vehicle today for many purposes and it takes off and lands vertically. The "convertiplane" is not so familiar but has the marvelously attractive feature of vertical ascent and descent with cruising flight at airliner speeds accomplished by retractable rotor blades and other arrangements. It is true that these devices are, now enough so that many problems remain to be solved, but is the end not worth the effort?

With such an aircraft the gains would be tremendous since long, low take-offs and landing approaches would be entirely eliminated! Noise would be limited to only one area, and — this especially appeals to me as a taxpayer — the \$15,000,000 type airport would no longer be

necessary with its expensive two-mile-long runways! The ability of the aircraft to land in a small space close in to cities without danger or nuisance to the populace should be of inestimable value. The size of today's airports and the increasing length of take-off and landing runs have been playing tag for the past few years until the situation has now become untenable and even verges on the ridiculous.

This proposal has been made before and laughed aside because of the lack of a public demand for improvement in the basic design of the air vehicle. Today the problem is no laughing matter. Here is the answer; the means is at hand if we will but accept it and exert our efforts and talents in that direction.

# Over the Coffee-Cups

by Irene Smith

Well, here we go again folks . . . after much sniffing and snooping, prying under rockets, etc., here's the news as we see it . . . Another good man gone wrong (at least the rest of the Research Engineers think so!) but Phil Donatelli is still going ahead with his plans for a March wedding . . . Along the same lines, Louise Post (Accounting Department) recently became engaged to Mr. A. G.

Bennett . . . they'll have wedding bells in May . . . and "Jo" De Felice (Engineering Department) has a half interest in a scrumptious diamond ring — along with Mel Goodenough . . . Hear that one will be an August wedding . . .

Thought the baby derby was all over last issue, but now find there are a few stragglers . . . The Bill Mungers are proud parents of a boy — Ray Thomas . . . In the Experimental Shop, the Ed Kozlowski's have a daughter — Mary Elaine . . . and the Walt Carsons are taking bows for their addition — Elizabeth . . . Bob Cramer is the only one we know of still on the waiting list.

A number of new employees to introduce . . . Hamilton Win-

slow, Peggy Stiles and Alice House (all of CA & SD) . . . Joe Pisani and Carl Pearl (Chemistry Department) . . . As Chief Graham would say, "Glad to have you aboard."

Has anyone noticed how popular John Shesta's office is lately? . . . The recent transfer of Joan Reese to that office might be the reason . . . anyway, Rockaway shouldn't feel slighted . . . didn't Lake Denmark send Betty Wagner down? . . . Fair trade

is heard to be bemoaning the loss of Claire Blaine and Tillie Bowman . . . also Bob Peach will be missed . . . especially that hat — remember? . . . Research was sorry to see Henry Louis go — after more than five years with RMI you get kinda used to seeing the guy around.

Ruby Hopping is on the sick list with, of all things, chicken pox . . . How about that! . . . Nellie Hellmuth seems to be completely recovered from her fall . . . Nellie, when walking please keep your eyes open . . . if you must sleep, do it on the board . . . Glad to see Henry "Steve" White back after a bout with virus pneumonia . . . And has anyone noticed how well Kay Muller looks? . . . Welcome

back, Kay . . . Interested in those lucky people taking winter vacations? . . . If so, you shouldn't miss having a talk with Frank Iwanowsky . . . Ask him how he liked Mexico . . . Larry Heath has been seen checking ski reports for Vermont . . . Personnel please note: Is his hospitalization paid up to date? . . . Hope he has better luck than Rita Reilly, Ruth Cooper and a former employee Evelyn Conway who, with their husbands, decided to weekend in the Poconos . . . Guess what, no snow . . . Understand the same thing happened to Rita Essig . . . though they all claim to have had fun anyway . . . Also wonder why some people in Research have been joking about Lou Rapp's California tan . . . sort of a reddish-tan we thought . . . In the sunshine department again . . . Helen Loughlin has recently returned from a trip to Cuba . . . Heard she can do a mean rumba now.

Did you know we have a celebrity in our midst? . . . Or didn't you catch Bob Wehrli's T.V. debut? . . . Fan Mail—but definitely . . . One item of interest to Lake Denmark in particular . . . next time there is a delay in mail service you should check with Bill Buckley . . . Seems he is at least partly responsible . . . And, by the way, the Bob Ellisons are again looking for temporary lodgings . . . the flood season in Pompton Lakes, you

will be accepted, or so we hear.

Rumor has it that Harry Burdett is sulking . . . it seems that Sam Bell's new plaid . . . check . . . or was it striped jacket has put Harry's red plaid one to shame . . . of strictly female interest — the Research girls recently spent a whole evening together amicably—not one word of gossip! . . . It seems to us that Lake Mohawk must be a new RMI development . . . two more home owners there — Stan Schmidt and "Kirch" Kircher . . . and their car pool is said to be the only one in existence with a complete set of built-in back seat drivers . . . (P.S., just heard a rumor that Ann McCreight and Len Dombas are also looking over the Lake Mohawk area)

