alloy was anodized in a sulfuric acid bath it produced a very light beige color that was exactly what the architect, Minoro Yamasaki, wanted. He thought that the buildings would stand for 500 years! The special alloy, CJ43, was a thin layer on one side only of the old (pots and pans) alloy 3003. The clad sheet product (CJ43 on 3003) was designated as CJ44. The one-side clad sheet panels (12 ft. long) were formed into "column covers" that formed the exterior of the building and covered the steel columns. They extended essentially the full height of the buildings.

I was told that some time during construction of the buildings the company that formed and finished the panels by mistake formed some of them "wrong side out" so that the color and brightness did not match that of the properly formed pieces. It was decided that if these pieces were installed on the far upper stories the mismatch could not be detected by observers on the ground level, and in addition, it was made certain that the placement was to avoid the mismatch pieces being seen from the opposite tower.

Of course, these were only material things. The anguish of the victims' survivors, the suffering of the victims themselves, the effects on business and society far outweigh the mere destruction and loss of property. But for those of us that spent quite a few years of our lives working out the ways of providing materials that better answer the needs of buildings, vehicles (both flying and rail- or road-bound), cans, electrical equipment, and many more things, a catastrophe such as this has indeed a deep-seated meaning.

It was shattering to view (live) the demise of the twin towers since this special building material was developed in the division of Alcoa Labs which I managed. I later learned that the planes were Boeing 767s, which were the first to use the new structural alloy 7050, of which I am a co-patentee. Both alloy developments (for buildings and planes) were done while I was chairman of Alcoa's Alloy Development Technical Committee.

Harold Y. Hunsicker
TMS Member since 1939

THE TRUTH ABOUT TRANSATLANTIC FLIGHT

Folks,

Your statement (p. 27 of the November issue) ["Space-ShipOne, *the Ansari X Prize, and the Materials of the Civilian Space Race," November 2004, pp. 24–28*] that the Orteig Prize, won by Lindberg, was for the "first nonstop transatlantic flight" is inaccurate. Such a flight occurred eight years earlier. The following information was found at *http://msnbc.msn.com/id/5191763*.

1913: Daily Mail Trans-Atlantic Prize: *Britain's Daily Mail offers 10,000 pounds for the first nonstop trans-Atlantic airplane crossing. The prize is won in 1919 by British Capt. John Alcock and Lt. Arthur Whitten Brown flying a Vickers Vimy airplane for 16 hours from Newfoundland to Ireland.*

1919: Orteig Prize: *New York hotel owner Raymond Orteig offers $25,000 to the first aviator to cross the Atlantic from New York to Paris (or the shores of France), or vice versa, without a stop. The prize is won in 1927 by Missouri airmail pilot Charles Lindbergh, who completes the flight in a Ryan monoplane in 33 hours and 30 minutes.*

J.W. Evans
Plato Malozemoff Chair in Mineral Engineering and Professor of Metallurgy University of California–Berkeley

CORRECTIONS

*In "High-Strength Metastable Beta-Titanium Alloys for Biomedical Applications" by J.I. Qazi, B. Marquardt, and H.J. Rack (*JOM, *56 (11) (2004), pp. 49–51), the contents of Tables I and II were switched during editing. The corrected tables are as follows:*

Table I. Tensile Properties of Ti-35Nb-7Zr-5Ta-0.06O

Heat Treatment	YS (MPa)	UTS (MPa)	El. (%)	RA (%)
Solution treated	530	590	21	69
427°C/ 8 h	630	686	17	42
482°C/ 8 h	503	534	20	46
538°C/ 8 h	493	537	21	52
593°C/ 8 h	508	549	26	63
260°C/ 4 h/ 427°C/8 h	693	753	15	35

Table II. Tensile Properties of Ti-35Nb-7Zr-5Ta-0.46O

Heat Treatment	YS (MPa)	UTS (MPa)	El. (%)	RA (%)
Solution treated	937	1,014	19	55
427°C/ 8 h	1,007	1,055	12	27
482°C/ 8 h	1,060	1,149	9	17
538°C/ 8 h	806	929	11	22
593°C/ 8 h	765	861	15	22
260°C/ 4 h/ 427°C/8 h	1,202	1,244	8	16

*Also, in "The Near-Net-Shape Manufacturing of Affordable Titanium Components for the M777 Lightweight Howitzer" by Kevin L. Klug, Ibrahim Ucok, Mehmet N. Gungor, Mustafa Guclu, Lawrence S. Kramer, Wm. Troy Tack. Larentiu Nastac, Nicholas R. Martin, Hao Dong, and Joseph R. Pickens (*JOM, *56 (11) (2004), pp. 35–41) the name of Joseph R. Pickens was omitted from the list of authors in the byline. Also, the captions for Figure 5g and Figure 5h should have identified those images as flowformed tubes.*