

# ALUMNI YOU SHOULD KNOW



## CHEMICAL ENGINEER

The name of Vladimir Anatole Kalichevsky, '24, to some of his friends would conjure up the vision of an energetic young officer in the army of H.I.M. the Emperor of Russia during the World War I, while to others he would represent a brilliant chemical engineer in the field of oil refining.

After a brilliant military career, in which he advanced to the rank of captain, and upon the collapse of the forces of Admiral Kolchak after the Russian Revolution, he became manager of the Topographical Department of the Chukotsk

Peninsula Mining Corporation of Tokyo, Japan. He emigrated to the United States in 1921 and enrolled in the California Institute of Technology, graduating in chemical engineering in 1924.

Upon graduation he secured a position as Research Chemist with the Union Oil Company of California. He spent a short period with the Standard Oil Development Company in New Jersey, and in 1931 went to work for the Socony-Vacuum Oil Company as a Research Chemist, rising through intermediate steps to the position of General Supervisor of Research and Development Department of the Company, which is one of the largest producers, refiners, and distributors of petroleum products in the world.

He is the author of "Modern Methods of Refining Lubricating Oils," and of "Chemical Refining of Petroleum" (with Stagner), which are the standard reference texts of the oil industry. In addition, he is a frequent contributor of authoritative articles in petroleum trade journals.

## OPPORTUNITIES FOR ALUMNI IN NAVAL AVIATION

By LIEUT. F. A. BROSSY, x26, U.S.N.R.

*Flight Instructor, Naval Reserve Aviation Base  
Long Beach, California*

Through a recently expanded training program the United States Naval Reserve Aviation Training is available to more college men. Selections are now being made for flight classes which under the increased program will be convened each month throughout the year.

The training course, the value of which has been estimated at \$20,000, is unique in that not only does it prepare the individual for many highly paid positions in civil aviation and the aviation industry, but pays well during training. The course includes flying in varied types of aircraft as well as complete ground school instruction in technical subjects, including navigation and overwater flying. Preference is given naval and military trained pilots by the major airlines in their employment of personnel, and those airlines whose routes are overwater naturally favor the aviator with ocean flying and navigation experience. The general consensus is that tremendous expansion will take place within the next few years in aerial transportation, particularly in trans-ocean and inter-continental routes. This expansion will increase the already growing demand for properly trained personnel in many lucrative branches. There is no doubt that the Naval Reserve Aviator, especially with an engineering degree, will find himself in an enviable position to profitably take advantage of the opportunities now offered and those that the future will bring.

The Naval Reserve Aviator begins his training at a Naval Reserve Aviation Base, in Southern California at Long Beach. Classes start the 15th of each month and the student aviator is put through a 30 day course which includes 10 hours of dual flight instruction by Naval Aviators. Students who qualify in this Primary Training, for which the

remuneration is approximately \$110.00, are appointed Aviation Cadets and are sent to the Naval Air Station, Pensacola, Florida, for further training.

At Pensacola the Aviation Cadet receives \$105.00 per month, uniforms, quarters, medical and dental care, and is protected by a \$10,000 Life Insurance Policy, the premiums being paid by the Government. His instruction consists of a complete flight training in varied modern aircraft, instrument flying and comprehensive classroom instruction in practical and theoretical aviation subjects.

The Aviation Cadet spends about one year at Pensacola and upon graduation is commissioned an Ensign in the United States Naval Reserve and is assigned for a three year period to one of the Aviation Squadrons of the U. S. Navy. This assignment includes flight duty and may take the Reserve Aviator to any part of the world where U. S. Naval activities are conducted. Remuneration is now better than \$200.00 per month and the opportunities for knowledge and experience in aviation are many times increased.

At the termination of the three years of Fleet duty the Naval Reserve Aviator is paid a cash bonus of \$500.00. He may now, at his volition, serve another four years of active duty as Lieutenant (junior grade) with increased pay and allowances, or return to civilian life. In this latter case he will probably become attached in an inactive status to one of the Squadrons at one of the several Naval Reserve Aviation Bases in the Country. Here he may maintain his flight proficiency, without interference with civilian pursuits, and receive \$400.00 to \$700.00 per year drill pay.

Some of the Caltech Alumni who have taken this training in recent years are:

Frank W. Davis '36  
Phillip H. Craig '33 Richard M. Rowell '38

Inquiries concerning the training may be made in person or by mail of  
Commanding Officer,  
U. S. Naval Reserve Aviation Base,  
Long Beach, California.