

AIAA SAN FRANCISCO SECTION



IN4M-LETTER

VOLUME XLV, NUMBER 3
NOVEMBER-DECEMBER, 2003

AMERICAN INSTITUTE OF AERONAUTICS AND ASTRONAUTICS SAN FRANCISCO SECTION
P.O. BOX 1548, MOUNTAIN VIEW, CA 94042 <http://www.aiaa-sf.org>



Above: Apollo 11 astronaut **Buzz Aldrin** stands on the surface on the moon as fellow astronaut Neil Armstrong takes is picture.

Centennial Dinner Info

With less than a month to the day that marks the centennial of powered human flight, NASA Ames Research Center, the AIAA San Francisco Section, and the Hiller Aviation Institute will sponsor *The Centennial of Flight Celebration Dinner* on Saturday, November 22, 2003, 6:30pm at the Hiller Aviation Museum, San Carlos, California.

AIAA Fellow Dr. Buzz Aldrin will be the guest speaker, sharing his experiences as an astronaut and his thoughts on the commercialization of space, specifically space tourism. (See accompanying article *An Evening with Buzz Aldrin* on this page.)

Centennial Dinner Info, continued on page 2

Saturday, November 22, 2003

Hiller Aviation Museum, San Carlos, CA

An Evening with Buzz Aldrin

Centennial of Flight Celebration Dinner

He graduated third in his class at West Point, was a jet fighter pilot in Korea, and earned his Doctor of Astronautics at MIT. Each of those accomplishments helped to prepare AIAA Fellow **Buzz Aldrin** for the historic event when he and Neil Armstrong landed on the moon and took “*One Small Step for Man, One Giant Leap for Mankind.*”

When the Eagle landed on July 20, 1969, Aldrin and Armstrong completed an American mission, and their feat is widely remembered as the greatest achievement of the 20th century, and the most memorable event in television history. Dr. Aldrin also piloted the Gemini 12 rendezvous space flight in 1966, during which he set a new 5.5 hour record for extended spacewalking.

A living hero, an American patriot and a space pioneer, when Buzz and Neil landed the Eagle on the moon thirty years ago, the event marked not only the fulfillment of President Kennedy’s mission to land a man on the moon before the end of the 1960s, but also began a new era of space exploration for all humanity. He stands as one of the bravest explorers of all time.

An Evening with Buzz Aldrin, continued on page 7

In this issue

| | |
|---|---------------|
| An Evening with Buzz Aldrin | Page 1 |
| AIAA Fellow Dr. Buzz Aldrin shares experience of going to the moon and his thoughts on space tourism. | |
| Centennial Dinner Info | Page 1 |
| Understanding and Appreciating the Wright Brothers | Page 2 |
| AIAA Fellow Bill Chana at NASA Ames. | |
| AIAA San Francisco Wins Section Honors | Page 2 |
| Bittersweet Crossroads | Page 3 |
| Rick Kwan on aerospace at the crossroads. | |
| 2002-2003 Section Award Winners | Page 4 |
| In Memoriam | Page 6 |
| About pioneers Ray Kelly and Russ Robinson. | |
| Short Notes | Page 6 |
| Section Members Elected as AIAA Associate Fellows .. | Page 7 |
| Calendar | Page 8 |

NOTE: Inside pages 3 through 6 are available in PDF form at: <http://www.aiaa-sf.org/newsletter>

Understanding and Appreciating the Wright Brothers

As part of the celebration of the centennial of powered flight, NASA Ames Research Center and the AIAA San Francisco Section hosted AIAA Fellow and Distinguished Lecturer **William F. Chana**, speaking on *Understanding and Appreciating the Wright Brothers*. The talk was held as a NASA Ames Director's Colloquium at Ames on October 21, 2003.

An aerospace engineer, pilot and historian, Mr. Chana covered Orville and Wilbur Wright's experiments from 1900 to 1910. Principal topics included:

- 1900 and 1901 glider tests with low aspect ratio wings,
- 1902 and 1903 tests with their successful high aspect ratio wing glider, and finally, their high aspect ratio powered machine,
- relationship of the Wrights to Octave Chanute, George Spratt, and other early experimenters,
- wind tunnel tests conducted between 1901 and 1902,
- their advancements in controlled flight in 1904 and 1905 from Huffman's Prairie near Dayton, Ohio.

Chana, who was formerly president of the San Diego Aerospace Museum, oversaw a project to build a reproduction of the Wright brothers' custom internal combustion engine. It was built by three museum volunteers, who Chana referred to as "Orville, Wilbur, and Charlie," a reference to the brothers and their assistant Charles Taylor. He showed a short video of the reproduction in action. Prompted by an acquaintance in the audience, Chana drew a distinction between a replica and a reproduction. A replica is a copy

AIAA San Francisco Wins Section Honors

The AIAA San Francisco Section has several several of the 2002/2003 Section Awards. Sections compete against other sections of similar size. First place winners will be honored at the *42nd AIAA Aerospace Sciences Meeting and Exhibit*, on Tuesday, January 6, 2004, at the Reno Hilton, Reno, Nevada.

The awards won by the San Francisco Section in the Very Large Category, and the responsible section council members are:

- Outstanding Section - 3rd place:
Seth S. Kurasaki, Section Chair
- Career Enhancement - 3rd place:
Prasada Rao Gogineni, Career Enhancement
- Communications - 1st place:
Richard J. Kwan, Newsletter Editor
- Membership - 3rd place:
Gano Broto Chatterji, Membership Officer
- Precollege Outreach - 2nd place:
Juanita Ryan, Precollege Chair
- Young Professional Activity - 3rd place:
Eric R. Mueller, Young Professional Officer

A list of all the winning sections of all sizes, along with some special recognitions is given in the accompanying article 2002-2003 Section Award Winners, starting on page 4.

of a work made by the original creator. A reproduction is a copy made by someone else. (Editor's note: I didn't know that; we'll try to be careful.)

In addition to technical aspects, Chana gave insight into what made the brothers tick. He has talked to relatives of the Wrights and filled in much of the human story.

Chana himself began his aerospace career in 1941 at Consolidated Vultee in San Diego. He played an active role in flight-testing the XB-24, XB-32, XC-99, TBY, XFY-1 POGO, XF2Y-1 Seadart, and Convair Liners. In the early 1960s he was Convair's Base Manager for the Installation and Checkout of Atlas operational missiles at Fairchild Air Force Base, Washington. In the 1950s he built and flight-tested three small airplanes. He is a Fellow of AIAA and SAE, a member of EAA, Quiet Birdmen, OX-5. He is past President of the San Diego Aerospace Museum. In 1988 he held the A. Veruille Fellowship at the Smithsonian National Air & Space Museum. He is the National President of the Silver Wings Fraternity, an international organization of pilots.

Arrangements for the talk at NASA Ames were coordinated through NASA Ames Chief Scientist Stephanie Langhoff.

Centennial Dinner Info, continued from page 1

A printable RSVP form for the dinner is available on-line. (See Additional Information below.) If you are unable to print the form, please provide the information below:

- Names of dinner attendee(s)
- Entree choice for each attendee:
 - New York steak served medium rare with cognac demi-glace
 - Grilled Salmon Filet with Moscato Cream Sauce
 - Portabello Mushroom Tower with Garlic Mashed Potatoes
- Your name
- Your contact info: phone number and/or e-mail address

Please RSVP by November 17, 2003, and enclose payment of \$75.00 per person. Checks should be made out to *AIAA San Francisco Section*. The RSVP should be mailed to:

Centennial of Flight Dinner
Education Division
Mail Stop 226-8
NASA Ames Research Center
Moffett Field, CA 94035-1000

Additional Information

- On-line centennial dinner information:
<http://www.aiaa-sf.org/dmtg/03-11.html>
- Printable RSVP form (PDF, 417 KB, Acrobat 5 or later):
http://www.aiaa-sf.org/dmtg/03-11/Dinner_RSVP.pdf
- For more information about this program:
Patricia Guerrieri at 650-604-6366 or
pguerrieri@mail.nasa.gov
- For corporate sponsorship information:
Prasad Gogineni at 408-756-2994 or
programs@aiaa-sf.org

Bittersweet Crossroads

**Rick Kwan, Newsletter Editor
AIAA San Francisco Section**

Within a few weeks, we will reach the centennial of powered human flight. We celebrate seemingly humble beginnings which took place a century ago at Kill Devil Hills, North Carolina, on December 17, 1903. Since then, commercial aviation has become commonplace, and humans have set foot on the moon and returned to earth.

In the future, robotic explorers will pave the way for humans in the outer solar system. We will build small self-sustaining settlements in new challenging environments. This assumes, of course, that the torch is passed from one pioneering generation to the next. This very assumption is open to debate.

Laying the Ground Work

The successful flights of the 1903 Wright Flyer, were the culmination of years of work. Wilbur and Orville Wright researched the work of predecessors such as Cayley and Lilienthal, studied flight in nature, discussed their ideas with colleagues like Chanute, and were very aware of the work of Langley. Their first gliders made them realize they needed more fundamental, systematic data. They therefore devised a wind tunnel and apparatus to measure lift and drag.

The result was a better glider design, which led directly to the 1903 Flyer. They built their own internal combustion engine, which drove propellers based on their wind tunnel data. They realized that they needed human-in-the-loop feedback to maintain stability for a practical Flyer. On hindsight, these seemingly humble beginnings bore strong traits of a persistent multi-disciplinary research and development program.

Fortunately, the Wrights were not beholden to an outside backer who was evaluating return on investment. The lack of customer backlog on December 17 would have cancelled the project. Instead, they continued to refine their design, greatly improved their understanding of stability and control, and convincingly demonstrated their mastery of powered flight to American and French audiences.

Wilbur Wright died unexpectedly on May 30, 1912, from typhoid fever. Orville Wright watched their invention change the world. The skeletal biplane with wing warping controls gave way to monoplanes, ailerons, and enclosed fuselages. It became a reconnaissance platform, and then later a weapons platform. It ferried mail, and later passengers, across longer and longer distances, ultimately reaching trans-oceanic destinations. In 1947, the XS-1 piloted by Chuck Yeager breached the speed of sound. All this happened by the time Orville died on January 30, 1948.

New Challenges

A decade after Orville Wright's death, another contest raged. The Soviet Union launched the first artificial earth satellite, Sputnik I, into orbit on October 4, 1957. The United States did not successfully respond until January 31, 1958, with Explorer I. A race to demonstrate political and scientific superiority concluded with astronauts Neil Armstrong and Buzz Aldrin landing on the moon on July 20, 1969, fulfilling a vision set forth by President Kennedy

a few years before. It also introduced the public to the prospect of extra-terrestrial civilizations through *Star Trek* and *2001: A Space Odyssey*. But acceptance of this notion did nothing to improve the budgets of space researchers in the post-Apollo era.

In the meantime, aeronautics has been a victim of its own success. The public takes commercial aviation for granted. It is so safe and commonplace that there is no perception of challenge or excitement in keeping it alive. Security is now a concern. But airspace congestion, aging infrastructures, et cetera are not.

The next generation of researchers and explorers has found new worlds to conquer, but they are in cyberspace. Advances in computing technology have improved modeling and simulation, and have spilled over into electronic entertainment. They are so compelling that aspects of game design now figure prominently in the career choices of young people. To be sure, new insight into the physical world has come from modeling and simulation. But more often than not, efficient computation requires intelligent simplification. In fact, game design has become the art of compelling intelligent simplification.

But the real world is not so simple. Weather happens. Heat waves, floods, fires, earthquakes, and tsunamis happen. Even potholes and foam insulation happen. Even in the solar system, weather happens, but in the form of solar flares and winds. Although the traffic is usually predictable, asteroids and planetary bodies are not designed with collision avoidance.

Even with all the public exposure and rationale for asteroids, extra-terrestrials, spaceships immune to aerothermodynamic heating, and breakthrough propulsion, they have not made for great science budgets. As a result, they don't make for great careers choices. (It's not clear that entertainment does either; but it has appeal, short-term gain, and a customer base.) Exploration has already been a matter of questionable returns.

The Crossroads

As a result, aerospace sits at the crossroads of a celebration of a century of monumental progress and a potential discontinuity due to a severe shortage of fresh talent.

Increasingly, the purpose of society in general, and science and technology in particular, is to create comfort. Comfort has monetary value, particularly in the eyes of publicly held corporations. Research and exploration, or the pursuit of truth, are largely intangible; they are sweat and toil without reliably predictable return.

Because they are so intangible, research and exploration need to have a clear vision — a clear destination, a proposed road map to get there, and the appropriate amount of sweat. This has marked aerospace since the Wrights.

While popular culture may embrace the vision, it does not draw the road map. It is drawn by pioneers who have studied the trails — in this case, scientists and engineers. Financiers, whether they be the government or wealthy individuals, need to catch the vision and fund it for the long term. Without these, it is not possible to ask a new generation of explorers to stake their careers on it. Without them, we might as well once again see ourselves as the center of the universe and accept the end of human progress.

(Rick Kwan, a computer scientist by training, has worked in aerospace, VLSI CAD, and computer software.)

2002-2003 Section Award Winners

The AIAA would like to congratulate the following Sections on their outstanding performance for 2002-2003.

The Section Awards honor particularly notable performances made by a section of the Institute working as a unit, and are intended to formally underscore the AIAA conviction that an active and vital section is fundamental to a healthy Institute.

All awards are bestowed annually in five Section size categories: very small, small, medium, large, and very large. A cash award and certificate are presented to each of the winning Sections. The award period covers only those events from June 1, 2002 to May 31, 2003.

Outstanding Section Award

- Very Small Category
First: Delaware - Clyde E. Carr, Jr., Section Chair
Second: Savannah - Mark D. Moss, Section Chair
Third: China Lake - Edmund H. Smith, Section Chair
- Small Category
First: Vandenberg - Kevin M. Wolf, Section Chair
Second: Northwest Florida - Lawrence E. Lijewski, Section Chair
Third: Oklahoma - Frank W. Chambers, Section Chair
- Medium Category
First: Cape Canaveral - Douglas G. Wright, Section Chair
Second: Michigan - Andrew D. Santangelo, Section Chair
Third: Tucson - Kevin P. Kremeyer, Section Chair
- Large Category
First: Northern Ohio - Ian Halliwell, Section Chair
Second: St. Louis - Michael S. McCoy, Section Chair
Third: San Diego - Philip M. Rose, Section Chair
- Very Large Category
First: Houston - Lynn Nicole Smith Section Chair
Second: Alabama/Mississippi - Arloe W. Mayne, Jr., Section Chair
Third: San Francisco - Seth S. Kurasaki, Section Chair

Career Enhancement Award

- Very Small Category
First: Delaware - Timothy M. McCardell, & Clyde E. Carr, Jr., Career Enhancement Officers
- Medium Category
First: Tucson - Kevin P. Kremeyer, Section Chair
Second: Cape Canaveral - Douglas G. Wright, Section Chair
- Large Category
First: Northern Ohio - Michael W. Swiatek, Career Enhancement Officer
- Very Large Category
First: Los Angeles - Richard Denison, Career Enhancement Officer
Second: Houston - Jesus Reyna, Jr., Career Enhancement Officer

Third: San Francisco - Prasada Rao Gogineni, Career Enhancement Officer

Communications Award

- Very Small Category
First: Delaware - M. David Rosenberg, Newsletter Editor
Second: Columbus - Marco T. Debiase, Newsletter Editor
Third: China Lake - James E. Serpanos, Newsletter Editor
- Small Category
First: Central Pennsylvania - Kathryn K. Fisher, Newsletter Editor
- Medium Category
First: Cape Canaveral - William E. Harrell, Newsletter Editor
Second: Greater Philadelphia - William R. Letts, Jr., Newsletter Editor
Third: Tucson - John C. Madden, Newsletter Editor
- Large Category
First: St. Louis - David E. Morgan, Newsletter Editor
Second: Northern Ohio - Paul F. Penko & Hani Kamhawi, Newsletter Editors
Third: Albuquerque - Peter E. Dunn, Newsletter Editor
- Very Large Category
First: San Francisco - Richard J. Kwan, Newsletter Editor
Second: Houston - John F. Keener, Newsletter Editor
Third: Alabama/Mississippi - G. Alan Lowrey, Newsletter Editor

Membership Award

- Very Small Category
First: Delaware - M. David Rosenberg, Membership Chair
Second: Savannah - Shelly K. Brimmeier, Membership Chair
- Small Category
First: Vandenberg - Eileen H. Wyckoff, Membership Chair
- Medium Category
First: Cape Canaveral - George T. Cole, Membership Chair
Second: Greater Philadelphia - James D. Ott, Membership Chair
Third: Tucson - Kevin P. Kremeyer, Section Chair
- Large Category
First: Phoenix - Ronald V. Roden, Chair & Membership Chair
Second: San Diego - James D. Peterson, Membership Chair
Third: Albuquerque - Teresa M. Jordan-Culler, Membership Chair
- Very Large Category
First: Houston - Tsutsumi Sophia Bright, Membership Chair
Second: Dayton/Cincinnati - Rebecca Schmidt, Membership Chair
Third: San Francisco - Gano Broto Chatterji, Membership Chair

Section Awards, continued on page 5

Harry Staubs Precollege Outreach Award

- Very Small Category
First: Savannah - Patrick C. Connor, Precollege Chair
Second: Delaware - Anthony W. Lo Russo, Precollege Chair
- Small Category
First: Vandenberg - Donald D. Smith, Precollege Chair
Second: Sacramento - Jean P. Mundy, Precollege Chair
- Medium Category
First: Michigan - Andrew Santangelo, Section Chair
Second: Tucson - Jodi Horton, Precollege Chair
Third: Cape Canaveral - John T.R. Dillon, III, Precollege Chair
- Large Category
First: St. Louis - Karen K. Copper, Precollege Chair
Second: Greater Philadelphia - Frank E. Hollenbach, Section Chair
Third: Northern Ohio - Gwynn A. Severt, Precollege Chair
- Very Large Category
First: Houston - Joy Conrad King, Precollege Chair
Second: San Francisco - Juanita Ryan, Precollege Chair

Public Policy Award

- Very Small Category
First: Delaware - David K. McGrath, Public Policy Officer
Second: Savannah - Henry Brodman, Public Policy Officer
- Small Category
First: Central Pennsylvania - David B. Spencer, Public Policy Officer
- Medium Category
First: Michigan - Andrew D. Santangelo, Chair & Public Policy
Second: Tucson - Kevin P. Kremeyer, Chair & Public Policy
Third: Cape Canaveral - Matthew D. Lacey, Public Policy Officer
- Large Category
First: Northern Ohio - Kim D. Otten, Public Policy Officer
Second: St. Louis - Richard E. Pinckert, Public Policy Officer
Third: Albuquerque - Terry L. Caipen, Public Policy Officer
- Very Large Category
First: Dayton/Cincinnati - John E. Leland, Public Policy Officer
Second: Hampton Roads - Lee R. Rich, Public Policy Officer
Third: Houston - Chad Brinkley, Public Policy Officer

Young Professional Activity Award

- Very Small Category
First: Delaware - Sue Ann Cuppett, Young Professional Officer
Second: Savannah - Heather E. Gibson, Young Professional Officer
- Medium Category 3-Way Tie
First: Cape Canaveral - Matthew D. Lacey, Young Professional Officer
First: Greater Philadelphia - Mayuresh Patil, Young Professional Officer
First: Tucson - Kevin P. Kremeyer, Section Chair & Young Professional Officer

- Large Category
First: Northern Ohio - Eric J. Pencil, Young Professional Officer
- Very Large Category
First: Houston - Bradley S. Files, Young Professional Officer
Second: Hampton Roads - Kurt E. Severance, Young Professional Officer
Third: San Francisco - Eric R. Mueller, Young Professional Officer

Special Recognitions

In addition to these awards, AIAA would like to acknowledge three section that held an outstanding activity that deserves additional recognition:

Central Florida Section: Pedro R. Nieves, Section Chair

The **KIDS FLY FEST**, at Orlando Executive Airport in April 2003, was two days of EAA Young Eagles flights - 344 youth came to celebrate their freedom!! The Orlando Youth Aviation Center planning and development was unveiled to the public for the first time and received overwhelming approval from visitors and enthusiastic parents and youth. Florida's Congressmen Ric Keller, John Mica and Dave Weldon were invited to attend. At registration, each child had his photo taken and digitally printed on a boarding pass with his name along with the tail number of the aircraft that was to fly him over the Universal and Disney attractions. This first use of the innovative Orlando Youth Aviation Center boarding pass turned out to be a real hit and a popular souvenir. Section members flew and supported the FLY FEST along with tremendous support from the University of Central Florida Student Branch.

Northwest Florida Section: Lawrence E. Lijewski, Section Chair

The 6th Symposium on Overset Composite Grids and Solutions Technology was held 8-10 October 2002. This international symposium held every two years, provides an open forum for scientists and engineers in the disciplines utilizing overset grids to communicate current work, new research ideas and work in progress. A total of 72 scientists, engineers and students across the United States and three foreign countries attended.

Houston Section: Lynn Nicole Smith, Section Chair

The Mid-level Professionals Workshop was held in November 2002. Although we had previously hosted two YP-oriented Career Planning Workshops, this was the first one geared towards helping to develop the careers of professionals who had been in the workforce 8+ years. Approximately 50 professionals from all types of backgrounds and corporations turned out for the event. The event was widely publicized via all types of media and United Space Alliance sponsored the event. Most of the attendees were members, but approximately 6 non-members became members after the attending event.

Additional Information

Descriptions of the award categories:

<http://www.aiaa.org/about/index.hfm?abo=330>

In Memoriam

AIAA lost two of its pioneers of aviation during the last couple of months. Ray Kelly, who spent most of career with United Airlines, was 102 years old. Russ Robinson, who helped establish Ames Aeronautical Laboratory (later to become NASA Ames Research Center), was 96 years old.

Ray Kelly

AIAA Fellow Ray Kelly, a pioneer of commercial aviation, passed away on the evening of Monday, September 29. He was 102 years old.

Kelly saw his first airplane around 1918, graduated from Purdue in 1925 as a mechanical engineer with specialization in aeronautical engineering, and then went to work as a junior aeronautical engineer at McCook Field in Dayton, Ohio, the hometown of the Wrights. He encountered Orville Wright when we came touring through the instrument shop; Kelly reportedly told him that he (Orville) didn't have any vision. He also worked with Lt. Albert Hegenberger, who would later make the first solo take-off and landing solely by instruments.

In 1930, he went to work for Boeing Air Transport (the forerunner of United Airlines), which flew single engine biplanes to carry mail. He worked for a time on flight test to understand the peculiar and deadly hazard of aircraft icing. By the time he became United's Director of Technical Development in 1959, his group was developing requirements for transcontinental jet transportation. He was United's representative to an industry committee deciding design requirements for a proposed Boeing supersonic transport. Kelly advised United against it, citing the aircraft's poor economic prospects. He retired from United in 1966, but continued to work with a consulting firm for several more years.

Early in his career, he took on a new hobby: filmmaking. For over 40 years, he shot home movies of life, family and career — reaching from the Ford Trimotor to the Concorde and the Apollo missions. His grandson compiled and edited the collection onto video tape, with Ray Kelly narrating his first-hand account. The tape was a highlight of his 100th birthday celebration, organized by the AIAA San Francisco Section, at the Hiller Aviation Museum in San Carlos.

He was interviewed for the AIAA SF section newsletter at age 99. Notes from the interview are posted on the section website.

Russell G. Robinson

AIAA Fellow Dr. Russell G. Robinson, former Assistant Director for Aeronautics at NASA Ames Research Center, passed away in late October 2003 in Los Altos. He has recently celebrated his 96th birthday, and was a member of AIAA or its predecessors for 70 years.

Robinson was born in Spokane, Washington, but raised mostly in Santa Monica, California. In 1924, as a teenager, he watched four Douglas World Cruisers take off from Clover Field in Santa Monica as they embarked on a daring round-the-world flight. Robinson, however, credits Lindbergh's 1927 flight for inspiring his interest in aviation. Robinson received his Engineer's degree in 1930 from Stanford University and began working at NACA Langley. In the 1930s, the average age of an NACA employee was 26.

As a young engineer, Robinson worked for Smith DeFrance. He recalled DeFrance's reaction to his strut-brace monoplane design. DeFrance suggested that the monoplane would never replace the biplane. "I thought, 'Heresy! How can you not see that cleaning up the airplane is the answer to a lot of evils,'" Robinson remembered. DeFrance's World War I flying experience, no doubt, instilled his reverent attitude towards biplanes.

He was part of Lindbergh's committee to select a site for NACA's second laboratory, later known as the Ames Aeronautical Laboratory. He was part of the initial on-site staff and turned the first spade of dirt for the NACA construction at Moffett Field, on December 20, 1939. After World War II, he was part of a committee sent to Germany to review aeronautical data.

DeFrance became the first Director of Ames. When he returned to California in 1950, Robinson became his Assistant Director for Aeronautics. He served in that position until his retirement in the 1970s.

Robinson was interviewed a few years ago for the AIAA San Francisco Section newsletter. Excerpts of that interview are on the section website.

Interview Notes

Both of these AIAA Fellows were interviewed a few years ago by Stephen Jaeger, who was then AIAA SF Section newsletter editor. Notes from the interviews are posted on the AIAA San Francisco Section website.

- Ray Kelly
<http://www.aiaa-sf.org/evol/kellyintv.html>
- Russ Robinson
<http://www.aiaa-sf.org/evol/robinson.html>

Short Notes

AIAA Awards Call for Nominations - Just how good is your colleague? Perhaps you think your colleague does a great job and deserves more recognition, even nationally. We have the solution. Nominate him/her for an AIAA national award. Nominations for over 20 AIAA awards are due February 1, 2004. In addition, AIAA participates with other technical societies and organizations in the selection of recipients for the Robert J. Collier Trophy Award (due to AIAA by Jan. 15, 2004), and the J. Leland Atwood Award (due to AIAA by Jan. 1, 2004). Descriptions of awards can be found on-line at:

<http://www.aiaa.org/about/index.hfm?abo=1>

Living Legends — Roughly 30 people have so far been interviewed for the NASA Ames/AIAA SF *Living Legends* project, which features video interviews with Bay area aerospace pioneers. Short excerpts will be shown at the Centennial of Flight Celebration Dinner at the Hiller Aviation Museum on Nov. 22.

Wright Again — What were the Wright brothers doing on this day a century ago? As the weeks and days close in on December 17, 2003, the Wright Again website tells the story. The site is also full of content and experiments for students and educators.

Web site: <http://www.wrightagain.com>

Today we stand at the dawn of a new future that beckons space travel and exploration. Space Hotels. Airline-capacity shuttles for citizen explorers. Missions back to the moon and on to Mars. At the forefront of this brave new age stands Aldrin, astronaut futurist and advocate of privatization, space tourism and a new generation of reusable rockets. *Time* magazine called him the man “who wants to send you into space.” *Forbes* said he’s the astronaut who “reaches for the stars through his ShareSpace Foundation.” David Letterman introduced him as the guy who wants to give ordinary people a chance to ride in space. CNN.com pictured Buzz (a strong supporter of the Tito flight) alongside pioneering space Denis Tito during their testimony before a House subcommittee hearing on the future of citizen space travel. NUVO has captioned Aldrin as the “Father of Space Tourism.”



Buzz Aldrin voices his concepts of space travel to tourism conferences, Congressional leaders and the corporate world. His non-profit ShareSpace Foundation, under a grant from NASA, is developing a study on how long-range space exploration can benefit from opening doors to space tourism; meanwhile his think-tank Starcraft Boosters, Inc. works on the rocket designs that can get us there. Dr. Aldrin recently fulfilled his term of service as President George W. Bush’s appointee on the Commission on the Future of the U.S. Aerospace Industry. Amongst a team of aviation industry leaders, Buzz contributed his expertise as an astronaut, rocket-scientist and space futurist to recommend in the commission’s published report key strategies for reinvigorating America’s space program.

Dr. Aldrin’s novel, a space adventure entitled *The Return*, fascinates readers with its story of four indomitable childhood friends who present the only hope to overcome a space-age crisis in a world where space tourism has come to fruition. Dr. Aldrin’s past books include his first space novel and best-seller, *Encounter with Tiber*. In the words of Dr. Arthur C. Clark (*2001: A Space Odyssey*), “I’m quite stunned — I think *Encounter with Tiber* is a classic.” Dr. Aldrin plans to write another autobiography in 2003, a follow-up to *Return to Earth*.



Left: Footprint of Apollo 11 astronaut **Buzz Aldrin** on the lunar surface.

Section Members Elected as AIAA Associate Fellows

More than 90 Institute members will be inducted as AIAA Associate Fellows during the AIAA Foundation Associate Fellows Dinner, which will be held at 7:00pm, Monday, January 5, 2004, at the 42 AIAA Aerospace Sciences Meeting and Exhibition, in Reno, NV. Each year, the Institute recognizes exemplary professionals for their accomplishments in engineering or scientific work, outstanding merit and contributions to the arts, sciences, or technology of aeronautics or astronautics.

The AIAA San Francisco Section congratulates the following members on their election as Associate Fellows of AIAA.

Kevin M. Bilger
Marc M. Cohen
Paul Concus
Bonnie P. Dalton
Karen L. Gundy-Burlet
G. Warren Hall
Kevin D. James
Srinivas Kodiyalam
Dean A. Kotinos
Seth S. Kurasaki
Richard J. Kwan
Corwin H. Lakin
Gerald M. Mulenberg
Bruce F. Smith
Roger C. Strawn
ChouYin Tsai
Fanny A. Zuniga

The **AIAA SAN FRANCISCO SECTION IN4M-LETTER** is a publication of the San Francisco Section of the American Institute of Aeronautics and Astronautics, a non-profit society whose primary purpose is to advance the arts, sciences, and technology of aeronautics and astronautics and to foster and promote the professionalism of those engaged in these pursuits.

Section Officers and Council: A complete directory of the section council can be found at <http://www.aiaa-sf.org>.

| | | |
|-------------------|--|--------------|
| Chairman | Fanny Zuniga | 650/604-2017 |
| | vicechair@aiaa-sf.org | |
| Vice-Chairman | Prasad Gogineni | 408/756-2994 |
| | vicechair@aiaa-sf.org | |
| Secretary | Rick Kwan | 650/604-2944 |
| | secretary@aiaa-sf.org | |
| Treasurer | Todd Farley | 650/604-0596 |
| | treasurer@aiaa-sf.org | |
| Newsletter Editor | Rick Kwan | 650/604-2944 |
| | newsletter@aiaa-sf.org | |
| Programs Director | Prasad Gogineni | 408-756-2994 |
| | programs@aiaa-sf.org | |

Production Notes: This publication was produced using Adobe FrameMaker 6.0 and converted to PDF by Adobe Acrobat Distiller.

AIAA SF Communications Committee staff: Rick Kwan, Katrina Thompson, Bruno Geoffrion, Corky Lakin, Mike Ryan.

Calendar

AIAA SF Section Events

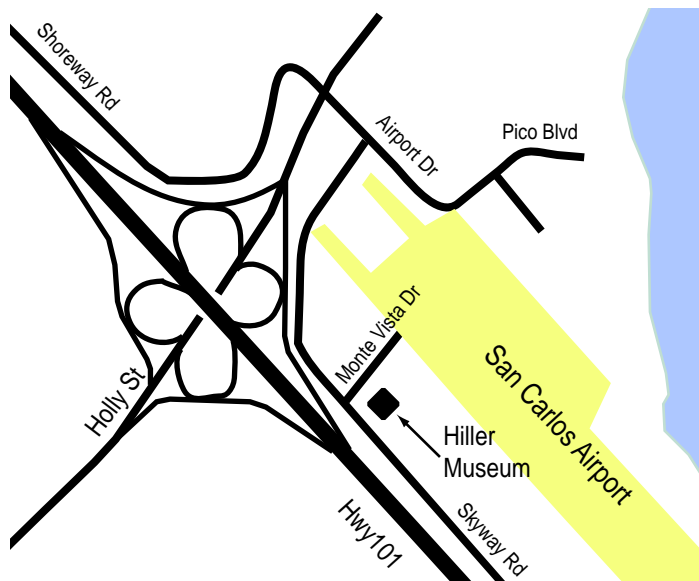
- Saturday, November 22, 2003: *Centennial of Flight Celebration Dinner on An Evening with Buzz Aldrin* – Hiller Aviation Museum, 601 Skyway Road, San Carlos, CA [Tel: 650-654-0220] Cost: \$75/attendee. (See related articles on “Centennial Dinner Info” on page 1 for RSVP and other information.) Note that there is currently no on-line or at-the-door registration for this event.

AIAA National Programs

Below are selected conferences, workshops, and other programs sponsored or organized by AIAA.

- *AIAA's 3rd Annual Aviation Technology, Integration, and Operations (ATIO) Technical Forum*, Denver, Colorado – Nov. 17-19, 2003.
- *AIAA 3rd Biennial National Forum on Weapon System Effectiveness*, Seal Beach, California – Nov. 18-20, 2003.
- *42nd AIAA Aerospace Sciences Meeting and Exhibit*, Reno, Nevada – Jan. 4-7, 2003. Includes: AIAA Awards Luncheon and AIAA Foundation Associate Fellows Dinner.

Additional details may be found on the national AIAA website at <http://www.aiaa.org/calendar>.



**American Institute of
Aeronautics & Astronautics
San Francisco Section**

**Post Office Box 1548
Mountain View, CA 94042-1548**

**Non-Profit Organization
US Postage Paid
San Jose, CA
Permit No. 936**

*Saturday, November 22, 2003 Hiller Aviation Museum, San Carlos, CA
An Evening with Buzz Aldrin
Centennial of Flight Celebration Dinner*