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Aerospace Section

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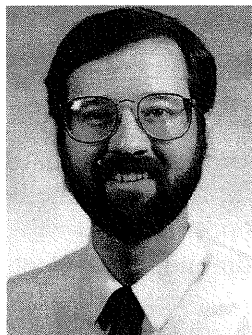
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AEROSPACE SECTION OF THE ENGINEERING DIVISION

The Aerospace Section of the Engineering Division encourages communication and cooperation among information professionals concerned with aerospace, aeronautical and related technologies. In addition, it fosters dialog with entities, such as NASA, the AIAA and other important sources of technical data and bibliographic services.

FROM THE CHAIR

DONALD WELCH



Are you registered for the conference yet? Are ya? Well (if you can), you better do it. We're going to have fun in Minneapolis; I'll guarantee it ... at least I will for me!!!

The aviation-related sights are numerous in Minneapolis/St. Paul. About a year ago, I searched the

Internet for sights relating to aviation - be they museums or companies or whatever - and there were more than I guessed. Of course, there were the places one would think were there, like the Minnesota Department of Transportation, the Civil Air Patrol (which actually had a lot of units), and the Aeronautical Engineering Department at the University of Minnesota (which has been involved in training industry designers since 1929).

Aviation also was represented by Northwest Airlines, one of the oldest airlines still operating in the US, and lots of museums - some of which were the Planes of Fame (East) Museum (in Eden Prairie), the Confederate Air Force (Southern Minnesota) Museum St. Paul, the Minnesota Air Guard Museum in MSP (Minneapolis/St. Paul), the American Wings Air Museum in St. Paul, and the Polar Aviation Museum. So, crank that ignition, prime the prop, and get into gear - there's lots to see in MSP.

And, speaking of things to see, have you looked yet at the SLA's webpage and the preliminary conference program there? In March, I know there were more than just a few folks who were dismayed at not having a hardcopy of the preliminary program in their hands ...and I was one of them for awhile. I even got a little riled when I

couldn't access anything that I asked (with my mouse) to see. Seems, though, that things are working better now since Maurice Harris cracked the whip.

The delay obviously put a crimp in the plans of some to register early for conference ... me included. I have gotten registered though, and it was before the extension I heard was given to us, too. I got an e-mail on April 1 (from someone in Texas with SLA) that the deadline for earlybird registration was extended to May 1. That seemed fair of the SLA ... assuming it was true.

We still have a business breakfast and a program on "Merger Mania" to keep us busy in Minneapolis, but the program that Forecast International was sponsoring for us has hit a roadblock ... a roadblock that's forced cancellation. The program, which in the preliminary program is called "Moving Towards the Electronic Library", was to have been given by Tim Edwards of the National Ground Intelligence Center. Unfortunately, he has had to cancel the engagement. Forecast International looked for someone to replace him, Monty Nebinger said, but none could be found early in April. Without that program at 10:30 a.m. on Monday, we'll have to be content in settling for the exhibits, the sights, the shops, and the sounds of Minneapolis.

Don't forget the business breakfast meeting and "Merger Mania", though. Each also is on Monday, June 7, with the breakfast at 7:30 a.m. And, the breakfast is a ticketed event; that means that you must buy a ticket (for \$5.00) when you register. I'd like to order all of you to be there, but I don't think that would work. Instead, I'll ask all of you who are going to be in Minneapolis that day to be there. Wasn't that nice? I'd like to thank the AIAA here for sponsoring the breakfast for us. It

has been a bulwark of support over the years, and it's proving to be the same again. Thanks, AIAA.

We are being invited, too, to a reception on Sunday, June 6, welcoming all of us to the Engineering Division. Kelly Yuille, the chair of Engineering, has been working on the reception ever since she became chair. I think it's an inspired idea!!! As I recall, the reception starts at 7 p.m. and ends at 9 p.m. Hope I see you there!

Now, as I said earlier, the section is sponsoring "Merger Mania". It's on Monday, June 7 at 3 p.m. The speakers are Corinne Campbell from Boeing, Ferol Foos from Albemarle Corp., and Kathy Roman of Lucent Technologies. They seem to be excited about the topic, judging from some of the things they've said and / or sent to me. I'm looking forward to the program ...except that I'm the moderator. That is not something I necessarily anticipate eagerly, but we have speakers that are good, so I'll let them do the talking.

Here, I need to trumpet the fact that Susan Clifford and the rest of the Nominations Committee - Sherry Siler and Bonnie Rizzuto - grouped, and then regrouped with a purpose, this year and found a nominee for chair-elect/chair that's perfect. Patience persistence paid handsomely, though. You could say even that they, as the Mounties of Canada have done for years, "got their man", even though the nominee is Susan Lamanna, a woman. She is, however, from Canada - Transport Canada. Susan has been a member of SLA since early in the 1990s. She first attended a conference in San Antonio. Since then she's been to four straight conferences, and has participated in the business of the section all of that time. Currently a policy analysis advisor to Transport Canada, she's on loan, for the second time, to the Analyst Department. On October 1, she will return to library duties and head of the technical information center.

She started at Transport Canada 22 years ago after working at a Staff College of the Department of National Defense and also at a

medical library. The first 10 years she was with Transport Canada, she worked in Toronto at a regional TC library. Twelve years ago she moved to Ottawa as the head of the technical information center. She is looking forward to being really active of growth both for the section and herself. Speaking of offices and officers, I suppose I should add here that I have been elected treasurer of the Engineering Division. I'm happy that I can stay active in the Association. I know, however, that I'm not going far from Aerospace ... and that's the best part of it. Also elected to new positions in Engineering were Marilyn Redmond, chair-elect, and Carol Reese, secretary

I've been in contact already with Gad Engler, the current treasurer, and we've talked briefly about the differences or possible differences of being a treasurer for Engineering ... as opposed to Aerospace, which is where I previously served as treasure four years - from 1992-1996. It will be different in some ways, but not in the basics. The amount of money being dispensed also will be larger. But, that's about it.

More than a year ago, I contacted Carolyn Hagford at Alliant Tech Systems in Hopkins, MN (which is down the road from Minneapolis about 10 miles), and asked her if she'd be willing to be my feet in Minneapolis, if I needed any. She said yes. I have not asked anything of her, though, and I feel like I jilted her, so to speak. I know, too, that she has departed Alliant Tech now, and I don't think I'm going to see her at conference. Her willingness to help, though, was a boost to me in the dark days when I was the chair-elect and didn't have a clue as to where to start or what to do. Thanks, Carolyn, for being willing to help.

I'd like to mention a new journal to you at this time, and that is AIRCRAFT DESIGN: AN INTERNATIONAL JOURNAL. It's published by Elsevier, and volume 1, issue 1 was sent recently to prospective subscribers. I happened to receive a copy for review. On the editors of it is Dr. Jan Roskam from Kansas. Dr. Roskam's name is one

that aeronautical engineers around the world recognize. I contacted him about the journal and literally asked him to compare it, as it was projected, to established stalwarts in the field like JOURNAL OF AIRCRAFT, AEROSPACE ENGINEERING, AERONAUTICAL JOURNAL, and JOURNAL OF AEROSPACE ENGINEERING. Diplomatically, I think, he referred me to the the Aims and Scope note in the issue I had. It says that the journal wants to be a forum for worldwide exchange of knowledge between the academic world and industry, focusing on the design and integration of technology to influence the missions and specifications of aircraft, propulsion systems, controls, flight simulation, production and manufacturing, and structural materials of aircraft. I think the engineers at Bell Helicopter - where I work - think it's promising, but they're waiting to see what comes of it. I think that's what I'll be doing too.

Well, there's just one last thing I'm going to mention today. That's a letter I received recently from SLA that appealed to me as a professional to demonstrate my faith in the profession and SLA with a contribution to SLA. The point the letter makes in general is good and valid. We need to put our money where it will help not only ourselves but those who come after us. Putting it in SLA will demonstrate not only our commitment to our special futures and our branch of the profession but also in the organization, which benefits from this in the impression it leaves those who might invest in SLA. I think each of us needs to give this legitimate consideration. And, I have ... and will again and again until I reach a point of comfort. I have a problem however, in the suggestion that contributing "generously" is what's needed. "Generous" to me is \$250 or more, either rightly or wrongly. That's also about where appeals from my numerous universities start asking for contributions. Anything less than that, by inference, is insignificant.

When the number is growing of librarians I know that are considering and/or coming to conference using their own funds, I see a lot of sacrifice and contributions already being made ... because they do better themselves and their futures when they come to a conference. This may be the case only in the section, but I don't think so. I think it may be a problem for others, too. The "trend" also might reverse itself next year, and companies around the US will start paying again to send their librarians to conferences. I'd like to see that, particularly in Aerospace, where it always has seemed to be a problem.

I still hope everyone who can will make a donation to the association. I am undecided, however. I love the SLA and the point to which it has lead me. But, to ask seemingly for hundreds of dollars from all of us wanting "to demonstrate" our dedication to the profession is uncomfortable to me, probably as much so as it seems imperative for the SLA to ask for it. On this, I will have to find a middle ground, I'm sure. I want to help, but I can't be the kind of generous that comes to mind when I think of being generous. To do less, though, makes me think it will be a futile effort. Unconcernedly, either I or the SLA probably will not feel good about the decision I make. That's life in the fast lane, I guess.