

From: Waldean2@aol.com
Date: Wed, 12 Aug 1998 19:45:25 EDT
To: hayalex@aol.com (Jim Alexander), megapuls@megapulse.com (Ed McGann),
moroney@volpel.dot.gov (Mike Moroney),
jdl@navaid.demon.co.uk (David Last), jb@iu.net (John Beukers),
brog@compuserve.com (Bill Brogdon), pli@together.net,
ButlerJ@dfo-mpo.gc.ca
Cc: rlilley@illgen.com (Bob Lilley), dalejohnson@morrowaircraft.com,
D.vanWilligen@ET.TUDELFT.NL, roland1@banet.net (Bill Roland),
rwenzel@erols.com, candren@ion.org (Carl Andren), albert.frost@unh.edu,
mcp@cameng.com (Poppe), roth@locusinc.com
Subject: Minutes
X-Mailer: AOL 3.0 16-bit for Windows sub 38

Attached are minutes of the 4 August teleconference
INTERNATIONAL LORAN ASSOCIATION

128TH MEETING OF THE ILA BOARD OF DIRECTORS

The 128th meeting of the ILA Board of Directors was held by teleconference at 1330 EDT on 4 August, 1998.

1. Directors Present

Directors attending the teleconference were:

Bill Brogdon, President
Carl Andren, Treasurer
Walter Dean, Secretary
Dale Johnson
Bob Lilley
Mike Moroney
Linn Roth
Dave Waters
Bob Lilley held John Beukers' proxy

Also attending:

Ellena Roland
Al Frost
Langhorne Bond

2. Agenda and Quorum

Brogdon had e-mailed an agenda to all Board members. The Secretary determined that eight Board members present constituted a quorum.

3. Approval of minutes

Minutes of the 127th BOD meeting were approved without changes.

4. Treasurer's Report

In the Washington accounts is \$1,541.40 in checking and \$1,071.73 in money market for a total of \$2,613.13. Money from the 1997 convention is at the Operations Center. A complete accounting will be made at the Convention in October.

5. Situation in Washington

Congressional funds for continuing loran came through as \$5M in the House and \$5M in the Senate, with strong language in the Senate bill about relying entirely on GPS. Lilley said that the expectation is that the conference will be in September and the amount will be between 5 and 10. Roth reports efforts in the House to raise the amount near 10. Heywood Shirer is reported as saying that they will be having a press release in the near future regarding continuing loran well beyond 2000. The feeling is that they are still digesting the BAH report, which will be forwarded without any changes.

The amount of nearly \$10M would keep the FAA politically involved with loran, and provide the Coast Guard with funds to do some station upgrading that could save operating cost.

6. FRP Input

Heywood Shirer is still concerned about folding the new loran information into the FRP, and Brogdon persuaded him to send some of the availability numbers they are using for our comments. Brogdon feels that people refer to WAAS as if it were a complete system, with availability of five 9's, whereas the overall GPS system has much lower availability. This is one thing which needs to be straightened out in the new FRP.

7. Combined Loran/GPS

Lilley feels the time is ripe for revival of a Loran/GPS MOPS for RTCA. The FAA doesn't want the loran to become a requirement, which would force them to pay for it, but seem willing to accept it as a critical infrastructure requirement. Some GPS people seem willing to see an addendum to the WAAS MOPS that discussed Loran as an alternative.

Langhorne Bond is being given an award by the Air Traffic Controllers Ass'n. He has become our roving ambassador, and is scheduled to give at least 6 speeches around the world, discussing GPS and Loran.

Mitre is preparing a report on the integration of GPS and Loran. There is no information on what it will say, although on a technical level, they seem quite positive on loran, and had favorable comments when they visited LOCUS recently.

Roland has invited the Admiral to represent the Coast Guard at the convention.

8. Membership

Brogdon has gotten a little ad in Boat US, a few lines in the Classified section, to promote membership in the ILA. Lilley has sent material on the convention to a number of relevant organizations. It was suggested that an ad be prepared to send out to interesting publications. No one was assigned the action.

9. IALA

Brogdon has tried to persuade IALA to permit us to pay reduced dues, since we are the only poor non-profit member, with no results. We are behind a couple of years in paying dues.

10. Dues Increase

Lilley brought up the proposal to increase the individual dues to \$35 annually. It was suggested that an e-mail or fax ballot be sent out to get the required 2/3 BOD approval of the change. Lilley apparently agreed to follow up.

11. 1999 Convention

In addition to the regular convention in October, it had been suggested by Larry Barnett to have a June conference in Washington, where government and press representatives could attend at least for some part time. It was noted that Congressmen can have at least 15 minutes between roll calls so that they could drop in to a downtown meeting. It was voted that planning be done on the feasibility of such a two-day meeting, including search for possible industry sponsors. No specific assignments were made.

Andren said ION makes all its own arrangements for its meetings, so has no information on outside sources for conference planning in the Washington area. Lilley suggested that AOPA has an office where help might be obtained.

We have invitations to go to either Oslo or the Netherlands. It was suggested that Amsterdam is preferable to other sites because of the transportation situation. It was proposed that Durk be contacted regarding the possibility of renewing the invitation and starting planning. Brogdon will make the call.

Lilley suggested that Santa Barbara would be willing to host a party for the year 2000, the year that Loran-c was to be killed.

12. Election

The chair of the Nomination and Election Committee, Ellena Roland, announced the results of the election as follows: President Linn Roth, Directors Dale Johnson, (92) Marty Poppe, (84) Langhorne Bond (78) and Margot Brown, (77) with alternate Harold Chadsey (58). The report was accepted unanimously by the Board. Brogdon noted that the Board was moving into the political rather than the technical arena, which seems quite appropriate.

Letters will go out to each of the elected individuals informing them of their election, and they will officially take office at the banquet at the convention.

Ellena noted that there were very few votes from Europe. Speculation was that the lack of European candidates caused the lack of interest in the election.

13. Timing

The timing community is really excited about the single thread problem using GPS alone. Roland has sent them a paper describing the improvements in loran timing. It is expected that they will go to the political arena on their own, without our help, which might at first be counter-productive, but eventually we expect them to join up with us. There may be interest in having a timing session at the convention.

14. Receivers

There is a great lack of marine loran receivers, the only one available being Furuno, costing \$850, as opposed to about \$300 for a normal loran receiver. Micrologic is apparently defunct. Cal Culver doesn't come around anymore. The distributors see a market, but no product. Most of the market is on the east coast, while the west coast has little interest. This is a critical problem. Everybody went into the GPS business, for obvious reasons. Roth told a friend who bought a boat to buy a combined GPS/loran receiver and he got one from Raytheon. The feeling is that there is a real need for a self-starter. Raytheon has been building the APELCO unit until a year ago. Dale Johnson knows the person who took over II Morrow's marine products, and will contact him soon.

15. ION Meetings

Andren expressed the need to get loran papers into the ION meetings, particularly the one next January, to dispel the feeling that loran is dead. For the GPS meeting in September, it was suggested that someone like Van Graas could recycle his loran/GPS paper on short notice. Roland commented that the reception to loran at an ION meeting is typically a complete blank. It still seemed a necessary move to generate about a half dozen papers to emphasize the resurgence of loran to the general navigation community.

16. ICAO Meeting

Bond reported on the Rio conference of ICAO where the roof fell in on the U.S. delegation, as the delegates voted overwhelmingly to hold a treaty convention to pin down the liability and obligations of the controllers of the GPS signal. He feels that loran will become a runaway success because it provides the backup the foreign delegates feel they need.

It appears that Eurofix is the key to getting loran going again, and there should be a big push once the announcement of the loran continuation appears. Recognition that GPS need a backup is becoming more and more prevalent, and the opportunity to promote loran should not be missed.

17. Convention

Roland has been in frequent contact with the hotel. He has Moroney to organize golf, who assigned it to Jim Carroll. Reservations should be made to the main Sheraton number. 11 September is the deadline for making reservation for the held rooms. Transportation from the airport is arranged through the number on the hotel flier. Reservations must be made ahead of time, not upon arrival. Other hotels are in the area, but may be full, because October is their peak month. Lilley said information on the program will be updated on the web page. The program is slightly fluid, but the expectation is that we will have plenty of speakers to fill the program. Lilley mentioned that David Last had done an excellent job of rounding up European papers. Dave is just getting back up to speed after the death of his wife and some personal surgery.

18. Newsletter

Al Frost acknowledged volunteering to produce the newsletter, in cooperation with Otis Philbrick, who was currently away on vacation. The past editors assured him how easy a job it would be and how much cooperation he could depend on.

19. Monitoring

Beukers has sent Lilley a report of his monitoring GPS, DGPS and the beacon system as well as loran and, in the future, Eurofix. He is seeing some anomalies with the DGPS.

He intends to continue monitoring through the coming sunspot cycle. Brogdon reported some problems using GPS on Lake Erie.

20. Congressional Relations

Roth suggested that, in any discussions with the news media, we reference the help that the various members of Congress have given us in the pursuit of our objectives, as a partial means of paying them back for their help.

21. Handouts

Andren suggested that Lilley send him handouts to be laid out at the ION meetings coming up soon. Lilley emphasized that attendance at the convention is most important financially.

22. Adjournment

The meeting adjourned at 1515 EDT.

McCleary, Diggle, Great Sunday Stuff!

Post

To: McCleary, Diggle
From: Robert Lilley <rlilley@illgen.com>
Subject: Great Sunday Stuff!
Cc:
Bcc:
Attached:

>

>

>At a recent computer expo (COMDEX), Bill Gates reportedly compared the
>computer industry with the auto industry and stated: "If GM had kept up with
>technology like the computer industry has, we would all be driving
>twenty-five dollar cars that got 1000 miles to the gallon."

>

>In response to Bill's comments, General Motors issued a press release
>stating (by Mr. Welch himself): If GM had developed technology like
>Microsoft, we would all be driving cars with the following characteristics:

>

- >1. For no reason whatsoever your car would crash twice a day.
- >2. Every time they repainted the lines on the road you would have to buy a
>new car.
- >3. Occasionally your car would die on the freeway for no reason, and you
>would just accept this, restart and drive on.
- >4. Occasionally, executing a maneuver such as a left turn, would cause your
>car to shut down and refuse to restart, in which case you would have to
>reinstall the engine.
- >5. Only one person at a time could use the car, unless you bought "Car95" or
>"CarNT." But then you would have to buy more seats.
- >6. Macintosh would make a car that was powered by the sun, reliable, five
>times as fast, and twice as easy to drive, but would only run on five
>percent of the roads.
- >7. The oil, water temperature and alternator warning lights would be
>replaced by a single "general car default" warning light.
- >8. New seats would force everyone to have the same size derriere.
- >9. The airbag system would say "Are you sure?" before going off.
- >10. Occasionally for no reason whatsoever, your car would lock you out and
>refuse to let you in until you simultaneously lifted the door handle, turned
>the key, and grab hold of the radio antenna.
- >11. GM would require all car buyers to also purchase a deluxe set of Rand
>McNally road maps (now a GM subsidiary), even though they neither need them
>nor want them. Attempting to delete this option would immediately cause the
>car's performance to diminish by 50% or more. Moreover, GM would become a
>target for investigation by the Justice Department.
- >12. Every time GM introduced a new model car buyers would have to learn how
>to drive all over again because none of the controls would operate in the
>same manner as the old car.
- >13. You'd press the "start" button to shut off the engine.