

**MEMORIAL RESOLUTION OF THE FACULTY  
OF THE UNIVERSITY OF WISCONSIN-MADISON**

**ON THE DEATH OF PROFESSOR EMERITUS PHILLIP S. MYERS**

Phillip Samuel Myers, born May 8, 1916 in Webber, Kansas, passed away in Middleton, Wisconsin on October, 18 2006 at the age of 90. Phil Myers was, arguably, the most influential engine combustion researcher of his generation, and left a rich, unparalleled legacy of teaching, research and service.

After completing his B.S. in mathematics at McPherson College in 1940, Myers received a B.S. in mechanical engineering from Kansas State College in 1942. In 1942 he came to the University of Wisconsin-Madison and joined the Department of Mechanical Engineering. He earned his M.S. and Ph.D. degrees from UW-Madison in 1944 and 1947, respectively, and remained in Madison as part of the faculty, receiving tenure in 1950, and achieving the rank of professor in 1955.

During graduate school Phil began a collaboration with a fellow graduate student in Chemical Engineering named Otto Uyehara, who himself joined the Department of Mechanical Engineering faculty in 1947. Jointly, Phil and Otto founded what is now the Engine Research Center in a temporary building (T-25) on the engineering campus, and embarked on an academic and personal partnership that lasted their entire careers. Together, Phil and Otto mentored 48 Ph.D. students and 80 M.S. students, many of whom went on to influential careers in the engine industry and academia.

Professor Myers was a world-renown expert in engine combustion, which he investigated through a combination of cutting-edge experimentation coupled with analysis. He pioneered techniques for in-cylinder temperature measurements, and made important contributions to understanding the diesel combustion process, droplet combustion, engine heat transfer, and engine modeling. His research excellence was recognized by a long and impressive list of citations from the Society of Automotive Engineers (SAE), including the Horning Memorial Award, the Ray Buckendale Award, and the Arch T. Colwell Award (twice). In 1977, Phil was named a fellow of the SAE, and in 1987 he was the first recipient of the SAE Medal of Honor. Phil Myers was also named a fellow of the American Society of Mechanical Engineers (ASME) in 1971, and was awarded the Dugald Clerk Award from the Institute of Mechanical Engineers (England). In 1973 Professor Myers was elected to the National Academy of Engineering.

Professor Myers was one of the rare individuals whose research excellence was balanced by his strong commitment to teaching and service. He served the Department of Mechanical Engineering in a wide range of capacities, culminating in his stewardship as its chair from 1979–1983. He chaired and served on innumerable College of Engineering committees, including those for the construction of the Wendt Library and the Engineering Research Building, which was built on the site of the T-25 temporary building that housed the engine laboratory. Myers also served on a number of campus-wide committees, and was chairman of the University Committee in 1974. In 1969 Prof. Myers served as the president of the SAE. The SAE has served as the preeminent international society of the mobility community since its inception in 1905, and currently boasts a membership of more than 85,000 professionals in 97 countries. He was the first academic ever to be chosen to this prestigious position.

Professor Myers's teaching accomplishments were acknowledged with the Pi Tau Sigma Gold Medal Award, Tau Beta Pi Teaching Award, and the College of Engineering's Benjamin Smith Reynolds Award. His most significant teaching impact, however, was made one-on-one in the laboratory with his graduate

students in conjunction with Prof. Uyehara. The alumni from T-25 are spread around the globe, and as news of Prof. Myers' passing circulated, the outpouring of well wishes was astounding. Phil's door was always open, and regardless of how busy his schedule was, he made time to answer student's questions.

Professor Myers retired to emeritus status in 1986 but was a constant presence in the department until shortly before his passing. He continued to serve on government and National Academy of Engineering study panels, including the committee that recommended the Corporate Average Fuel Economy (CAFE) standards for automobile engines. He served on several industrial boards of director, including Nelson Industries and Echlin, and consulted widely throughout the engine industry.

Through all of his success, Phil never lost touch with his rural, Midwestern upbringing. He was a humble man who always made time to listen to all points of view, and was guided by an unwavering moral compass and a dogged pursuit of the truth. His compassion for others was as legendary as his water skiing prowess and his fondness for churning his own ice cream.

Phil is survived by Jean, his wife of 63 years; daughters Katharine Muirhead, Elizabeth Baird, and Phyllis Rathbone; sons John and Mark Myers; eight grandchildren, and one great-grandchild. Phil and Jean's generosity has led to the Phil and Jean Myers Professorship in the Department of Mechanical Engineering, two Wisconsin Distinguished Graduate Fellowships, an endowment for the Myers Automotive Laboratory (so named by the third party donor who established the facility for undergraduate automotive projects), the Uyehara-Myers Scholarship Fund, all at the UW-Madison; and the Myers Award for Outstanding Student Paper through SAE.

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