



Name in English: William F. Chew
Name in Chinese: 赵耀贵[赵耀贵]
Name in Pinyin: Zhào Yàoguì
Gender: Male
Birth Year: 1931
Birth Place: San Francisco
Philanthropy:

Profession(s): Aerospace engineer, historian, writer

Education: B.S., Engineering, California State University, Long Beach; M.S., Engineering, 1969, University of California, Los Angeles

Award(s): 2003, Portraits of Pride, Chinese Historical Society of Southern California

Contributions: William F. Chew was an aerospace engineer of 45 years, past Vice President of the Chinese Historical Society of Southern California, and historian. Because of financial hardship following the death of his father, William was placed in the Masonic Home for Children in Covina, California. While taking night classes at the California State University, Long Beach, Chew worked for Douglas Aircraft Company as Master Layout Man and Loftsmen. It was here that he developed a love for aircraft engineering. He went on to get his Master's in Engineering (also at night) at UCLA.

While working for TRW, Chew designed components that were mission critical, including an organic vapor trap to help search for life on Mars during the first space mission to the planet. He designed a scientific experiment to test whether or not certain disease states had "fingerprint patterns" that showed up in red blood cells while in space. The experiments were conducted in 1985 and 1987 on the space shuttle Discovery.

After retiring, Chew was inspired by his volunteer work as a history researcher for the Golden Spike National Historic Site and turned to writing. His book "The Nameless Builders of the Transcontinental Railroad," used primary source materials in railroad payroll records to present documentary evidence for the first time of the hard work and lives of tens of thousands of otherwise forgotten 19th Century Chinese railroad workers, including his grandfather. Chew's research detailed the difficulty and high human cost of such labor. On one occasion, 20,000 pounds of human bones were brought to San Francisco to be sent to China for burial. 20,000 pounds of bones is estimated to be about 1,200 people; only a few of the many forgotten casualties in building the railroad.

Publications: Portraits of Pride, Chinese Historical Society of Southern California; 1st edition (November 2004)

External Links:

<http://cpr.org/Museum/Chinese.html>