

Letters to the Editor

MAN BEHIND THE NEWS

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ROUND - THE - CLOCK JOB: Mark Morton, manager of the reentry systems section of General Electric Co.'s Missile & Space Vehicle Department thinks of his job as a 24-hour task in which success depends on complete dedication.

PHILADELPHIA. — Mark Morton was talking about dedication—the dedication of the approximately 4,500 people in the reentry systems section of General Electric's Missile and Space Vehicle Department to whom he is boss.

He talked of their dedication but all the while giving pretty solid evidence that he shared in this virtue. Some two hours earlier his doctor told him his temperature was 102 degrees and that he should get to bed.

"Our management philosophy is pretty basic," he said. "We have to deliver on time and it has to work." He recognized, however, that "this is quite a mouthful to say, especially because what we're delivering is ahead of the state-of-the-art." Nevertheless, "we're usually successful and, in fact, have developed a reputation for being on time."

Just how does a company operate on time and within the budget and ahead of the state-of-the-art, Mr. Morton was asked.

"It's a matter of the complete dedication," he said, "of every layer of management down to the lowest man in the department. New employees sometimes are amazed to see, our people staying around the clock to get a job out—whether they're getting paid or not."

Mr. Morton conceded that example is the big reason. His own working day, he characterized as follows: "It's a 24-hour-a-day job, and when we run out of time, we work nights." A thoughtful expression replaced the smile when he added, "A company doesn't achieve success in this business casually."

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 sit back and 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 yet gone tomorrow.

Consider the following:

1. **Lack of time for consideration, specifics missing . . .** 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 IEEE. It is only during the past week, however, that the constitution has been made available. Yet, the ballots are to be mailed out within two weeks. Careful reading of the constitution reveals however, that it does not really say anything since at each point of key interest the reader is referred to the Bylaws by means of the phrase "as specified in the Bylaws," (in excess of 20 times.)

There are no bylaws. Hence we really do not know the specifics of what we are getting into. As the Boston IRE Reflector has remarked, we are asked to carry, yet told to postpone until after the marriage a look at the bride, her background, her compatibility, and our ability to support her.

2. **A substantial benefit of merger has never been demonstrated . . .** Many reasons have been advanced for the merger; monetary advantages, economics, elimination of duplication, a single larger organization, and confusion of the new EE graduate "by the presence of two large societies in the profession in which he is so new." Yet no benefit substantial enough to warrant dissolution of the IRE has been demonstrated.

Monetary advantages should not be the prime objectives of a professional society. Duplication can be avoided by suitable coordination

peak of its prestige and accomplishments. Substantial benefits should be demonstrated before the dissolution of the IRE is in order. These benefits have not been brought forward.

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 AIEE. Power generation, power distribution, and rotating heavy machinery involves a technology that is well defined and has little in common with the interest of the average IRE member. As a matter of fact, the average IRE member may have more 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.

The needs of the power engineer are best served by a separate organization devoted to this field, such as the AIEE. Those AIEE members who are not engaged in the power field should be encouraged to join the IRE.

4. **The present growth of the IRE is phenomenal.** Doubt exists whether the injection of 50,000 new members is really beneficial . . . A plot of the total IRE membership over the period 1940, 5,705; 1945, 15,779; 1950, 29,002; 1955, 47,388; 1960, 88,479.

Our current growth rate is 8,000 per year compared to 1,300 per year for the AIEE. The vigor of our organization is apparent. Does the proposed merger represent a normal rate of growth, or a butting together of two different societies? Do 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 will remain to be established. The merger calls for the dissolution of the IRE and its incorporation to the corporate structure of the AIEE, which is to be renamed the Institute of Electrical and Electronic Engineers. Our identity as IRE members will be lost. The enviable prestige that the Proceedings of the IRE have established in the scientific litera-

Readers are invited to write to the editors, giving opinion 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 far too little feedback from the section level to national headquarters of the Institute of Radio Engineers, and with much too cavalier a disregard for the problems of merged publications, professional groups, sections, conventions, and finances, whose solutions are the necessary and sufficient conditions for a sound organization.

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

- W. ELLINTHORPE—A'55, M'60
- R. A. PAANANEN—J'40, A'54
- J. A. MULLEN—S'50, SM'57
- J. J. BUSSGANG—A'52, SM'58
- D. L. BOBROFF—M'46
- J. REED—A'48, SM'53
- J. C. RAND—S'54, A'55
- R. A. PUCEL—S'48, M'56

Boston

Dear Sir:

If I may be permitted, I would like to use the columns of your excellent weekly to make public my opinions on the impending Institute of Radio Engineers-American Institute of Electrical Engineers merger.

I have been an IRE member for 4 years and during this time I have observed a continuous deterioration of IRE membership services. To be specific on some of these:

- (1) At this year's IRE International Convention, many technical sessions lacked adequate seating capacity, requiring those interested enough to stand up during the two-and-one-half-hour sessions.
- (2) Question and answer periods at these sessions may be best described as a sham. At many sessions probably not more than 20 per cent of those asking recognition to ask a question were allowed to do so.
- (3) It took me three months and three letters to IRE headquarters last year to put through a change of address for my IRE mailing.
- (4) A letter requesting to be admitted as a member of a Professional Society

...obviously received a warm reception. Now, a year later, I am still a member of the IRE. Things which I have read in the IRE make me believe that what the IRE needs is some better and more efficient procedures to serve its present membership. This will be hardly achieved by dumping another 40,000 members on the presently inadequate membership facilities.

Regarding the merits of this merger, let me point out that the following very important consideration has not been studied:

It can be safely assumed that the present IRE membership is 100 per cent distributed in the areas of electronics and communications. No assumption can be made on how the AIEE membership is distributed between power and all other fields. If more than 50 per cent of AIEE membership is in power exclusively, it is certainly warranted that the AIEE remain a society responsive to their needs. No matter what their percentage, they will get a raw deal in the IEEE because of their minority status, and this will eventually create friction within this proposed organization.

For the reasons given, I believe it to be in the best interests of IRE and AIEE to vote against the consolidation of these institutions at the present time.

J. M. GOTTSCHALK,
Collingswood, N. J.

Dear Sir:

Before you vote to dissolve the IRE consider . . . As engineers it is our custom to assemble the facts and evaluate possible alternatives before coming to a decision. This custom naturally carries over into decisions affecting the future of our profession.

The imminent IRE/AIEE merger, however, presents us with a situation where all the facts are not available, where alternative solutions have not been examined, and where we will yet be forced to vote.

We are confronted with a well-organized campaign to merge that is pushing us into a merger.

You are about to receive a ballot from IRE headquarters asking you to vote yes or no on the merger. You will also be sent a volume of literature telling you why you should vote for the merger.

We feel that this is another side to the story. Do not have the vast publicity and publishing

and will always be a problem as long as there is any other society whose fields of interest borders on our own. Bigness has no intrinsic value.

The IRE is approaching its 50th anniversary, and stands at the

Aerotest Buys 80% Propellant Interest

DEER PARK, N. Y. — Aerotest Laboratories, Inc., here, has acquired an 80 per cent interest in Propellant Systems, Inc., Syosset, N. Y., according to Lee Permut, Aerotest executive vice-president.

Purchase was for an undisclosed amount of cash with minority interest held by Robert E. Ruhfel and Michael Mavlees, founders of Propellant Systems.

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

The formation of Propellant Systems was detailed in these columns February 12. At that time, Mr. Ruhfel told Electronic News the company's major efforts would be in undersea and missile propulsion systems.

OBITUARIES

ROBERT SPIERS

MOUNTAIN VIEW, Calif. — Funeral services were held here last week for Robert Spiers, 56, 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 had been with 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, Md.

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

Mr. Wightman is survived by his

ture will be sacrificed. The prestige of the new IEEE publications remain to be established.

6. Undemocratic steamroller tactics are protested. If the merger is in our best interests, it will bear free and open discussion . . . The undemocratic methods used to railroad the merger are protested. What started out as a study of the possibilities of a merger rapidly developed into a full-blown campaign to merge, without prior consultation of the membership at large. The rank and file membership was never consulted and the IRE publications have not been used to disseminate up-to-date news of the merger, much less to provide for a free and open discussion of views both pro and con.

The basic question of whether the merger was in our best interests was rapidly passed over and full steam was put into implementing the mechanics of the merger. The advisability of the proposed merger was never openly raised or openly discussed.

Electronic News, a weekly newspaper, has been the only up-to-date source of merger news.

The obvious attempt to rush the merger through clearly is to the advantage of the well-organized group favoring the merger. Those opposed will have little, if any time, for study and discussion of pros and cons, and even less time for the organization and dissemination of their point of view.

In the absence of adequate time for the examination and discussion of a merger proposal that is presented to us only in general terms with many important specifics missing, we can only vote for the maintenance of our present IRE name and structure that is to vote "no" on the question of merger.

W. KAUFFMAN, Sr. Member IRE.

H. A. POEHLER, Sr. Member IRE.

W. S. HINES, Sr. Member IRE.
ARTHUR BEACH, Sr. Member IRE.

B. E. ANDERSON, Member IRE.

W. H. BROWN, Member IRE.
E. W. BROWN, 3d, Member IRE.

JOHN BUSH, Member IRE.
PAUL BUSH, Member IRE.

F. W. HORCHLER, 3d, Member IRE.

BETTY PREECE, Member IRE.
Assoc. Member AIEE

RAYMOND PREECE, Member IRE, Assoc. Member AIEE

KENNETH REIF, Member IRE.

One indicator of MSVD's success is its growth in terms of employees. Since its inception in June of 1955, the department has swelled to 11,000 employees in the Philadelphia area, plus some 2,000 in Burlington, Vt. In August of 1960, Electronic News reported MSVD employment in Philadelphia at 4,600. Mr. Morton joined the department in 1957 as manager, project planning and review. A year later he was made manager of projects. He took over as manager of reentry systems section in October of last year.

The remainder of the MSVD operation is carried on in the still-abuilding 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 1930s 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 1957, he was chief of the Johnsville Engineering division, with responsibility for design, development, testing and evaluation of special aircraft 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 sees his future as a system designer of space vehicles, according to Mr. Morton.