Letters to the Editor

Readers are invited to write to the editors, giving opinions on any matter of industry interest.

Dear Sir:

We feel that the merger with the American Institute of Electrical Engineers is being proposed with too much haste, with too little feedback from the section to national headquarters of the Institute of Radio Engineers, and with too much cavalier disregard for the problems of merged publications, professional groups, sections, conventions, and finances. Solutions are the necessary and sufficient conditions for a sound organization.

Therefore we solicit your opposition to the merger at this time.

W. ELINTHORPE—A-55, M-60
R. A. PANANEN—J-64, S-74
J. A. MULLEN—S-75, SM-75
J. J. BUSSANG—A-60, M-68
D. L. BOBROFF—M-67
J. REED—A-74, M-83
J. C. RAND—S-74, A-55
R. A. PUCCEL—S-61, M-66

Boston

headquarters, neither do we have the time or money to organize our campaign as carefully as headquarters has. We are, therefore, the underdog.

Nevertheless, we would like to list some reasons why we will vote against the merger. We ask you to consider them.

If you are for the merger, just relax. Your campaign has been well planned and is rolling along at top speed.

If you are against the merger, you have work to do! The time is short. We may well be IRE today and gone tomorrow.

Consider the following:

1. Lack of time for consideration is evident.

   a. The timetable set by the IRE headquarters makes intelligent consideration and discussion of the pros and cons of the proposed merger impossible. Those seriously interested in studying the merits of the proposed merger have been waiting patiently for the constitution of the proposed IEE. It is only during the past week, however, that the constitution has been made available.

   b. The ballots are due to be mailed out within two weeks. Carefull reading of the constitution reveals, however, that it does not really say anything specific at each point of key interest.

2. A substantial benefit of merger has never been demonstrated.

   a. Many years have been advanced as a benefit of merger. If it is true, we have not had the time or money to address such issues as the possible duplication of papers, economics, elimination of duplication, a single larger organization, and confusion of the nomenclature.

   b. The IRE has not established a single larger organization.

3. The interests and needs of power engineers are well defined and sufficiently different that they can be best served by a separate organization, such as AIEEE. Power generation, power distribution, and stepping heavy machinery involves a technology that is well defined and sufficiently different in common with the interest of the average IRE member. As a matter of fact, the average IRE member may be in common with the average member of the American Physical Society than with an electrical engineer who has devoted himself to the electrical power field. The implied similarity in our common name, "electrical engineer," is deceptive and misleading.

   a. The needs of the power engineer are best served by a separate organization devoted to this field.

   b. Those AIEEE members who are not engaged in the power field should be encouraged to join the AIEEE.

4. The present growth of the IRE is phenomenal. Doubt exists as to whether the injection of 30,000 new members is really prudent.

   a. The total IRE membership has been increasing over the period 1940, 7,805; 1945, 11,779; 1950, 29,602; 1955, 47,388; 1960, 88,479.

   b. Our current growth rate is 8,000 per year, only 2.75 per cent per year for the AIEEE. Why such a large increase? Does it mean that the IRE is growing like the AIEEE or that the proposed merger represents a normal rate of growth or a bulging of the system? Perhaps we really need 50,000 members so desperately that we are willing to dissolve our organization to get them?

5. Loss of our identity as IRE is protested. The prestige of the Institute of Electrical and Electronic Engineers is not to be underestimated. The merger calls for the dissolution of the IRE and its incorporation into the AIEEE. No one wants to be a member of the AIEEE, who is to be renounced the Institute of Electrical and Electronic Engineers.

   a. Our identity as a separate entity is lost.

   b. The Proceedings of the IRE have been published for the last 25 years.

   c. "A company doesn't achieve success in this business casually," he added.
Aerostat Buys 80% Propellant Interest

DEER PARK, N. Y.—Aerostat Laboratories, Inc., here, has acquired an 80% interest in Propellant Systems, Inc., Deer Park, N. Y., according to Lee Permut, Aerostat executive vice-president.

The purchase was for an undisclosed amount of cash with minority interest held by Robert E. Ruhfeld and Michael Mavies, founders of Propellant Systems.

Mr. Permut said Propellant Systems will be operated as a subsidiary of Aerostat, and the personnel have moved to the Aerostat plant here.

The formation of Propellant Systems was detailed in these columns February 12.

Mr. Ruhfeld told Electronic News the company's major efforts would be in munitions and missile propulsion systems.

OBITUARIES

ROBERT SPIERS

MOUNTAIN VIEW, Calif.—Funeral services were held here last week for Robert Spiers, 66, who had been a senior administrator in the satellite systems operation of Lockheed Missiles & Space Co., a division of Lockheed Aircraft Corp., Sunnyvale, Calif.

Mr. Spiers, who joined Lockheed since 1937, died April 27. He is survived by his widow, a son and daughter.

P. E. WIGHTMAN

WASHINGTON—Funeral services were held last week for Perry E. Wightman, owner of Wightman Electronics, Inc., Easton, Pa.

Mr. Wightman, 59, served on the War Production Board, here, as district chief of charge in World War II. He was later an assistant chief of staff with the Radio Corp. of America in New Jersey.

One indicator of MSVD's success is its growth in terms of employees. Since its inception in June of 1953, the department has swollen to 11,800 employees in the Philadelphia area, plus some 2,000 in Burlington, N. J. In August of 1950, Electronic News reported MSVD employment in Philadelphia at 4,600. Mr. Morton joined the department in 1953 as manager, project planning and review. A year later he was made manager of projects. He took over as manager of research systems in October of last year.

The remainder of the MSVD operation is carried on in the still-building Space Technology Center located in the rolling countryside at Valley Forge, Pa., 17 miles west of the city and near the famed winter encampment of Washington’s Continental Army.

Mr. Morton estimates that his 4,500-employee group includes about 500 engineers and scientists who are engaged in electronics. The dependence on electronics is strong, of course. Mr. Morton himself is closely linked with the industry, holding membership in both the Institute of Radio Engineers and the Armed Forces Communication and Electronics Association.

Mr. Morton’s association with the Navy could be a story in itself—it lasted from the 1940’s until he joined GE, except for a few years. There was a year spent with Philco Corp., here, after graduation from New York University in 1934, and two years, 1937-1939, spent as a self-employed consulting mechanical engineer in Philadelphia.

Both before and after his self-employment, Mr. Morton worked at the Naval Aircraft Factory in Philadelphia, where he did a lot of design and development work on experimental aircraft as well as modifying operational craft.

In 1944, he transferred to the Naval Air Development Center in suburban Johnsville, Pa. By the time he left to join GE in 1954, he was chief of the Johnsville Engineering division, with responsibility for design, development, testing and evaluation of guided missiles and guided missiles plus a wide variety of mechanical, electro-mechanical and electronic devices and systems.

It might not be obvious to the casual reader, but all the working experience of Mr. Morton has been in the Philadelphia area. He was born in the city in 1913 and it is still his home. He, his wife, Ruth, and their two sons, Bruce and Ken, live in the Mount Airy section.

There Mr. Morton has two hobbies, hi-fi music and swimming in the back yard pool, the latter a carryover from his varsity days at high school and New York University.

The GE official used to have his own airplane until World War II interfered with private flying and a heavy work schedule interfered after the war. However, he says he now flies his Jaguar.

Flying and the “space game” also appear to be in the future of the two Morton boys. Son Bruce follows his father into NYU this fall. His father says he wants to “get into the space game” through electronics. The younger Ken has his future as a system designer of space vehicles, accord-