

News of the Industry

By F. I. Ordway

NEW FOREIGN JET FIGHTERS: New Foreign Jet Fighters that have been announced recently include the **British Hawker P 1067** which reportedly flew some 700 miles per hour, the double tailed **DeHavilland 110**, the **Sea Venom** and the **Supermarine Swift**. A 670 miles per hour squat, fat **Swedish jet**, the **SAAB-29** is supposed to perform well despite its somewhat plump figure. A picture of the **Canadian Avro CF-100** has been released. The **Russian MIG-15**, now considered to have the range of our **F-86 Sabre**, is presumed to be operating from advanced bases increasing its threat. A new Russian jet, the **MIG-19**, powered by an 8-9000 lbs. thrust axial jet, is reported to travel up to 0.99 mach.

ATOMIC AIRCRAFT ENGINE: Pratt & Whitney has been awarded a contract for "work on the development of an atomic aircraft engine" in which atomic heat will be converted to propulsive energy. A nuclear reactor probably would generate heat for a turbojet or turboprop engine. **General Electric** will probably work on the former, **P-W** on the latter.

Consolidated Vultee is under contract to design and build an aircraft which would be the test bed for the USAF's first atomic engine. An engine may be ready by 1960, and would perhaps operate in an aircraft something like the B-36.

J-53: It appears that **General Electric's** 25000-30000 high-thrust jet development, the J-53, has been resolved into a long range experimental project. The engine may eventually power supersonic aircraft and missiles.

SURFACE-TO-AIR-MISSILES: The British are currently testing surface to air missiles for use against enemy aircraft. These tests are being conducted in South Australia.

JET TRANSPORT: It looks like the British are going to beat us to the punch. **BOAC** may, within a few years, operate jet transports over the U.S., but only on proposed round-the-world routes. Avon-powered "Comets" will fly from London to Singapore, via Gander, New York, Tulsa, San Francisco, Honolulu and Sydney. Ghost-powered Comets will take over for flights to London. Within a few months service should begin to Rome and Cairo from London.

FLYING SAUCERS: Before long flying saucers will be back in the newspapers. Ten story high, large white plastic balloons, 72 feet in diameter, will begin to take off from three Air Force launching stations. These balloons, often mistaken for flying saucers, are to be used to obtain upper atmosphere data from 50,000 to 100,000 feet. Launchings will be made every 6 hours. The balloons will be tracked by ultra-high direction finding stations.

METEORIC COLLISION FACTOR IN SPACE SHIP DESIGN: Dr. Whipple of Harvard College Observatory, who spoke at **The First Annual Symposium on Space Travel** held in New York several months ago, noted some of the problems of ascending and descending long range missiles. The passage through the atmosphere, whose density at 175 km is a billionth that at sea level, will be a critical factor to the general problem of space travel. Even at 100 km the lack of a protecting atmosphere will expose the space missile to the threat of meteoric particles. The chances of penetration of 1/8 inch aluminum wall on a spaceship in 24 hours would be something like only 1 in 5000. But watch out for concentrated meteor streams!

The danger of the atmosphere itself is nothing to laugh at. A feather fluttering downwards from 1600 km would char up (600 degrees fahrenheit), on striking denser atmosphere at 80 km. Winged space vessels attempting to soar to earth's surface would arrive with inches of their front surface melted away.

SYMPOSIUM ON PHYSICS AND MEDICINE OF THE UPPER ATMOSPHERE, held in San Antonio in November, was attended by 35 key people in the aircraft, engineering, radiobiology, physics and aviation medicine fields. Major General Harry Armstrong, USAF Surgeon General, cautioned that "we don't know all the hazards of flight at very high altitudes", adding that engineers will have to find ways of protecting crews and ships that go into the upper atmosphere and space. About 1/7 of U.S.A.F. medical efforts are concerned with work in space medicine. Foremost German doctors are working hard in this country to keep in advance of developments in the aeronautical and rocket fields.

U.S.A.F. DEPT. OF SPACE MEDICINE AND U.S. NAVAL



A new home for the growing Personnel Department

Lease Jackson Co. Space

On January 7, 1952, RMI leased from the Jackson Lumber Company, Denville, their office building and yard facilities located at 25 Union Street, Rockaway. The largest portion of floor space in the office building has been allotted to the growing Personnel and Administration Department. The remainder of the space will be occupied by a

SCHOOL OF AVIATION MEDICINE representatives pointed out the many obstacles to manned flights into the outer atmosphere. Dr. Schaefer, of the Naval School, brought out the biologic and genetic effects of radiation on human beings, and noted that the ionization effects on the human body may prove insuperable. At best, he continues, the life span of an individual making a moon trip might be shortened, owing to radiation damage to his cells. Dr. A. T. Krebs of the **Army Medical Research Laboratory**, in a more optimistic vein, thinks that we will be able to somehow neutralize the effects of ionization by physiological methods. Dr. H. J. Muller, Nobel prize winning geneticist, believes that ways will be found to reduce the genetic risk from cosmic radiation, possibly through the use of a shield designed to protect the spaceship. Engineering problems were reviewed by A. M. Mayo of **Douglas Aircraft**.

ROCKET HELICOPTER: The world's first rocket helicopter has been developed by **Rotor-Craft Corp.** of California. It will carry aloft one man, weighs about 100 pounds, and is put in motion by self-starting, throttle-controlled liquid-fuel rockets, mounted in the lips of rotor blades. Tests are being conducted by the **Office of Naval Research**.

section of the Secretary and General Council's office, and the Receiving Section. The yard facilities will be used for storage purposes.

RMI at Convention

Word has probably passed around the Company of the great success of the American Rocket Society Convention, held at the end of November in Atlantic City. Many RMI faces were seen in the technical sessions, at the Honors Night Dinner, and at the inevitable cocktail parties.

Technical papers were presented on subjects ranging from a description of a rocket test station to "isothermal combustion under flow conditions." Two RMI men — Frank Coss and Bob Wehrli — were among the numerous speakers, who came from all over the country.

Dr. Marcel Golay, Chief Scientist of the Army Signal Corps Engineering Laboratory, was scheduled speaker on "Radio Ranging in Outer Space" for the January 18 meeting. Meetings are normally held at 8:00 p.m., the third Friday of each month at the Engineering Societies Building, 29 W. 39th st., New York. At the February 15 meeting T. F. Reinhardt will discuss "The Unusual Application of the Momentum Principle." For details on membership see Frank Coss in Engineering.

LOU KEMPTON DIES

It was with regret that we heard of the death of Lou Kempton on December 22, 1951. Lou, Master Electrician in Plant Maintenance, was well-liked throughout the plant, and his loss will be felt by all. The collection taken up among the employees was gratefully received by Mrs. Kempton.

Teamwork

By Henry H. Michaels Jr.

During the past four years, a number of people both in and out of Reaction Motors have remarked about our slogan "Teamwork." It was the keynote of our efforts during our earlier difficult years and it was the principal factor in our survival of that critical period. As an exponent of the principle of "Teamwork" I should like to stress its importance in our everyday activities of the future. If we keep on working together as a team, R.M.I. cannot help but continue its progressive development.

"Teamwork", according to the dictionary, represents the work of a number of persons acting together as a team, especially with reference to coordination of efforts and to collective efficiency.

To have a successful business we must practice — not preach — teamwork, and we must function much the same as a successful athletic team where all members work together and pull in the same direction. We must have confidence in and mutual respect for each other. Management must have confidence in the ability of the working groups and the work groups, in turn, must have confidence in the leadership of management. Without this cooperation and coordination of effort, no company can be truly successful. Our engineers and machinists, accountants, research people,

personnel must work together and cooperate with each other in the attainment of the overall company objectives.

To have a hard-hitting team, we must back up our fellow-workers by giving them a helping hand wherever possible. Individually we should endeavor to do a little more than is expected of us. To be a good member of a team, we must appreciate the contributions and understand the problems of others, and we must recognize the leadership of our supervisors. We may not be fully in accord with the instructions or with a given policy, but we must follow and administer to that instruction or policy regardless of our individual feelings. This does not mean that we must be "yes" men because I firmly believe that there is always the proper place for one to air his grievances and to give constructive criticism to any company action. Some of the company's policies and procedures may be objectionable to some of our people but it must be remembered that we in management, in establishing company policies, have not done so on a merely arbitrary basis. Before our policies are adopted, various surveys of industry practice are made and we always endeavor to thoroughly understand the viewpoint of all employees. The decision is then made on the basis of what is believed to be to the best overall interest of RMI.



Henry H. Michaels, Jr.

Mr. Michaels, known to most as "Mike", is Vice-President and Treasurer of RMI. Born in 1909, he graduated from Lafayette College in 1931, and the American Institute of Banking in 1935. He is responsible for the operation of the Treasurer's Office, Accounting, Budget & Estimates Dept., Personnel, Purchasing, Auditing, and Security Departments. He is married, has three children and lives in Mountain Lakes.

Naturally the company cannot at one time put into operation all of the changes and revisions that we would like to, any more than we as individuals, can give our families all the things that we might want for them. Consistent progress in this respect is the measure of our

It has repeatedly been suggested that rather than grumble about certain company policies, our people should discuss with their supervisors any controversial policy in order to give the supervisors an opportunity to explain the reason for the policies or procedures. The supervisor, in turn, might then receive real constructive suggestions from his subordinates and thus pass along suggested revisions to existing company policy. If not adopted by the company, the supervisor and the person making the suggestion will be notified as to the reason the proposed revision could not be endorsed.

In 1951 Reaction Motors had the greatest year in its history. Our sales volume exceeded the former peak of 1949 and our efforts throughout all the divisions showed marked improvement. I attribute most of our success last year to the fact that our divisions and departments were working more closely together mainly because they better understood each others problems. I believe that "Team" results will continue to exceed those of the individual "star" performer. We cannot help but have a successful future if we all strive to continually improve our efforts and our — TEAMWORK.

Horne ARS Treasurer

Harry Horne was appointed Treasurer of the American Rocket Society on January 7, 1952.

Do You Know?

The Engineering Library

By Martin Sherry

In recent months the engineering library has acquired much new material and has established many new services. Whether or not you are a habitual user of the library, you might like to know how it is set up to serve you.

As you walk into the library you'll see shelves filled with books and magazines, file cabinets, and a gigantic safe in the rear. The book shelves contain some of the most up-to-date textbooks on rockets, on general engineering subjects, and on report writing. Over half of this material has been purchased during the last year. In addition, you will find some standard reference books such as the "Handbook for Mechanical Engineers and the Handbook of Physical Chemistry"; publications containing government standards and specifications; and catalogues issued by many of the principal suppliers.

The library subscribes to 50 periodicals which are stacked alphabetically from Aero Digest to Western Flying. Much to our regret, however, neither Esquire nor True Romances is among them, but otherwise, we cover a pretty wide field. For those who are out for a fast buck, there are some copies of the Wall Street

Investments. Unfortunately, Moody's is about ten years old, so it may still be advisable to consult your broker before plunging into the market.

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But nothing is too good for our chemists. We have 30 years of Chemical Abstracts which we owe to the initiative of Dr. Spillane. It took some time to get them, but at last they arrived — the day Dr. Spillane left the company.

The bulk of material in the library is in the form of classified technical reports and is filed in locked cabinets. We regularly get reports from some 100 governmental agencies, universities, and private industries, including our competitors. It often pays off handsomely to learn what the rest of the field is doing before starting work on any of our own programs. For this reason the library has gone to great lengths to index these reports by topics and authors, so that information can be located quickly. The topical index alone contains more than 1500 cards. We are making plans to eventually install a punched card indexing system which will considerably shorten the time needed to obtain any particular bit of information.

At regular intervals, in the Technical Information Group's Weekly Library Abstracts, a list of new books, magazines, technical papers and reports is given. Most of the reports and papers containing material relevant to our business, are in ad-

dition abstracted. Any article, paper, report or book abstracted or listed in this bulletin may be borrowed from the library.

We have already mentioned the gigantic safe located in the rear of the library. One of the walls had to be torn down to bring it in, and the floor had to be greatly reinforced to support it. It's hard to get into this safe: even Chief Graham will agree that the safe is more responsive to the "woman's touch" than to the sterner male approach and that you have to know more than just the combination to open it. A special art of twisting and turning of dials, alternated with a heave and a pull may swing the door — if you're lucky. But it is worth the effort. Not only does it contain "Classified" reports, but it also has the highly "Restricted" petty cash for advances on travel expenses! So if you need anything from chem reports to ready cash see Margaret Becker in the library.

Besides handling this branch-banking activity and an extensive phone-order business in technical literature, the librarian will gladly assist you in literature searches, ordering books, and obtaining information.

Registered at Washington

The familiar RMI rocket design emblem as used on our engines is now officially registered in the United States Patent Office as the exclusive property of Reaction Motors, Inc. for use as an identifying trade-mark.

This mark was first used as a signpost to guide visitors to the plant, back in 1946, and has been used in many ways since as a company symbol. Aside from use on RMI engines and parts, the mark is probably most seen in the form of our company service pin.

Ex-Director to Get AF Post

William A. Burden, former Assistant Secretary of Commerce for Air, probably will become the Assistant Secretary of the Air Force, succeeding Roswell Gilpatric, who has advanced to Undersecretary. Burden, a New York investment banker is a former president of the Institute of the Aeronautical Sciences, and a former director of Reaction Motors, Inc. He has been acting as a special consultant to the Secretary of the Air Force in recent months.

To Improve Rocket Station

The Navy will make its first investment in facilities, \$2.6 million, at the Lake Denmark rocket station since the installation was commissioned as a rocket facility in 1948.—From "Aviation Week", 12/3/51.

Sports

by T. F. Harry, Jr.

Most of us, it seems, eagerly look forward to the start of a new year. Possibly because these holiday festivities somehow buoy our spirits, just a little, or perhaps the thought that a broken resolution might again be attempted. Certainly for some though, it might only serve as a reminder of just another year to be added to an ever increasing list. And speaking of age as we think of the new year, it might be of interest to note that our odd-toed quadruped servant, the horse, becomes officially one year older each January first.

But enough of that.

Reflecting the new six-day deer season (Dec. 10-15) your writer cannot recall any of our group bringing home one of the 673 deer taken from here in Morris County, which by the way, gave up a greater number than even the south central counties that boast of such excellent habitat. Too bad Ray Hopping and Tom Dalman couldn't have been among the thirteen archers who brought theirs down with a mounted broad head.

Our bowlers have again resumed after a rest for the holidays. The 180 prophesied in the last article might yet be realized. Ed Weir is high with a fancy 179. Frank Hein, in bowling with a badly twisted leg, and only to help his team, suffered three games that really hurt his average. Let's hope he can recoup.

Although not far off, we certainly hope our bowlers will be well represented Sunday in the nation-wide ABC singles tournament being held in Morris County for the benefit of the Polio Fund.

The basketball team is against real competition this year in the league. Although having a 3-1 edge on games to date, the strong side of the schedule is yet to be met. With some good fortune, we should be able to hold our own but need more Farrells, Fricks and Jollys to mention a few.

Skiing is here at last. Many good conditions in New York, New Hampshire, and Massachusetts as well as here in Jersey, have been tried these last few week-ends. For the novice, or for one who prefers less than a two hour early morning drive on a one day outing, there are many nearby spots. Your writer on the 6th of January, tried a new place that offers good opportunity for a workout — Lake Kiamesha, just north of Monticello on Routes 17 and 23. Another is Lake Harmony in the Poconos, better known as Big Boulder or Split Rock Lodge. Your writer has literature on virtually all New England, New York, Pennsylvania and New Jersey spots and will be glad to offer this for your assistance. Information is available on Canada, the Laurentians and Sun Valley if desired. Whatever your ability, remember its always wise to first get in condition and then to ski under control.



A league leading team: 6,000 Assembly: (l. to r.) J. Majkrzak, W. Knuckey, E. Weir, H. Smith, F. Hein.

Testing Station

By H. E. Canney Jr.

In the brisk aerial exchange of national resources by which modern warfare is characterized, guided missiles loom large as the agency for doing so with the greatest relative economy and the least wear and tear of personnel.

Cocoa, Florida, and adjacent stations in the Caribbean are well-equipped to test the brain-children of any manufacturer who can turn out a respectable missile in the 150-mile-plus category, to supply him with lavish instrumentation and recording, and to permit him to supervise the whole test from start to finish, if he so desires.

Twelve channels of communications interconnect outlying posts where early-warning, tracking, and CPS-5 radar, monitor the actions of the missiles. One-watt microwave communications knit all stations together for a marvel of co-ordinated activity. All essential verbal messages are tape recorded.

Time synchronization, time pulsing and waveform shapes are meticulously checked and re-checked on oscilloscopes. Telemetering antennae mounted on Sperry gun directors sense 215-235 Mc signals from the missiles while operators sight them visually, and send the signals to speed regulated tape recorders.

Tracking radar keys a beacon in the "birds" which reply on another frequency, thus eliminating extraneous readings on the scope, and also, in war, identifying a friendly missile. When not doing this sort of thing they track hurricanes.

In any event, a computer translates data from the tracking radar into terms "intelligible" to each of two plotting boards where a pair of pen recorders show course and elevation. A time impulse is superimposed on either or both pens.

Duplication of recorders prevents loss of time, money, and valuable information. Rare German "Askania" cameras (used

for the same purpose by the enemy during World War II) photograph flying missiles and simultaneously record elevation, azimuth and timing on a single strip of film.

A number of 150-200 mile missiles are nearly ready for design release. Control is the main problem, and the reason for the existence of the AFMTC range. Training, as well as testing, is conducted here. The 6555th Guided Missile Wing is training officers and men who will later form tactical squadrons for such missiles as the Martin B-51 "Matador."

From an early low of 2 missile flights a month in July 1950, Major General William M. Richardson, who commands AFMTC, expects possible 2 a day flying the range both ways between Cocoa and Puerto Rico by 1953.

Instrumentation for flights beyond 1000 miles would be extremely expensive, but he feels that this can be circumvented in those few cases where such flights are necessary by stationing properly equipped surface vessels at the impact points far out to sea. This has certain limitations, but permits flights of practically any distance.

SKYWRITING

By Bill Wright

Pilots and persons who would become pilots "if it wasn't so expensive, you know" should be interested in some inside dope (gathered from my usual unreliable sources) concerning what it does cost to:

- A. Take lessons at the local airport, or rent time to fly;
- B. Own an airplane;
- C. Fly or take lessons as a member of a flying club.

To state the thing bluntly, you can't afford A or B. This sweeping statement is justified when one considers that hangar rent at most airports costs \$30 to \$50 per month and flying lessons cost \$10 to \$12 an hour dual and \$8 or more solo. Since you need ten hours of dual and thirty-five hours solo to qualify for a Pri-

vate Pilot's license, even I can figure out that a tidy sum is involved. All right, then, how do we swing this thing since we must fly and the kiddies and wife must still eat? The answer is to form a flying club.

Here's how it works:

A very good trainer-type light plane such as a Piper Cub or Aeronca Champion can be bought second-hand today for about \$700. Ten persons then could buy this ship for \$70 each (pretty sharp math, eh?) and would in general split all expenses ten ways thereafter. I say "in general" since those who fly the most should naturally pay the most. The club should be incorporated as a non-profit corporation for the protection of the members from each other (financially speaking, of course). This is important if one's liability is to be limited, for another member's misdeeds, to the investment in the airplane. By the way, before you start bellowing about the \$70 you should remember that you get the money back when you leave the club, provided that a new member can be obtained to take your place. So — we now have the airplane and a ten-member incorporated club. How much does it cost us per month?

This is what it costs to operate such a club satisfactorily in Washington, D. C. over a period of about five years, the figures being per member per month:

Dues (Includes hangar rent, plane insurance and any other fixed charges). —\$5.00

Flying Time (Each member was required to buy two hours per month whether or not used. Could be accumulated. Includes gas, oil, repair fund, 100 hour checks. 2 @ \$3.00 per hour — 6.00

\$11.00

Thus, for eleven dollars a month, you fly two hours and own a 1/10 piece of airplane. You can fly all you want in addition for an additional three dollars per hour. Instructor's fee would be extra, possibly \$3.00 per hour but only 10 hours dual is needed altogether.

With congenial and responsible personnel and adequate and strict by-laws, such a club can be a lot of fun and a good, relatively inexpensive way to fly — but — a word to the wise, choose the personnel very carefully as irresponsibility is dangerous around an airplane.

Several RMI persons have expressed interest in the formation of such a club. Are you interested? If so, let's hear from you.

RMI Project Engineer Gets Patent for Discharge Valve

A patent was recently granted by the United States Patent Office to inventor Edward A. Neu Jr. for his invention of a Pump Discharge Valve. The patent has been assigned to Reaction Motors, Inc.

The inventor, an RMI Project Engineer, is to be congratulated on the ingenuity and initiative which he showed in arriving at this novel solution to a problem which in the past caused many headaches in connection with one of RMI's largest engine development programs.

Over the Coffee-Cups

By Irene Smith

Rockaway Plant

Doris Malick of Budgets & Estimates was married on January 12th to Sgt. Cloyd Artman of the U.S.A.F. Sgt. Artman has just returned from a tour of duty in Japan and will be stationed at San Antonio, Texas where the couple plan to reside. . . Engagements galore, Ann Marsh, Jean Gemmill, Ann Buc-ci, Marie LeCour and Gladys Allman of N.C.I. — best wishes girls! . . . Greetings to new employees in the Finance & Administrative Division, Barbara Pearce in the Plant Property Records, Jane Runyan and Elizabeth Balderson in Payroll and Mary Alice Miller in Personnel . . . Gordon Tasker, Jr., now on military leave from Personnel, visited the Division recently. Gordon is in the Air Corps, stationed in Texas, and we were all happy to see him . . . In the same vein, we understand that Peggy Cran's husband is home on leave after being shanghaied by the Merchant Marines . . . Have you heard about the six luckiest people I know? . . . John Wickstead, Bill Yetter, "Pop" Heiney, Bill Florence, Bill Klien and Al Sinnena (understand they had quite an accident) . . . And, speaking of accidents, several people would like to know who or what scratched Joe Maynard . . . Did you know that John Candell is

on the sick list? We all wish you a speedy recovery, John . . . And too, we all want to welcome Joe Hogan back — glad to see you looking so well, Joe . . . On the humorous side, Tommy Emerick and Al Miller thank all who purchased Christmas trees from them and have suggested that you might use them this summer for bean poles . . . The following questions I pass along just as I got them, can you figure out the answers? . . . Have you visited McCormick's Wax Works lately? . . . Why is Jim Gilbride singing Peg O' My Heart? . . . Is Peggy Beaumont wearing matched shoes? . . . What is Vivian wearing today? . . . Which Department Head feels like a milk shake after his fall the other day? . . . Why is Lou Miz-zoni so quiet?

Lake Denmark

The Lake Denmark news for December is BABIES, BABIES, and more BABIES . . . Test Area contributions as follows . . . the Gerald Ryersons — a girl — Donna . . . the Calvin Ryersons — a girl — Nancy . . . (Did you know that the Ryersons are brothers?) . . . and the John Traylor — a boy — Donald Thomas . . . Test Area would also like you all to know that "Gabby" Garbarino is now off the eligible list of bachelors (all non-attached females please note) . . . Rumors have it that there will soon be a merging of the Contract and Test Departments, all due to a gorgeous red-head and a test operator (Guess WHO?) . . . In the Engineering

Division . . . Bob Cole and Audrey Gordon became engaged recently as well as Marilyn Smith and Joseph Garcia, and Ann Mc Creight and Len Dombras (of the Research Division) . . . As far as new projects are concerned, the Engineering Division came through nicely with three weddings . . . Ann Jabetz became Mrs. James Farrell . . . Bill Bitting and Patricia Schirmeyer tied the knot and Claire Blaine became Mrs. Anthony Guida . . . And, here are the BABIES . . . the "Bud" Weisenbergs — a girl — Wendy Ann . . . Beverly Pfau and Dave (remember them?) — a boy — Duane David . . . the "Chuck" Dimmicks — TWINS — Derck and David (how about that ? ? ?) Take a bow Chuck! The Maurice Roses — a girl — Nancy Carole . . . and the Jack Neales — a boy — Christopher . . . I am sorry to report that the shop gets the lowest rating this month . . . Roy Cogswell is the only one who cooperated . . . it was a girl . . . In the Research Division the Baby Derby is finally over and they all made it under the wire before December 31st . . . the "Dark Horse" (Stan Schmidt) won with a girl — Carol . . . Lou Rapp ran a close second with a boy — Gary Warren . . . and Bob Wehrli "also ran" with a boy — Craig . . . Sam Martin was home on leave during the Holidays — he looks wonderful (Did Betty Ball enjoy the Holidays this year?)

Have you met the latest additions to the Research Division? . . . Marie Parrillo (Physics Dept.), Lillian Struble (Chemistry Dept.) and Ronald Storms . . . Ronald is replacing David Haines who was called to active duty . . . we were all very sorry to see Dave go . . . There were so many parties during December I would need a whole issue to cover them all, however I did hear about one, very interesting party . . . Ruby and Ray Hopping were hosts to a very successful skating party . . . yes, there was ice . . . that's all folks!

Hayden Planetarium Stops Interplanetary Reservations

It is saddening to have to report that the Hayden Planetarium has stopped issuing reservations for the first interplanetary tour. The Planetarium started issuing reservations for trips to the moon and elsewhere in connection with its show called "Conquest of Space." In the past year more than 23,000 reservations have come in. Since the Planetarium is scientifically honest, it must have a special strongbox for the reservations and means to keep them against the departure times of the future.

As soon as a commercial interplanetary tour company is organized the Planetarium will duly turn over the reservations for 23,000 passengers.—Newark News.

Wear your rocket pin.

RMI in Uniform

December 26, 1951
Korea

My Dear Mr. Keller:

Received the RMI news and the check and I want to thank you and the management for your thoughtfulness.

I hope you all had a very nice holiday season and I am looking forward to being back there before the next one rolls around.

My duties here are with the Five Company. We posted the various installations in this area. For some reason I would prefer the Accounting Dept. at RMI, so at the first opportunity I intend to make the change.

Please say hello to the folks in the office for me and best regards to yourself. Thank all of you again for everything.

Bill Bone

M. R. Redmond S.A.
Class 752 B
Radio School
N. O. B.
Norfolk, Va.
1/5/52

To Whom it may concern:

I don't know how to thank you enough for the tenth anniversary edition of the ROCKET you sent me. I really enjoyed reading it. I read it from cover to cover and found it very interesting.

I also can't forget to mention the check included. I don't know exactly who to thank for that but it pretty near knocked me over when I saw it. That was the last thing that I expected and it was timed perfectly. I was sure able to use it for Christmas.

I know it is too much to ask, but it would be great if you could send me the ROCKET every month, if it wouldn't be too much bother to you. If it would, naturally it is alright. I just thought that I would mention it.

I sincerely hope that your tenth anniversary celebration was a big success and wish that I could have been there.

Yours truly,
Melvin Redmond

Der Hooten Iss Over

Der Christmas greeten carders, der gifters, der merry wishen and der hoofen pounders of Dunder and Blitzen on der roofen toppers iss all vergotten. Der memories of der mistletoen kissen und der otherwise kissen iss faden away mit der memories of der New Years hooten und hollerin. Even der headenachers have bin replacen by new headenachers. Now, sadder und viser der New Years resolutioners vee iss maken especially if der spouses iss behind standen mit der meaten cleaver und der rol-lin pinner. We are maken der resolutioner to uphangen der pantsers at nighten und outcuttin der newspaper readen mit not talken or looken at der spouses at der breakfasten tabler. Of cursen it would be much easier to looken und talken to der spouses if she would oftaken der greasers from der smutten facen, comben der wilden hairen und onputtin der lip-

penstickers in der mornen.

Also we are maken mit der resolutioner to upgIVEN outstappen mit der cutisch gigglen girlers to der nighten spotters und maken mit der frolickers und uptippen der bottlers mit greaten deligheters; then homen staggeren, tippentoen uppen der stairs and inclimben der beden mit strongisch breathen fumers from overloaden mit drinken und tellen der spouses about der roughen poker gamen at der fire houser.

Noner the lessen der gotten resolutioners likeen der old soldierer will soon away faden.

Named by N.A.C.A.

Dr. Winternitz has again been appointed to the National Advisory Committee for Aeronautics, as a member of the Special Committee on Rocket Engines.

The Trading Post

FOR SALE - Magic Chef gas range. Full size (40 inches wide). Divided top with timer and work light. In excellent condition—used only 5 months. \$135. Call Arthur Way - Engineering - Lake Denmark.

FOR SALE - Two-wheel car trailer. Dunbar Cappell Sears. 1500 lb. capacity. In good condition. New \$140, will sell for \$95. Call Charles Bergman - manufacturing - Rockaway.

FOR SALE - 1950 Philco refrigerator. 8.5 cubic feet plus top freezer. Used only 10 months. Call Hank Schnitzer - Engineering - Lake Denmark.

FOR SALE - Girl's bike. Excellent tires, new seat and new paint. 28-inch wheels. \$20. Call Don Haas - Engineering - Lake Denmark.

WANTED - One three-element headlight bulb, 6 volt, 32-50 candlepower. No. 3003. For Packard super-eight 1934 year. Any lead to obtaining such a bulb would be appreciated. Call J. E. Wihlberg - Security - Rockaway.

SHARE A HOUSE - Live at Lake Mohawk with 2 RMI men. Car pool vacancies. Three bedrooms. On lake front. Rent \$6.25 a week. Have that "country squire" feeling. Live at Dragonbreath Manor. For more details call H. Canney - Engineering - Lake Denmark.

Have you something you would like included in the "Trading Post" next month? If so, please send the information to Doug Mathews - Experimental Shop - by February 11, 1952.

The Rocket

A MONTHLY PAPER
BY AND FOR THE EMPLOYEES
OF REACTION MOTORS

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