

PERSONALS

1918

We have received word that *William R. Hainsworth* was a member of the party of four which reached the top of Mt. Vancouver. This was the first time Vancouver—the highest mountain in the North American continent—had ever been scaled. Dr. Hainsworth is vice-president of the Arctic Institute of North America, whose members made the climb with him.

1925

Earl D. Stewart, who has been Director of Research for the Schwarz Laboratories of New York City since 1943, has been promoted to Chief Chemist.

1926

Ted Coleman has left the Standard Oil Co. of California to join Hill Richards & Co., California investment banking firm, as resident manager of the Pasadena office.

1927

George Kaye has given up the life of an engineer and has started making his one-time hobby his business. He and his wife have moved to Portland and, together, have started a firm to "make things which people want." George does the wood-working; his wife does the art work.

1928

Richard D. Westphal, Ex. '28, after a year in Nashville, Tenn., has moved to Philadelphia as District Manager for the General Electric X-Ray Corp.

Since July *Frank Noel* has been Assistant District Maintenance Engineer in the Division of Highways in Redding.

1929

Harry J. Keeling, M.S. '30, is a Mechanical Engineer with the Southern Counties Gas Co. in Los Angeles. In addition to this job, for the past year he has served as Chairman of the Western Division of the National Association of Corrosion Engineers.

Beverly Fredendall has been given the job of President of the Dutchess County (N.Y.) Chapter of Professional Engineers. He writes "I am enthusiastically in favor of the 'PE' trend because it helps all engineers. My only regret is that I have not yet met a chemical engineer who is a professional engineer—are they asleep?"

1930

Frank Alderman has opened a consulting engineering office in South Pasadena.

1931

Charles Buffum, M.S. '32, formerly construction and technical service section

supervisor for the Stanolind Oil and Gas Co. in Tulsa, has been promoted to the post of research group supervisor.

Frank H. Ford is now co-owner of the Los Angeles Commander Engineering and Supply Co., jobbers in pipe, valves, fittings, copper tubing and engineering specialties.

L. D. Huff, Ph.D., is Head of the Department of Physics at Clemson College, South Carolina. He was married in June to Rose Shanklin of Pendleton, S.C.

1932

Charles Breitwieser, M.S., chief of electronics and engineering laboratories for the San Diego Division of Consolidated Vultee Aircraft Corp., was awarded an honorary Doctor of Science degree last June by the University of North Dakota, where he delivered the commencement address. He and his wife have a daughter, Diane Louise, who will be two in April.

Charles Coryell, Ph.D. '35, is completing the editing of a 1,500-page book on wartime work on fission products with Prof. Nathan Sugarman of the Univ. of Chicago. The book, containing 336 declassified research papers, is entitled *Radiochemical Studies: The Fission Products*, and is part of the McGraw-Hill National Nuclear Energy Series.

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The San Francisco Chapter meets for lunch at the Fraternity Club, 345 Bush Street, every Thursday.

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Donald H. Loughridge '23

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A. J. Tickner is now with Northrop Aircraft as a Research Engineer on their Guided Missile project.

1933

L. J. Laslett is Associate Professor of Physics at Iowa State College.

1934

Glen Woodward and his wife announce the birth of a son, Donald, on August 24. Glen is a petroleum engineer with DeGolyer and MacNaughton in Dallas, Texas.

1935

James L. Carrico, Ph.D., is a member of the chemistry teaching staff at North Texas State College in Denton.

1936

Bruce L. Hicks, M.S. '37, Ph.D. '39, is Chief of the Combustion Branch, Interior Ballistic Laboratory, in the Ballistic Research Laboratories at Aberdeen Proving Ground, Md.

1937

David Pressman, M.S. '38, Ph.D. '40, is an associate member of the Sloan-Kettering Institute for Cancer Research. He is co-author with Howard Lucas, Professor of Organic Chemistry here at Caltech, of a new book, *Principles and Practice in Organic Chemistry*.

1938

Henry K. Evans has been appointed to the staff of the Chamber of Commerce of the United States, as highway-transportation specialist in the Transportation and Communications Department. He will deal with matters of interstate and local highway transportation, which will include studies of transport economics and highway planning, solutions of truck-loading and automobile parking problems, and studies of local transit.

Until recently, he was the San Francisco resident manager for DeLeuw-Cather Co., national transportation consulting firm.

John A. Bonnell, Jr., M.S. '38, has been appointed Assistant Professor of Civil Engineering at the University of Nevada. He was formerly structural designer for Quinton Engineer, Ltd., of Los Angeles.

Newman Hall, Ph.D., is Professor of Mechanical Engineering at the University of Minnesota.

L. H. Tejada-Flores, M.S. '43, Ph.D. '48, has been appointed Assistant Professor of Electrical Engineering at USC.

Joseph Westheimer, Ex. '38, was married last year to Katherine Zelinsky of San Francisco. He is working at the Eagle-Lion Studios in Hollywood in charge of the Editorial Department (film cutting).

1939

J. J. Browne has been working for General Petroleum in Wilmington, Calif., since graduation—except for three years in the Navy. He is married and has two boys, one 3, and the other 7 months old.

Michael E. Hiehle writes that he is still at G.E. working on TV antennas—currently on the largest ever designed.

He has three children, age 6, 4½, and 2½. He is on the air regularly with amateur radio, call W2SO.

Bertram Roudebush, M.S. '41, was married in New York on August 20 to Mary E. Madsen of Plainfield, N.J.

1940

Arthur M. Compton, Jr., was married on August 21, in Houston, Texas, to Nancy Fleming Eidson. He is a mechanical engineer in Kansas City.

1941

Francis M. Greenhalgh is now working for Southern Counties Gas Co. and living in Whittier. He returned to California a year ago from Peoria, Ill., where he was employed by the Caterpillar Tractor Co. He has a son Richard, now 16 months old.

1942

William R. Turner, M.S. '49, has been appointed to the Research Department of the Naval Ordnance Laboratory in Silver Spring, Md.

1943

Stanley Dunn writes that since leaving the Navy in 1946 he has been working toward a Ph. D. in Chemistry at Johns Hopkins. He has held a DuPont Fellowship for the past two years and has worked for that company for the past two summers—experimental station and cellophane research respectively at Wilmington, Del., and Buffalo, N.Y. He has a son, Mark Randolph, 2½, and another child is expected in January.

Donald I. Granicher, M.S. '48, now a process engineer with the Stearns-Roger Manufacturing Co. in Denver, is engaged to Frances Elizabeth Marker, who is on the nursing staff of the Denver Children's Hospital.

Philip E. Wilcox now holds an AEC Post-doctoral Fellowship and is engaged in studies of proteins in the laboratory of Prof. E. J. Cohn at the Harvard Medical School.

1944

James G. Kerr has accepted a position as Metallurgist at Los Alamos Scientific Laboratories, New Mexico.

Philip Smith, *William Collings*, and *Paul Winters* all became fathers on July 9. In fact, all three were in the same waiting room at the same hospital at the same time. It was a second child for Phil—a son, Bradford Hoyt.

Leon Trilling, after working at Inyokern from 1944-46 came back to Tech and got his Ph.D. in 1948. He is now instructor here in Applied Mechanics, and also doing research in Hydrodynamics. He was married in 1946, is the father of an 11-month-old son, and lives in North Hollywood.

1945

George S. Budney received his M.S. in Mechanical Engineering last June from Columbia University—"another institution with an excellent M.E. department." He majored in Heat-Power and is now as-

sociated with the Steam Division of the Foster Wheeler Corporation in New York.

Walter F. Hiltner, Ph.D., writes that he has little news and then goes on to add that he's been working for two years at a new job, with the Boeing Airplane Co.; living for a year in a new home, at Mercer Island, Washington; and has had two daughters since we last heard from him—Nancy Louise, 2, and Carol Ann, four months old.

Roland Hummel, M.S., was married to Bea Frie of Pottsville, Pa. on Sept. 3. He is now head of the department of civil engineering at Robert College in Istanbul, Turkey.

Mark M. Macomber, when we heard from him last summer, had just returned to the States aboard his LST which was undergoing inactivation processing at Puget Sound Naval Shipyard in Bremerton, Wash. As a member of the Pacific Reserve Fleet, Mark had just finished participating in the largest evacuation project by an LST in the China Area.

"According to official count," he wrote, "we carried 668 persons, but as they were debarking after the 43-hour trip from Tsingtao to Shanghai we counted 671 and a dog. Of this number only one was an American; the largest percentage were stateless persons—formerly Russians.

"Here were people fleeing from the advancing Communists. They were leaving behind everything they held dear—or so we were led to believe. Unfortunately, the displaced persons were not so informed. The largest single item carried was a piano. One lady was very put out when she was told to leave a case of whisky behind.

"The worst part of the trip was the feeding. The messing compartments accommodated 66 at a time. The Good Book says it takes 17 minutes to eat, but when you add the roll of a ship, and put in a mob of people to fight your way through it takes considerably longer. We could squeeze in only two meals a day for the passengers.

"With better than 450 women aboard segregation of the sexes was almost impossible. One couple felt that, as long as they both slept on the tank deck, it was automatically their bedroom—and conducted themselves accordingly, despite about 250 watchful eyes."

John Stern received his M.B.A. from Stanford in 1948, then worked as a real estate appraiser for the Winter Mortgage Co. in Los Angeles for about eight months. He is now a real estate broker with the Walter H. Leimert Co., and teaches an evening course in Real Estate Principles and Practices at USC. He expects to have his B-1 Contractor's License soon. He was married last year to a Stanford girl, and is expecting an addition to the family next March.

1946

Richard Allison Fayrum, M.S., and his

wife announce the arrival of David Fisher Fayram on August 27.

Major Harry L. Gephart, M.S., is now instructing in the Air R.O.T.C. program at the New Mexico State College of Agricultural and Mechanical Arts in Las Cruces, N.M. This is a regular U.S.A.F. assignment, probably of three year's duration, and carries with it the imposing title of "Professor of Air Science and Tactics."

Edward S. Ida reports that he is still a Service Representative for Otis Elevator in Los Angeles. A second addition to the Ida family is expected this month; the order's in for a boy this time.

1947

Albert H. J. Mueller is enrolled in the Graduate School of Business Administration at Stanford. He reports that Dick Roehm '48 is also in the Business School, while Burt Crumly '47 and Roy Gould '49 are in Stanford's graduate Electrical Engineering Department.

Charles B. Shaw, Jr., now a Ph.D. candidate in theoretical physics at the University of Chicago, writes that "Joe Green '49 and I have a nice little cave—complete with Caltech pennant, Dabney steins, and the cut for the frontispiece of the 1947 Big T—near the University. We await the snows with some foreboding."

1948

Patrick Norman Glover, now completing his training as an Exploitation Engineer with the Shell Oil Co. in Bakersfield, was married last June to Betty Dunn, an English girl.

Lewis O. Grant, M.S., now employed by the American Institute of Aerological Research in Pasadena, was married on July 23 to Patricia Martin, Caltech's erstwhile Humanities Librarian.

1949

Bill Muehlberger was married in September to Sally Provine (Scripps '49). They're living in South Pasadena while Bill is back at Tech, as a graduate assistant, working for a Ph.D.

BOOKS

THE CONQUEST OF SPACE

Paintings by Chesley Bonestell
Text by Willy Ley

Viking Press, N.Y., 160 pp. \$3.95

Reviewed by Robert S. Richardson
Research Associate in Astronomy

The Conquest of Space takes you on a superbly illustrated tour of the solar system via space ship. Some of the paintings probably look better than if they were actual photographs of the real thing.

There have been other books on descriptive astronomy of this general type, but always before the rocket has been merely a convenient literary device for easing the reader from one chapter to the next. Here the approach is much more realistic. The book opens with a dramatic account of the launching of a V-2 from the White Sands Proving Grounds, followed by an elementary discussion of the principles of rocket flight and planetary motion in general. Although the authors feel confident that inter-planetary travel will be realized, they tell the reader frankly that he will have to wait a while until the day arrives. But when and if it does come, here are some of the sights we will see.

There is so much general interest in rocket flight, and the habitability of the planets, that anyone rumored to have a special knowledge of these subjects often finds himself the target for some rather awkward questions. The trouble is that two

fields formerly quite distinct have suddenly been merged. Few astronomers feel competent to answer queries on the intricacies of high-speed propulsion; and I presume that rocket experts feel the same way when it comes to discussing surface conditions on the planets. The easiest way out of such a situation is always to refer to some good book. In this event, you could not do better than to recommend *The Conquest of Space*.

The distinguishing feature of this book is Chesley Bonestell's illustrations. In full color, they're real "stoppers," as the magazine editors would say. Mr. Bonestell's training, first as an architect, and later in the special camera effects department of a motion picture studio, enables him to depict a lunar landscape or Saturn viewed from one of its satellites, with such startling realism that the effect is photographic. And there is imagination, too, in the peculiar dream-like quality that he imparts to many of his scenes.

The informative passages are lightened by numerous amusing and interesting historical anecdotes, so that the exposition never becomes burdensome. Readers may differ with the text on certain points that are matters of opinion: thus they may object that the question of the origin of the lunar craters is not nearly so well settled as the remarks on pages 68 and 69 would imply, or that the fins on the rockets are too big, etc. Although these criticisms may be valid, they are trivial when compared with the fine quality of

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