

PASETTER

Pennsylvania Association for Safety Education

Fall-Winter 2003 Issue

“Re-Educating the Driver Educator, Vol. 3”;
The 2003 PASE Conference

The 2003 PASE Conference was held at the Quality Inn – Arena Restaurant in Bedford, PA on May 1 – 2, 2003.

According to those in attendance, the conference exceeded their expectations and provided them with a wealth of knowledge and ideas.

Two nationally known presenters highlighted the program. Ms. Carol Hardin of Springfield, VA (and the ADTSEA Secretary/Treasurer), opened the conference with sessions on creative classroom activities for driver educators. Her hands-on approach to teaching provided participants with exciting ideas for their classrooms. Participants were treated to real-life examples of her teaching style by reciting the regions of the human brain in conjunction with motions and song.

Dr. Terry Kline of Eastern Kentucky University returned to this years’ conference, back by popular demand. Dr. Kline (a native Pennsylvanian) presented information on visual skills and driver control sequence using the “Auto Control Monster” in a hands-on session.

Attendees received updates and instruction in all sessions that, according to some, will impact their teaching greatly. Most commented that they are looking forward to what the 2004 conference will bring.

Valuable information, conference updates and issues of the PASETTER are currently available at the PASE web site:
adtsea.iup.edu/pase

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Conference...2004

TENTATIVE AGENDA INSIDE

The 55th Annual Pennsylvania Association for Safety Education Conference will be held on April 29th & 30th at the Quality Inn - Arena in Bedford, Pennsylvania.

Rooms will be available at the Quality Inn at the following reduced rates:

Single - \$52
Double - \$58
Triple - \$64
Quad - \$70

Call 814-623-5188 to make your reservations & look inside of this issue for your tentative agenda and registration form!!!

**2004 PASE CONFERENCE
(TENTATIVE AGENDA)
*"Re-educating the Driver Educator, Volume 4"***

THURSDAY, April 29

8AM – 1PM	REGISTRATION/EXHIBITS
8AM – 9:30AM	BOARD OF DIRECTORS MEETING
10AM – 11:30AM	OPENING GENERAL SESSION <ul style="list-style-type: none">• WELCOME/INTRODUCTIONS, Chris Davis, PASE President• PRESENTATION OF COLORS, Bedford High School Color Guard• PLEDGE OF ALLEGIANCE• NATIONAL ANTHEM - TBA• INVOCATION, Ronald Strapel, PASE Chaplain• OFFICIAL WELCOME - TBA• KEYNOTE SPEAKER - TBA• PROGRAM CHANGES
11:30AM – 12PM	EXHIBITS
12PM – 1PM	LUNCH (Lunch will be provided)
1PM – 2PM	WORKSHOP SESSION 1 (RED DOT) Seatbelts & Child Restraints Dana Bowser, IUP Indiana Regional Highway Safety Project
	WORKSHOP SESSION 2 (BLUE DOT) DVD Use in the Classroom Lou Pesci, PASE Executive Director, IUP Highway Safety Center
2:05PM – 3:05PM	REPEAT WORKSHOP SESSIONS 1 &2 (Blue and Red DOTS reverse workshops)
3:05PM – 3:30PM	BREAK/EXHIBITS
3:30PM – 5PM	GENERAL SESSION Specialized Driver Training for Persons with Disabilities Tim Brant, Johnstown
5PM – 6PM	EXHIBITS



2004 PASE Conference, Continued

6:30PM – 8:30PM PASE BANQUET
Invocation - Ron Strapel, PASE Chaplain
Awards Presentation – Chris Davis, PASE President

FRIDAY, April 30

8AM – 11AM REGISTRATION

7:30AM – 8:45AM BUFFET BREAKFAST/EXHIBITS

9AM – 10:00AM GENERAL SESSION
TBA

10:00AM – 10:30AM BREAK/EXHIBITS

10:30AM – 11:30AM GENERAL SESSION (Continued)

11:30AM – NOON EXHIBITS

NOON – 1:15 AMOS NEYHART LUNCHEON

1:30PM – 2:30PM WORKSHOP SESSION 3 (BLUE DOT)
TBA

WORKSHOP SESSION 4 (RED DOT)
TBA

2:30PM – 3PM EXHIBITS/BREAK

3PM – 4PM REPEAT WORKSHOP SESSIONS 3 & 4

4:15PM – 5:15PM GENERAL SESSION
PASE Business Meeting

5:15PM CONFERENCE ADJOURNS



Material Eases Hydrogen Storage

Technology Research News
May 20, 2003

One of the biggest challenges to using hydrogen as a fuel is finding a way to store it. The lighter-than-air gas makes the perfect fuel—it contains three times the energy of liquid hydrocarbons and when it reacts with oxygen to produce energy the only byproduct is water—but it isn't easy to contain.

Today's hydrogen storage materials hold 2 to 4 percent of their weight in hydrogen, considerably short of the 6.5 percent Department of Energy goal for using hydrogen as an automobile fuel.

Researchers from the University of Michigan, the University of California at Santa Barbara, the University of South Florida and Arizona State University have discovered a new class of materials, dubbed metal-organic frameworks, that are simple and inexpensive to manufacture and have the potential to reach the 6.5 percent mark.

The materials also take up and give up hydrogen more easily than current hydrogen storage systems, which chemically bind powdered metal hydrides to hydrogen at high temperatures.

The discovery could remove the principal stumbling block to hydrogen-powered cars.

The method could be ready for production use within five years, according to the researchers. The work appeared in the May 16, 2003 issue of *Science*.

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The PLCB provides resources to help schools, community groups, and individuals prevent alcohol problems.

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- **School programs** (L.C. Bee and Poster Contest)
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PLCB Bureau of Alcohol Education
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Harrisburg, PA 17124-0001

Phone: 1-800-453-PLCB; TTY: 717-772-3725

Fax: 717-783-2612

Website: <http://www.lcb.state.pa.us/edu/>

E-mail: ra-lbeducation@state.pa.us

An Aircar in Every Garage?

The fantasy of a personal flying machine is lurching toward reality, as companies ready vertical-takeoff aircraft for market, and information technology endows planes with the ability to fly themselves.

"I've been lecturing on this subject for about a decade and a half," says Dennis Bushnell, chief scientist at NASA's Langley Research Center, "and at the end of every talk, people ask me two main questions: Where can I buy one; and where can I get a franchise to sell them? People want these things."

"These things" are aircars—a.k.a. flying cars or personal VTOL (vertical-take-off-and-landing) aircraft, and many people do want them. What could be a more appealing vision of the world of tomorrow than stepping into one's own flying machine and heading off into the wild blue yonder?

This vision could be realized sooner than you think. The technology of personal VTOL transportation is "expanding and will soon be exploding," says Bushnell, with at least a dozen individuals and groups in the United States now competing to produce a safe, dependable aircar. The U.S. Army and Navy are developing aircar-type vehicles for military applications, and a NASA researcher has also been working on a design. Most of the action seems to be in the United States, though at least one foreign company—Urban Aeronautics in Israel—is also in the race. These aircraft, Bushnell contends, are "not only feasible but inevitable."

The development of aircars stems from a confluence of need, desire, and enabling technology. To gauge the need, one need look no further than our automobile-choked roadways. "Building virtual 'highways in the sky' would be a modest technical achievement in the almost unused airspace above us," insists Paul Moller, a California aeronautical engineer who thinks the automobile has had its day and has been working for many years to develop a flying car.

Beyond the clogged roads, there's the problem of an increasingly dysfunctional airline industry. Airport hassles, delayed flights, fears of terrorism, and the rising threat of new infectious diseases such as SARS have made airline travel a stressful experience. Most people who fly do so out of necessity, not because they relish spending two or more hours in a cramped airplane seat with a bag of pretzels. Aircars, if they're ever made practical, would let people zip across the city, or across the country, in their own flying machine.

What is making aircars a more imaginable possibility is information technology. Thanks to highly sophisticated and compact computers, GPS and other advanced navigational technologies, and aerial collision-avoidance systems, it is possible to build aircraft that, through a combination of on-board guidance systems and ground control, would fly themselves. The "operators" of an aircar would simply get into the vehicle, key in (or maybe just speak) their destination, and let the vehicle, like some futuristic flying carpet, carry them up and away. Moller contends that current airplane navigational systems could handle most of a flight, except for takeoffs and landings. Fully automated flights from beginning to end, he readily admits, would require a new system.

A system that could serve as the starting point for controlling personal VTOL aircraft is the Small Aircraft Transportation System (SATS). A joint project between NASA and the Federal Aviation Administration, SATS aims to outfit a nationwide system of more than 5,000 small airports connected by virtual—yes—"highways in the sky" for the use of a new generation of small, safe, easy-to-fly, and inexpensive airplanes. NASA and the FAA expect the system to be fully operational after about 2015.

An Aircar In Every Garage, Continued

But if limited to airplanes, this idea has a couple of obvious flaws. First of all, it's questionable whether many people would want to buy and maintain an airplane. And even if they did, they'd still have to use an automobile to get to and from airports—hardly the ideal solution to our transportation problems.

Moller has long insisted that the answer to this dilemma is aircars that could operate completely free of airports. SATS would have to be greatly expanded to include VTOL's departing and landing at a multiplicity of locations far removed from traditional landing strips. Will that be done? In fact, says NASA's Bushnell, "The SATS vision has always included that as an end point." He adds, though, that until the infrastructure for aircar guidance has been completed, we will see a transition period in which the vehicles will have to be piloted by the people flying them during the takeoff and landing portions of the flight. An infrastructure that supports aircars won't be much use if there are no aircars to buy. But such flying vehicles could become available in the not too distant future.

One company that appears close to bringing an aircar to market is Moller's enterprise, Moller International in Davis, CA, which has developed a VTOL vehicle called the Skycar. A four-passenger Skycar, dubbed the M400, is undergoing extensive flight testing aimed at getting FAA certification. The company says the M400 will initially cost just under \$1 million, but as manufacturing volume ramps up, the price will come down to \$40,000 to \$60,000—comparable to a mid-range luxury automobile. The company hopes to have the million-dollar version on the market by mid-2006.

The Skycar looks a bit like a small fighter jet with stubby wings. It is powered by eight rotary engines, similar to the ones used in some Mazda sports cars. Two of these engines, which turn fan blades to produce thrust, are mounted in each of four large pods, called nacelles, at the front and back of the fuselage. The nacelles tilt downward for takeoff and landing and turn horizontally for level flight. These engines will enable the Skycar to cruise at 480 kilometers per hour at a height of 9 kilometers (though so far it has been tested only in low-altitude flights). The Skycar is designed to keep flying if one or more engines fail, as long as they are in different nacelles. In the event of multiple engine failures—which could happen from, say, flying into a flock of birds—two ballistically ejected parachutes will carry the vehicle gently to the ground.

The Skycar does have one shortcoming that could put it in a bind: it's mostly sky and a lot less car. Although it can taxi around, the vehicle is not meant to be driven on the ground for more than a few kilometers. Moller is counting on aircars being able to operate to and from a variety of urban spaces, such the tops of buildings, making it unnecessary for them to be driven any appreciable distance on the ground.

NASA's Bushnell, however, believes it is unlikely that the FAA or municipal governments will allow swarms of personal aircraft to be buzzing around highly built-up areas. Lots of people are therefore going to continue traveling in and out of big cities—and they'll most likely have to do so on roads. Thus, says Bushnell, for aircars to be mass-market vehicles, they will have to operate just as efficiently on the ground as in the air.

Some people are putting their money on just this concept of an auto/aircraft hybrid. The idea has even been incorporated into the name of at least one company, Roadable Aircraft International of Camarillo, CA. Roadable, which is designing an aircar-type drone for the Navy, is developing a civilian VTOL—named, with a nod to the Wright brothers, The Flyer—that it claims will be as roadworthy as any conventional automobile.

An Aircar In Every Garage, Continued

Nicholas L. Geranio, Roadable's vice president for product development, says The Flyer will be capable of traveling as fast as 135 kilometers per hour on the ground and 400 kilometers per hour through the air. Geranio says the company has tested two prototypes and is now working on a model for FAA certification. Once Roadable receives FAA certification—which Geranio hopes will happen by late 2006—the company expects to sell the vehicle at an initial price of \$300,000 to \$400,000. Roadable has plans to market a \$100,000 kit version of The Flyer, minus the engines—a jet turbine engine for flight, a piston engine for ground travel—by the end of 2004.

The seductive vision of personal flight for everyone has its skeptics. Among them is R. John Hansman, director of the MIT-based International Center for Air Transportation. VTOL aircraft are difficult to design, Hansman says, because they must lift all their weight with vertical thrust before they can attain forward flight and stay in the air with lift. "Because weight is such a critical consideration, it's hard to design a vehicle that is as crashworthy as a traditional car," he says. He is especially doubtful about aircars of the hybrid type. "You can design a good airplane, or you can design a good car," he says. "When you try to do both, you inevitably compromise somewhere, so you have a suboptimal car and a suboptimal airplane."

Hansman thinks there could be greater possibilities for small aircraft that achieve lift quickly and can take off, and land, on the flat roofs of large buildings. But of course, that takes us back to the question of whether large numbers of small aircraft would ever be allowed to fly in cities.

While he's dubious about the near-term prospect of millions of Americans flitting through the air in their own flying machines, Hansman is careful not to deny the possibility. He just thinks that if that day does arrive, it will not be for a long time, in part because it will be quite a while before people will be willing to trust their lives to fully automated aircraft. Nevertheless, Paul Moller and others in this growing sector of aeronautics agree with Dennis Bushnell that aircars are the inevitable next Article step in personal transportation.

Article by David Louis Dreier, Technology Review.com

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New legislation affects PENNDOT's Driver and Vehicle Services

Two house bills (HB 152 and HB 2410) were enacted by the Pennsylvania General Assembly in December 2002. The provisions of these bills change many of PENNDOT's motor vehicle and driver licensing procedures, implement added safety and security measures and increase penalties for driving irresponsibly. Some of the changes that impact motorists are listed below.

HB 152(Now Act 152)

*Commercial Driver Learner's (CDL) Permit. Requires a person to hold a commercial learner's permit for at least 30 days before the skills test can be taken. This provides time for the driver to practice skills necessary to safely operate a commercial motor vehicle. Effective February 7, 2003.

*Homeland Security Provisions. To ensure that other DMVs are able to determine when to screen for legal presence, PENNDOT may place a non-citizen indicator on the license. Issuance of drivers' licenses to non-U.S. citizens requires PENNDOT to verify 1) one-year legal presence in the United States through INS documents and 2) the driver's license expiration date is concurrent with the expiration date on the INS credentials. Provides PENNDOT with the authority to invalidate Pennsylvania drivers' licenses when drivers move out of state. Provides funding for these security enhancements. The annual fee for a driver's license increases from \$5 to \$5.25. Commercial drivers with hazardous materials endorsements will pay an additional \$10 for issuance or renewal of their commercial driver's license. Residency and fee increases effective April 6, 2003. INS expiration & non-citizen indicator changes effective October 7, 2003.

*Financial Responsibility. Provides the Department the authority to suspend driver licenses/vehicle registrations, as appropriate, upon receipt of notices from insurance companies indicating a cancellation, termination and/or lapse of insurance. Effective February 7, 2003.

*Clarification of definitions and processes for flood, reconstructed, recovered theft, theft, modified, salvage and non-repairable vehicles. Provides better consumer protection by requiring the use of branding on certificate of titles and consistent processing requirements. Effective February 7, 2003.

HB 2410(Now Act 229)

*New Restriction for Probationary License. Prohibits the issuance of a Probationary License to drivers convicted within seven years of an accident involving death, personal injury while not properly licensed, or aggravated assault by vehicle while driving under the influence. Ensures high-risk drivers are not permitted to drive. Effective February 21, 2003.

*New suspensions. Provides a 15-day suspension for drivers convicted of speeding in an active work zone if PENNDOT also receives an accident report, or when the driver exceeds the speed limit by 11 miles per hour or more. More stringent penalties for speeding in active work zones will encourage drivers to slow down. Effective June 23, 2003.

(Information provided through The Motorist)

Underage Drinking...Steps to Help Keep Kids Safe

Dangerous Imitation...

It's only natural that kids want to be like their older brothers and sisters. Keeping up with an older sibling can help younger children in sports, school and other activities. This imitation is beneficial.

However, sometimes, younger siblings try to keep up with older, adult siblings engaged in behaviors reserved for adults--like consuming alcohol. This imitation is not beneficial--and not legal.

Alcohol consumption is illegal for those under 21 because young bodies react differently to alcohol than adult bodies, because children don't have the maturity to handle the effects of alcohol and because underage drinking leads to excessively risky behavior.

As college students settle back into home life for the summer, it is critical that they don't teach their teenage siblings to drink alcohol. After friends, family members are the second biggest source of alcohol for underage drinkers in Pennsylvania.

According to a Pennsylvania study, 65 percent of school children who drank got alcohol from friends and 41 percent got alcohol from family members. (Students could list more than one source of alcohol.)

Work To Deny Access...

It's simple. Kids can't drink alcohol if they don't have access to alcohol. Wouldn't it be great if reducing underage drinking were just as simple as this statement?

It's not that simple because the problem is complex. However, any complex problem can be broken down into simple solutions to parts of the problem that, if implemented, will make a dent in the whole problem.

One key to reducing underage drinking is stopping the adults who provide alcohol to kids. Stopping one person who is giving alcohol to kids can have a huge impact because that person is most likely supplying many kids on many occasions.

Anybody in Pennsylvania can use the 888-UNDER-21 hotline to report people who are giving alcohol to kids. Calling the hotline is a simple action that can have a profound impact on the lives of the children in your community.

The above information was provided by:

*Pennsylvanians Against Underage Drinking, Inc.
418 South Pitt Street
Carlisle, PA 17013-3818
JuliCM@aol.com
717-243-7784
<http://www.AlcoholFreeYouth.org>
888-UNDER-21 to report underage drinking*



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The Positive Effect of Change

A The Pennsylvania Association for Safety Education is an organization with many positive memories and traditions. Coming together as an association and learning together from year to year, working toward solutions for a safer Pennsylvania and changing the lives of our students for the better have been just a few of the goals of the association over the past 54 years.

Keeping the desired end-effect in mind, we must always work toward improving the methods we use to attain our goals. That is a philosophy that professionals in any field should keep in mind in order to make positive gains in their fields through the most effective and efficient means possible. Working in such a manner means that we must sometimes stray from the ordinary, everyday routine and embrace positive changes and new thinking.

A It goes without saying that this organization has undergone enormous changes over the past several years. PASE has entered a new home, the IUP Highway Safety Center, and gained a new staff within its new home. Our annual conference has grown, our methods have changed and our personnel has changed too.

B But, this change has all led to improvements.

C Our ideas and ideals have not gone astray, our commitment to listening to and including our membership has not vanished either. We're just working through the day-to-day mechanics a little differently and working toward increasing our gains.

I A positive foundation and many years of hard work has made all this possible. Most groups shutter at the thought of any change, but our membership has not only dealt with it effectively, they've embraced it, and our progress can be illustrated in many ways.

P One notable example of effective change is reflected in our budget. Since June 16, 2001 to September 1, 2003, our current account balance is over \$18,000.00. An effective, and productive conference has made this possible along with the support of the membership.

P We expect nothing more than continued progress in the months to come. And, we also expect the continued support of the members of the Pennsylvania Association for Safety Education. Please feel free to contact the Highway Safety Center at 800-896-7703 with your questions, or suggestions. Also, your submissions and ideas are still welcome and expected for your publication, The Pasetter.

S
Yours in Safety,

S Lou Pesci, PASE Executive Director
I Dana Bowser, Pasetter Editor

In memory...

For those who may have not heard, M. Winnie Rishel Intorre, wife of Joseph Intorre passed away on August 12, 2003. Memorial contributions may be made to the Brookline Employees Fund, 1950 Cliffside Drive, State College, PA 16801; or to the Oak Hall Park in care of Carl Vesper, 148 Brush Valley Road, Boalsburg, PA 16827.



A Way To Help...888-UNDER-21

We hear a lot of talk about responsibility, about actions people should or shouldn't take. Oftentimes, the person doing the talking is baffled about why someone else would act in an irresponsible way.

When it comes to doing something about a hazardous situation, people are funny. If they don't see anyone else around, most people will jump in and try to help. However, if the same people think lots of other people know about the situation, they assume that someone else will call for help.

This is the case with places where children get alcohol. Someone always knows about the house where kids are drinking or about the tavern where children only need to be tall enough to put their money on the bar. Strangely, most people who know of the danger either think that no one cares enough to do anything about the situation or that someone else is already working on the problem.

Let me assure you. Someone cares. The Pennsylvania State Police, the Pennsylvania Liquor Control Board and Pennsylvanians Against Underage Drinking established a toll-free hotline back in 1998 that everyone can call to report underage drinking. The number is 888-UNDER-21. Next time you hear about a party where minors plan to drink or a bar or restaurant that is serving alcohol to kids, be the first one to act.

*This information was submitted by:
Felicity DeBacco-Erni, Executive Director
Pennsylvanians Against Underage Drinking, Inc.
2413 North Front Street
Harrisburg, PA 17110
717-238-4354*

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2004 PASE Conference Registration Form

Name: _____ School/Business: _____

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Email Address: _____

Spouse/Guest Name (if attending): _____

The 55th Annual **Pennsylvania Association for Safety Education** Conference will be held Thursday and Friday, April 29th & 30th at the Quality Inn - Arena in Bedford, Pennsylvania. Sixty-five rooms will be available at the Quality Inn at the following reduced rates:

Single - \$52 Double - \$58 Triple - \$64 Quad - \$70

Call **814-623-5188** to make your room reservations. The following fees are in addition to your room costs. *Conference registration fees do not include the cost of your hotel room.*

Membership Conference Registration
(Includes all meals)

		Total
Active (Early)	\$130 (by April 1, 2004)	\$ _____
Active (Late)	\$150 (after April 1, 2004)	\$ _____

Non-Membership Conference Registration
(Includes all meals)

(Early)	\$160 (by April 1, 2004)	\$ _____
(Late)	\$200 (after April 1, 2004)	\$ _____

Extra Tickets: (These meal tickets are available if you are bringing a Guest/Spouse; registered participants meals are included in their conference registration fee).

Complete Meal/Break Ticket	\$55	\$ _____
Thursday PASE Banquet Only	\$25	\$ _____

Membership: PASE dues are payable either before the Conference or at the Conference Registration Table.

Active	\$ 25	\$ _____
Retiree	\$ 15	\$ _____
Corporate	\$ 200 (Exhibitors)	\$ _____

TOTAL AMOUNT ENCLOSED \$ _____

NOTE: As part of Act 48, we will be a provider for the in-service credit.

Please make registration remittance payable to **PASE, Inc.** and send to:

*PASE Executive Director
IUP Highway Safety Center
R&P Building
629 Fisher Avenue
Indiana, PA 15705*

Highway Safety Center
R&P Building
629 Fisher Avenue
Indiana, PA 15705

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