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**AIAA St. Louis Section
Council Meeting Minutes
5 May 2005**

Attendees Needed for Quorum (12 of 24 needed):

Larry Brase [p], Dwayne Car, Karen Copper [p], Bob Dowgwillo, Trent Duff [p], Darin Haudrich, Mike McCoy [p], John Mohr, Dave Morgan, Dale Pitt, David Riley [p], Mike Swartwout [p], Chris Tavares, Gary White [p]

Meeting was called to order by Karen Copper at 4:30 pm.

BUSINESS:

- **Minutes from March/April Meetings**
 - March minutes approved unanimously
 - April minutes approved unanimously

- **Treasurer's Report (Bob Dowgwillo)**
 - Savings: \$2577.17
 - Checking: \$1690.76
 - CD: \$1012.04
 - CD2: \$--
 - Bulk Mailing: \$231.32
 - Total Assets: \$5511.29
 - MSC is willing to sponsor TS meeting for \$1500, send check to Bob ASAP
 - We're quickly running out of money, there's \$1500 earmarked for the Bihrl Wright Flyer
 - There were 110 RSVP'd for the April TS meeting, but only 70 attended. Bill was \$900
 - Dave Buis program will be funded through RAC 5 monies (Larry Frutiger)

- **AIAA National**
 - PLEASE SUBMIT YEAR END REPORTS!!! (Deadline is 31 May 2005)
 - Regional Leadership Conference is to be held 14-15 July. Reservations should be made ASAP for Travel Reimbursement.
 - Pre-College Outreach is looking for Engineers to participate in the Ask-An-Engineer website.

- **May Awards Banquet**
 - Letters have gone out.
 - 25, 40, 60 year pins...can we offer the 60 year member a complimentary dinner (W. McGough)
 - Inviting 6 Awards, 2 dinners (speaker and guest), YP – 6 dinners, Tim Hanneman (2), Science Fair Winners?

- **RAC V Report (Larry Brase)**

- Darin Haudrich approved as DDYP for Rac V
- DD Membership has vacancy, need to fill
- Incoming/Outgoing board meeting in DC. Charlie Saff becoming VP of TAC
- **Elections**
 - Want ballots returned by 12 May.
 - Slated thus far
 - Vice-Chair: Chris Tavares
 - Treasurer: Trent Duff
 - Secretary: Carrie Kniker
 - Advisors: Fred Roos, Walt Reschke
 - Tellers Committee: K. Copper, C. Tavares, T. Duff
- **Membership Upgrades**
 - Peter has sent information to Boeing ATF & TF's
 - Forming committee dedicated to membership upgrade activities
 - Will assist in getting references and packets together
- **Please start entering final reports onto the National Website**
- **SLPS Career Fair - Boeing/AIAA**
 - Tuesday/Wednesday
 - 1500 Students expected to come to Boeing Booth
- **Trivia Night Committee**
 - Will be Fred Roos, Bob D., and Mike Swartwout
 - 7 May is the date (mark your calendar & make your reservation for a table!)
 - It will be in McMillan Hall on WU campus (2003 site) - no cost for first 8 tables
 - Need donations for attendance prizes
 - Mike creating flyer, Carrie will publicize internally, Karen will put notices in area web calendars (www.stltoday.com and www.kmox.com)
 - Borrow projector from Boeing AV services (Ron Chatmon)
 - 4 teams that Bob knows about
 - 12 of MAS's students
 - 2 firm email reservations
 - Passing iffy remarks, 8 people
 - 100 questions are done!
 - Door prizes are within Bob's and MAS's hands
- **Our CD is up for renewal...renew?**
 - Unanimous approval of CD renewal
- **Can we garner some monies for the ads that SLU has been putting in the newsletter?**
 - Dave Morgan to get information for Bob to create an invoice

- **Approached about AIAA hosting an event with Mike about racing drag cars at the international speedway.**
 - Aerodynamics of race cars?
 - Would be held in Late June
 - TS meeting like, informal

COMMITTEE REPORTS:

- **Arrangements (Chris Alexander)**
 - May awards banquet will be held at Syberg's (formerly Joe Hanon's) in Maryland Hts.
 - May TS meeting is all set per Dale
- **Attendance (Darin Haudrich)**
 - 26 people came to the last section meeting on 28 April
 - Darin has money for Bob
- **Career Enhancement (Trent Duff)**
 - Gather info for a presentation on CAR ENH
- **Education (Mike Swartwout)**
 - No Report
- **Historian (Fred Roos)**
 - No Report
- **Honors and Awards (Andrew Cary)**
 - Letters have gone out
 - Confirmations from US Transportation Command
 - BGen Paul Selva will be there to accept
 - Awards have been ordered and will be ready by event
 - Putting together the letter to let folks know about their service award, which meeting would they like it presented
- **Membership (Peter Cheng)**
 - No Report
- **Newsletter (Dave Morgan)**
 - April newsletter is out
 - Need inputs for May newsletter
- **Pilot Education (Andy Hesketh)**
 - No Report
- **Pre-college Outreach (Tim Williams)**

- Doing the Boeing booth for the PS career fair
- Tim Garrett has indicated that he will be willing to run (but not setup) a paper airplane contest
- Proceeds from Trivia night will go to PCO

- **Program (Karen Copper)**
 - 28 April - co-sponsor with BWIL AIAA DL Margaret Ringenberg
 - 19 May awards banquet speaker - Dick Hrabko, the Interim Director of Lambert, will discuss the airport expansion and future hub service at Lambert Mark Holly is coordinating with Mr. Hrabko for an abstract of talk

- **Public Policy (Mark Holly)**
 - See Attachments
 - Please place on website!

- **Publicity (Carrie Kniker)**
 - May TS and Dinner meeting announcements are in work

- **Service Projects (Tom Mroczkowski)**
 - I have 6 - \$75 recipients from the Science Fair on April 8th

- **Tech Specialist (Dale Pitt)**
 - Meeting coming up on Active Flow Control on 24 May 2005
 - No more TS meetings for the year

- **Webmaster (John Donigan)**
 - No Report

- **Young Members (Gary Fears)**
 - No Report

- **Young Professional Awards (Dwayne Car)**
 - Recipients have been notified of award
 - Presented in 19 May 2005 meeting
 - As soon as flyer comes out, needs 6 free tickets.
 - Trophies came in on Friday
 - Bill came in for the awards
 - Two awards are to be presented at the May awards banquet; Darin Haudrich and Chad Winkler

- **Strategic Planning (Larry Brase)**
 - Getting a check for \$500 for the AIAA course held on site here at Boeing
 - Need to recruit additional folks for section and council
 - Help Dale put the council together?

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- Need a budget put together this summer prior to getting the section award.
- Audit Committee
 - Bob Dowgwillo
 - Karen Copper
 - Chris Tavares
 - Trent Duff
- **Advisors (Mike McCoy, John Mohr, David Riley, Mike Swartwout, Larry Brase)**
 - No Report

Next meeting will be 2 June 2005

[Bldg 100 Room 2E](#)

Motion made; seconded to adjourn the meeting at 5:37 pm.

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**AIAA St. Louis Section Treasurer's Report
5 May 2005**

BALANCE REPORT

Acct	Balance
AIAA CD	1,012.04
AIAA Checking	1,690.76
AIAA Savings	2,577.17
Bulk Mailing	231.32
TOTAL Cash and Bank Accounts	5,511.29

TRANSACTION REPORT

Date	Num	Description	Category	Amount
5/4/05	AIAA CD	St. Johns...CD interest	Interest	3.44
4/12/05	AIAA Checking2409	Nick Lewc...Science ...	Precolle...	-75.00
4/12/05	AIAA Checking2410	Christian...Science ...	Precolle...	-75.00
4/12/05	AIAA Checking2411	Miriam Hi...Science ...	Precolle...	-75.00
4/12/05	AIAA Checking2412	Bret RideoutScience ...	Precolle...	-75.00
4/12/05	AIAA Checking2413	Betsy Toa...Science ...	Precolle...	-75.00
4/12/05	AIAA Checking2414	Carlton S...Science ...	Precolle...	-75.00
4/12/05	AIAA Checking2415	Trent Duff refreshm...	Young Me...	-70.00
4/22/05	AIAA Checking ...	Dinner In...	--Split--	226.00
4/25/05	AIAA Checking2416	Postmaster	Other Po...	-4.50
4/25/05	AIAA Checking2417	Postmaster	[Bulk Ma...	-180.00
4/27/05	AIAA CheckingDEP	Rebate	National...	400.00
5/4/05	AIAA Checking2418	Aramark April	Dinner P...	-900.00
TOTAL 4/8/05 - 5/4/05				-975.06

BUDGET REPORT

Category Description	Actual	Budget	Difference
INCOME			
Dinner Programs Income	1,968.00	3,510.00	-1,542.00
Interest	27.96	40.00	-12.04
National Rebate:			
Category I	3,250.00	3,300.00	-50.00
Category II	1,100.00	1,400.00	-300.00
Category III	1,534.12	500.00	1,034.12
TOTAL National Rebate	5,884.12	5,200.00	684.12
Other Income	880.00	0.00	880.00
Precollege Programs Income	0.00	300.00	-300.00
TOTAL INCOME	8,760.08	9,050.00	-289.92
EXPENSES			

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Dinner Programs:			
Refreshments	2,938.74	3,900.00	961.26
TOTAL Dinner Programs	2,938.74	3,900.00	961.26
Education Programs	0.00	250.00	250.00
Honors & Awards:			
Dinner	778.00	0.00	-778.00
Young Mem Award	55.02	0.00	-55.02
Honors & Awards-Other	0.00	950.00	950.00
TOTAL Honors & Awards	833.02	950.00	116.98
Insurance	400.00	400.00	0.00
Newsletters:			
Postage	1,063.41	850.00	-213.41
TOTAL Newsletters	1,063.41	850.00	-213.41
Other Expense	880.00	0.00	-880.00
Other Postage	29.22	0.00	-29.22
Other Programs	0.00	300.00	300.00
Precollege Programs	588.50	500.00	-88.50
Section Council Meetings	74.65	0.00	-74.65
Student ActivitiesBranch Support:			
Student Conference	1,400.00	1,400.00	0.00
TOTAL Student ActivitiesBranch Supp	1,400.00	1,400.00	0.00
Supplies	20.60	0.00	-20.60
Technical Programs	95.15	200.00	104.85
Young Member Programs	105.00	300.00	195.00
TOTAL EXPENSES	8,428.29	9,050.00	621.71

Colleagues,

You are, I'm sure, quite aware of this being a critical time for aeronautics R&D programs which have endured continual cuts in the budgets of both NASA and DOD during the past several years. This year, as Congress evaluates funding levels and considers authorization bills, it is imperative that aeronautics research and development be seen as worthy of higher priorities. To advocate for the inclusion of more funding for the aeronautics programs at NASA, as one important element, we are initiating a letter writing campaign to inform elected officials of the importance of these programs to the future of America.

Please join us in what we are told is the most effective action we can take in affecting this issue. Best would be a letter in your own words; second best a somewhat modified version of the attached; but in any event, at least a signed, reproduced copy of one of the two attached letters advocating increased aeronautics funding for the NASA authorization bill. Please direct such to the Chairmen and Ranking Members of the key House and Senate committees listed below:

House Committee on Science

Chairman: Sherwood Boehlert (R-NY)
2320 Rayburn House Office Building
Washington, DC 20515

Ranking Member: Bart Gordon (D-TN)
394 Ford House Office Building
Washington, DC 20515

House Appropriations Subcommittee on Science, State, Justice, Commerce and Related Agencies

Chairman: Frank A. Wolf (R-VA)
H-309 Capitol
Washington, DC 20515

Ranking Member: Alan B. Mollohan (D-WV)
1016 Longworth House Office Building
Washington, DC 20515

Senate Committee on Commerce, Science and Transportation

Chairman: Ted Stevens (R-AK)
508 Dirksen Senate Office Building
Washington, DC 20510

Ranking Member: Daniel K. Inouye (D-HI)
560 Dirksen Senate Office Building
Washington, DC 20510

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Senate Appropriations Subcommittee on Commerce, Justice and Science

Chairman: Richard Shelby (R-AL)

S-146 A Capitol

Washington, DC 20510

Ranking Member: Barbara Mikulski (D-MD)

144 Dirksen Senate Office Building

Washington, DC 20510

In addition, you should carbon copy your letter to your own Senators and Representatives. If needed, their names and contact information can be found at www.house.gov (enter your zip code under “Find Your Representative” at the top of the webpage) and www.senate.gov.

It will also help, but it isn't essential, to provide a brief description of your own specific activities in aeronautics research and development in the appropriate place in the letter.

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Dear Congressman/Senator _____,

Airbus' jet transports are outselling Boeing's. The Coast Guard helicopter fleet is of French design and manufacture. The new U.S. President's "Marine One" fleet is of British and Italian design/development. Regional jet manufacture is dominated by Brazil and Canada. What is the U.S. response? DoD budgets for aeronautics research and technology continue to drop steadily. NASA's total aeronautics R&D budget is proposed to be reduced by 33 percent in FY 06 from 1994-1998 levels; and major programs, like rotorcraft and hypersonic flight research, have been zero'd in NASA's budget request.

These decisions are being made, despite the fact that many challenges currently face air systems science and technology. A recent National Research Council study, for example, found that "unmanned air vehicles, ranging in size from micro air vehicles to high-altitude, long-endurance platforms...require research in materials, structures, and aerodynamics."

Aeronautics research and technology has, for decades, contributed significantly to our economy in jobs and taxes, and has proven itself in every war since WWII to be a crucial, if not decisive element.

Making these same points, the Commission on the Future of the United States Aerospace Industry concluded that "the integral role aerospace plays in our economy, our security, our mobility, and our values makes global leadership in aviation and space a national imperative. Given the real and evolving challenges that confront our nation, government must commit to increased and sustained investment and must facilitate private investment in our national aerospace sector."

Please join in the effort to support aeronautics in the FY 2006 NASA budget and help preserve the leadership our nation has enjoyed in aeronautics since WWII and cannot afford - from economic or defense considerations - to take for granted.

Very truly yours,

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The Honorable _____
United States House of Representatives (or Senate)
Washington, DC 20501

Dear Representative _____ (or Senator)

I am writing to ask that you support restoring the FY 2006 NASA budget for Aeronautics to the level previously approved by Congress. The Administrations' proposed budget reduces the funding by virtually 1/3 and will result in the loss of funding for several important research efforts such as Rotorcraft and Hypersonic aircraft. Please support an increase to the previously approved levels so that US leadership in these important areas can be preserved. NASA Aeronautics research has, for decades, contributed significantly to our economy in terms of jobs and taxes, and has proven itself to be a crucial, if not decisive element in our National Defense. Your support to restore the aeronautics budget is very important to me. I would appreciate hearing your views on this matter.

Sincerely,

Dear Colleagues,

My own experiences have led me to agree completely with Dr. Loewy's assessment that a massive letter writing campaign is needed. I have been involved in two relevant activities recently. First, as a member of the National Academies' Aeronautics and Space Engineering Board I have recently been part of meetings with industry leaders and representatives from OMB, the relevant house and senate committees, and the President's Economic Advisory Council. Second, three weeks ago I was a speaker at the AIAA's annual forum in the Rayburn House Office Building in which we presented the impact of recent aeronautics cuts.

Here are some insights from these meetings that may help us strengthen our arguments to the nation's policy makers:

*** THE IMPORTANCE OF AERONAUTICS TO THE NATION IS NO LONGER TAKEN FOR GRANTED.** When asked "Don't you see that these spending cuts are disastrous for aeronautics?", the responses I have seen from policy makers has been "Sure, I just don't see why I should care." This was a shock to me. Economists in DC are now arguing that foreign subsidies to their aeronautics industries are bad for those foreign nations -- not justification for more funding to aeronautics in the USA. In the meantime, I fear that we, as an aeronautics community, have assumed that everyone knows our benefits to society at large; they don't, and we are instead in a position where we need to clearly articulate to the layman the benefits of aeronautics to society.

*** AERONAUTICS IS NO LONGER RECOGNIZED AS THE DEFINITION OF HIGH-TECH.** The need to continue research and development in high-tech areas is widely recognized (although we could argue about whether it is consistently funded). Unfortunately for the aeronautics community, to the layman the definition of high-tech is now "bio, nano and info". Therefore, many of the policy makers I have met no longer intuitively make the connection between aeronautics funding and general technological excellence. Again, we need to clearly articulate the remaining technological challenges in aeronautics in a manner the layman can understand, and the benefits of pursuing those challenges.

*** ARGUMENTS TO SUPPORT AERONAUTICS MUST EXPLICITLY RELATE TO THE CURRENT SPENDING PRIORITIES.** This administration's stated spending priorities are (1) a strong homeland defense, (2) a strong defense capability, and (3) strong economic growth. On the homeland defense side, aeronautics is not a compelling presence -- UAVs for border patrol and general surveillance are a small part of the problem. On the defense side, the need for more aeronautics research is not generally believed to be compelling beyond implementation of largely-established UAV programs. On the economic growth side, the role of aeronautics is not clear -- sure Boeing has lost market dominance, but it's doing ok, isn't it? (and this administration doesn't want to subsidize it ala Airbus). Again, we need to clearly articulate role of aeronautics to these priorities because, frankly, no one else has. On the civil side, some arguments that are compelling are (1) that just-in-time manufacturing depends on reliable, efficient air transportation and (2) some of the aeronautics programs that are being cut were those examining environmental efficiency and examining fundamental research developments too long term for industry to invest in, but with the potential to dramatically impact industry in the future.

* MANY ASSUME THAT THESE CUTS MAY BE A TEMPORARY 'BLIP' FROM WHICH AERONAUTICS CAN RECOVER. The aeronautics budget has been effectively cut or levelled for sometime now, so many ask why we're creating such a fuss now. What we need to articulate is that we have reached a critical level where we can no longer sustain cuts. Many are now starting to describe the loss of workforce -- that specialists are leaving NASA (and aeronautics in general) to other professions from which we can't expect to hire them back in a couple years if we need them. An additional argument of mine received well at the AIAA forum is that the research cuts are now sufficiently substantive that we can not fund students to finish masters and doctorates in engineering -- they didn't really care that some NASA employees might be RIF'ed, but to hear that we may need to cut graduate student funding in engineering and science was a bit of an eye-opener for them, and recognized as something from which it would take many years to recover. (Many of them seemed to assume that students paid their own way through grad school in engineering the same as in law, medicine or MBA -- or received TA positions paid for by the state government and tuition)

* THE SPENDING IN AERONAUTICS MUST HELP ESTABLISH A CLEAR POLICY. Vic Lebacqz, NASA associate administrator for aeronautics, noted to the congressional delegation at the AIAA forum that 30% of his aeronautics budgets was effectively taken from him via congressional earmarks, apparently often negotiated between center directors and their congressmen without NASA HQ involvement. While he was glad that some aspects of aeronautics received this attention, he noted that it is near-impossible to run a full, coherent program when a third of his budget is given to specific elements that may not fit in with the broader program. His proposed solution, which I agree with, is to have a specific, nation-wide discussion on aeronautics policy. What do we want to focus on? Where are we going? How does it relate to the broader government policies and society's needs?

All of these were more than insights to me -- they were a complete shock. But now moving into the positive, I believe we CAN make a positive, strong argument for aeronautics -- the only difference is the extent to which we need to articulate this argument to the layman audience.

- (1) Aeronautics is important to the nation's defense, home and abroad. Not only have our aeronautics developments to date revolutionized defense, changing how all the services conduct themselves, but we can envision developments with the same potential for future revolutions to America's ability to project force in the air, at sea and on the ground. In addition, the technology transfer from aeronautics to other military domains is enormous, as is the technology transfer from military applications to civil applications.
- (2) Aeronautics is important to the nation's economy and health. At a point where the air transportation system is already experiencing gridlock, record numbers of people travel by air for business and pleasure. Integrated business practices require collaboration by people across the nation; dominance in the global economy requires the best air transportation links to the rest of the world. Just-in-time supply chains depend on air cargo, as shown by the effect on this nation's factories and retail businesses by the temporary shut down of the National Airspace System (NAS) after 9/11. In addition, improved energy efficiency within this air transportation system is vital for improved environmental conditions as the number of aircraft flying continues to grow, and to reduce this nation's dependence on foreign oil producers.
- (3) Aeronautics has been and continues to be a major supplier of this nation's supply of high-tech knowledge and intellectual capacity. It is now considered to be at a tipping point -- with these

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recent budget cuts, and especially with projected FY 06 and FY 07 cuts, educated professionals are now leaving this industry for other professions, and students are being turned away for lack of funding for graduate studies in engineering. Thus, we can not simply absorb some temporary cuts without suffering wide-spread, long-term consequences in intellectual capital.

(4) With a clear national initiative, we can move forward not only to use a restored level of aeronautics funding (don't say 'an increased level of aeronautics funding') for the public good, but to create a clear national policy on future directions in aeronautics research and development that will make the best use of our available resources. (George Levin will probably be able to talk more about the National Academies' potential role in this at our strategic planning retreat on Tuesday)

I hope these thoughts are of use to you. I am delighted to talk to anyone who is interested, and show you some of the material and testimony generated by these recent events.

Best wishes,

Amy Pritchett