

ALUMNI NEWS

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The San Francisco Chapter meets weekly for lunch at the Fraternity Club, 345 Bush Street, on Mondays.

KENNETH S. PITZER '35 DOING GASOLINE RESEARCH

DR. KENNETH S. Pitzer '35, chemist at the University of California, is working on a method by which he may be able to produce 140 octane gasoline. He has already increased the octane rating by passing hexane over solid aluminum chloride, but in order to accomplish a permanent change, he must alter the other parts of petroleum. He is attacking the problem at present by passing gasoline over liquid hydrogen and cooling it to 400 degrees below zero, F.

ROY E. MARQUARDT '40 OUTLINES RAM-JET PROGRESS FOR A.S.M.E.

SPEAKING to a student-sponsored meeting of the Aviation Division of the Southern California Section of the American Society of Mechanical Engineers on the U.S.C. campus early in December, Roy E. Marquardt '40 outlined the progress that has been made in this country on ram jet propulsion. Roy is president of Marquardt Aircraft Company, Santa Monica, and during the war was in charge of the Navy Jet Propulsion Research Program at U.S.C., of which he is now consulting engineer.

ALUMNI SEMINAR DATE SET

THE TENTH Annual Alumni Seminar has been scheduled for Saturday, April 26. To be held at the Institute from 9 A. M. to 4:30 P. M., the yearly program under the direction of Chairman Nicholas D'Arcy '28 will feature talks by representatives of biology, the humanities, geology; of civil, mechanical and electrical engineering. Institute public relations will also be discussed.

Speakers and subjects already promised are James F. Bonner, Ph.D., associate professor of plant physiology, who will discuss "Some Developments in Plant Biology"; Arthur P. Banta, M.S., associate professor of sanitary engineering, "Case Histories of Some Air-field Construction"; Robert T. Knapp, Ph.D., associate professor of hydraulic engineering, "Harbor Development at Guam and Studies on Cavitation," illustrated with movies; Harvey Eagleson, Ph.D., associate professor of English language and literature, "An Insight into the Modern Novel"; and Gilbert D. McCann, Ph.D., associate professor of electrical engineering, "Development of an Electronic Calculator". Mr. George H. Hall, administrative assistant to President DuBridge, will explain the Institute's public relations program.

BAY AREA ALUMNI TO HEAR DUBRIDGE

PRESIDENT Lee A. DuBridge will speak to the San Francisco Chapter of the Alumni Association on Friday, March 7, 1947. This will be the first chance Northern California Alumni have had to hear the new president. Dr. DuBridge spoke to the New York Chapter in September on the changes taking place at the Institute.

Graduates who have been away from Caltech for some time will be given the opportunity of meeting Dr. DuBridge and of learning some of the new plans for the future of the California Institute at this March stag meeting.

The meeting will be held at the El Curtola Restaurant, 510 Seventeenth Street in Oakland, between San Pablo and Telegraph Avenues, opposite the Roxie Theater. Dinner, costing \$2.50 including all expenses, will be served at 6:45 P. M. The upstairs dining room will be open early for pre-dinner mingling.

Double postal cards will be sent out to Bay Area Alumni late this month for reservations. Alumni who have not received notification through omission from the membership list, or who plan to visit in the bay area on March 7, should contact Robert P. Jones '35, secretary of the San Francisco Chapter, 1431 Park Boulevard, San Mateo.

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ROBERT COX '40 SAILS TO FLORIDA

TRAVELING from New York to Fort Lauderdale in his floating home-and-office, Robert Cox '40 has established winter headquarters in Florida waters for his new enterprise, Cox Industries, in which he serves as consulting engineer specializing in small gasoline engines and engineering for yachtsmen. Bob was formerly chief engineer and sales manager for Atlas Aircraft Products Corporation.

The trip down the inland waterway along the Atlantic Coast was filled with adventures. Bob was accompanied by his wife, Cathleen, and one crewman. The voyage began early in November, their 83-foot motor sailer, *Ungava*, loaded to the limit with parts of old cars, boats and engines, tools, and on the back deck the Cox's Mercedes Benz automobile.

According to their account, first night at sea was spent bumping against the municipal wharf at the Battery while the mast lights were being rigged. The second day they ran aground twice in the harbor at Atlantic City but continued the next day to Cape May and then through canals and up the Delaware to Chesapeake City. Originally intending to go on to Annapolis, a thick fog changed their plans and they headed for Baltimore, moving blindfold until they were stopped by Pratt Street, two blocks from the center of the city.

The party spent a week at Bellhaven and were impressed with the hospitality of the local people who brought them home-cooked dishes and invited them to their homes. At Morehead City they attempted to

maneuver into a recently-dredged yacht basin recommended to them by a Marine major. After scraping bottom three times they gave up and headed for the City, became involved in strong currents, could not find the red guide light in the channels and went aground again.

Invited to an oyster roast at Beaufort, S.C., the trio could find no available dock space for the *Ungava*, finally began to pull in and tie up alongside a fishing boat when the engine quit. "Ahead of us was a long bridge, the current was running at seven miles and there we were, helpless! We . . . were aiming straight for the bridge. We hit and hard . . . the whole bridge swayed way over . . . we broke through the wooden cross pieces and stopped. A few little gouges were (our) worst damages. We didn't discuss the bridge with anyone there." After futile attempts by a fishing boat to pull the bow off and the tide rising and threatening to cave in the deckhouse against the overhanging members of the bridge, "Herman came to the rescue . . . Some kind soul had raced wildly across the river to Herman's fishing boat and he came full blast while all the townspeople assured us we had no further worries: 'Herman is coming!' We gave him a rope and off he went. We heeled way over and off we came—it was terrific! Incidentally it rained and the oyster roast was off!"

They went on down the Georgia coast past Savannah, St. Simon and Brunswick to Mayport, Florida, on the St. John's River. From here the party ventured onto the high seas into what the Coastguard called "Moderate Southeast Winds." The *Ungava* began "rolling from rail to rail, plunging up and down and the water was coming over the deckhouse in sheets. We knew the boat was safe enough but wondered what the insurance company was going to say if we reported the Mercedes Benz 'lost at sea.'

"We staggered into Fort Pierce about 7:00 that night tired and hungry. The boat was a shambles—everything including heavy filing cases fell over, the refrigerator was filled with a sour mess of milk, coke and French salad dressing with pulverized glass."

Bob spent the following day (his birthday and Thanksgiving) cleaning and repairing the boat's generator and the voyage eventually came to an end in Port Everglades, nearest available parking place for 83-foot sailboats.

Incidentally, a full-color picture of the *Ungava* in her prewar state is featured on the cover of the December issue of *Yachting* magazine.

T. D. YENSEN '27 LECTURING ON SCANDINAVIA

T. D. YENSEN '27, manager of Westinghouse magnetics department in East Pittsburgh, Pennsylvania, spent a month in Europe last summer surveying the magnetic materials field. Since his return he has given a broadcast and several illustrated lectures on "Postwar Reconstruction in Norway," "The High Standard of Living in Sweden," and "The Russian Menace to Peace in Scandinavia—A Myth or an Actuality." He presented four more lectures in January.

In addition to his chief occupation with magnetic research, from which he expects to retire in 1950,



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he is chairman of the Technical Committee of the United Smoke Council which is working on methods of smoke elimination to be extended throughout Allegheny County during the next year. Through the Allegheny Civic Club, he also is actively engaged in projects concerning stream pollution and pure water supply. He is section chief of the National Ski Patrol and Wilderness Patrol in the Allegheny Mountains and serves as chairman of the finance committee of the Unitarian Church.

FRANK STREIGHTOFF '40 BACK AT LILLY

SINCE his graduation from California Institute in 1940, Frank Streightoff has acquired further education, two jobs, a discharge button and four new dependents. With his B.S. in biology in hand, Frank Streightoff entered the University of Chicago where he studied biology and pathology for one year. In November, 1941, he joined the firm of Eli Lilly and Company, pharmaceutical manufacturers, where he was employed in the Biological Research Department. In May, 1942, Streightoff entered the Army as a food nutrition technician. Shortly after his entrance into service, Frank married Ann Mitchell of Indianapolis. Streightoff served the Army until December, 1945, when he was discharged from the Vitamin Retention Laboratory he had set up for the Army in Washington, D.C.

Mr. Streightoff is the father of two daughters and a very young son. He has reentered the employ of the Lilly company in Indianapolis.

PERSONALS

1921

HAROLD O. FLETCHER has left Pasadena to take up residence at Lonely Valley Ranch, Saugus, California.

1924

WILLIAM C. DREYER is employed as manager of the Engineering and Service Department of the Houston, Texas branch of the Westinghouse Electric Corporation.

1925

DWIGHT O. SMITH, whose whereabouts have been unknown to the Alumni Association for sometime, is with the American Baptist Mission in Rangoon, Burma. Mrs. Smith is living in Redlands, California at present.

1927

RICHARD M. DODGE has recently moved to San Gabriel, California.

The resignation of JOHN H. MAXSON, Ph.D. '31, assistant professor of geology, has been accepted effective 1 July 1947. Dr. Maxson will take a position in the petroleum industry.

ROLAND W. REYNOLDS is now living in Long Beach, California.

1929

RICHARD G. ROFELTY is now residing in Vancouver, Washington.

WILLIAM LITTEL BERRY has moved to Sacramento where he is now employed by the Division of Water Resources, Department of Public Works, of the State of California.

THOMAS H. EVANS, head of the Department of Civil Engineering, at Georgia Tech. has recently been appointed chairman of the Athletic Council of the faculty.

1930

HERBERT H. DEARDORFF visited the Alumni Office recently while on vacation. At present Herberr is living in San Francisco, California.

JACK PRITCHETT is on temporary transfer with the Western Ocean Division of the Engineer Board. In February, he will go to Las Vegas, Nevada where he will take up the duties of chief engineer at the Army Airfield.

JOHN C. SHIELDS holds the position of civil engineer with the U. S. Engineer Office at Sacramento, California.

1932

WILLIAM BERGREN, Ph.D. in biology '41, is employed by U. S. C. as a research associate, working on nutrition at their Monrovia Clinic. He also maintains a consulting practice on the side.

1933

WILLIAM W. MOORE has been elected president of the Structural Engineers Association of Northern California. He is a member of the engineering firm of Dames & Moore.

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LOUIS A. PIPES, M.S. '34 and Ph.D. in electrical engineering '36, has recently written a book *Applied Mathematics for Engineers and Physicists*, published by McGraw-Hill Book Company Inc. of New York. Mr. Pipes, now in the Research and Electronics Division, Hughes Aircraft Company, was formerly assistant professor of engineering sciences and applied physics at Harvard University where the material in the book has been used in the Graduate School of Engineering during the past five years.

1934

JAMES R. CAMPBELL is employed with the Paul Henry Company of Los Angeles.

PAUL KARTZKE has been transferred to Bakersfield, California as division manager for Shell Oil Company.

ARZA F. PORTER has taken a position in the Design Department of the C. F. Braun Company of Alhambra, California.

ALFRED I. SWITZER has returned to his prewar position in the U. S. Engineer Office in Los Angeles as assistant chief of the Civil Works Branch, Engineering Division. During the war he held the rank of major in the Corps of Engineers. From March, 1945, to June, 1946, he was in the Philippine Islands as chief of the Engineering Division of the General Engineer District, which was charged with all non-tactical military construction and with reconstruction of the major cities in the Islands.