Greetings IEEE New York!

The leaves are changing colors, and temperature is slowly dropping. Fall is here to stay and the section is as active as ever. On behalf of the section, I would like to congratulate the new WIE volunteers on their decision to donate time and energy to a worthy cause (See page 12). There are a number of events within the next few months which are worth looking into. The visit to the ConEd control center and tutorial on closed captioning are interesting technical events, while the GOLD/PACE/WIE “Signals” networking events are always fun and cheerful.

Enjoy the issue!

Victor Butler
IEEE NY Monitor
Managing Editor
(646) 342 - 1344

You can always get a copy of the Monitor online in PDF form at:
http://ewh.ieee.org/r1/new_york/monitor/latest
or for archived versions, visit:
http://ewh.ieee.org/r1/new_york/monitor/archive

nymonitor@ieee.org
http://ewh.ieee.org/r1/new_york/monitor
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New York Section Executive Committee Elections

The election meeting is scheduled for Wednesday, November 9, 2005 beginning at 5:30 PM in Pete’s Tavern, 129 East 18th Street on Irving Place, Manhattan, New York. Voting will take place at 6:00 PM.

The Nominations Committee of the IEEE New York Section proposes the following slate for election as officers and elected chairs of the Executive Committee for the period: January 1, 2006 to December 31, 2006.

Other Chapters of the New York Section are welcome to participate.

Officers

Chairman – Ken Vought
Vice Chair Chapter Operations – Stanley Karoly
Vice Chair Section Activities – David M. Weiss
Treasurer – Warner W. Johnston
Secretary – Wilson Milian

Elected Committee Chairs

By Laws – William N. Coyne
Managing Editor – Victor Butler
L. R. Planning – William L. Perlman
Special Events – Ralph Tapino

Chapter Organization – Bertil Lindberg
Historian – Melvin Olken
Publications – Dr. Frank E. Schink
Web Master – Harold Ruchelman

Tappan Zee Subsection

Chairman – Robert M. Pellegrino
Vice Chair – Dr. Shu-Ping Chang
Treasurer – Open
Secretary – Warner W. Johnston

PES / IAS New York & Long Island

Chairman – Ralph A. Mazzatto
Vice Chair – John Michelson
Treasurer – Bill Montgomery
Secretary – Sukumar Alampur
Sr. Member at Large – John Pascu
Jr. Member at Large – Neil Weisenfeld
Calendar of Events

Wednesday, November 2
6:00 pm - 8:00 pm: Visit to the Con Edison Control Center
Women in Engineering (WIE) are having a visit to ConEd’s Control Center, with Mr. Robert Pellegrino presenting. (Details on page 14)

Friday, November 4
Monitor Deadline for December Issue

Thursday, November 10
6:00 am - 8:00 am: Signals Networking Event
GOLD, WIE, and PACE are having their trademark “Signals” Networking event. (Details on page 11)

Tuesday, November 15
6:30 pm - 8:00 pm: Tutorial on Closed Captioning
Broadcast Technology Society will be hosting their last tutorial on closed captioning in the two session series. (Details on page 15)

Wednesday, November 16
6:30 pm - 8:30 pm: Grogan Advisory Services Featuring Larry Grogan
The Tappan Zee Subsection, GOLD and WIE are proud to present the second Financial Planning event. (Details on page 14)

Wednesday, November 26
4:00 pm - 6:00 pm: Instrumentation for analyzing the effects of chemotherapeutic drugs on prostate cancer
Guest speaker, Theresa Mawn from the Department of Bioengineering at the University of Pennsylvania, will be speaking on Dual-modality Molecular Imaging of Phospholipase activity. (Details on page 15)

Tuesday, December 6
6:00 pm - 8:00 pm: Guest Speaker
Women In Engineering and Broadcast Technology Society will be providing a guest speaker. Topic is to be determined

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Put Life in your style with an IEEE Credit Card!

Please visit our web site for updates throughout the months: http://ewh.ieee.org/r1/new_york/monitor
“Careers in Engineering Open House” at Polytechnic is a success!

The first in a series of joint IEEE & University Open House events was held at Polytechnic University, in Metrotech Center, Brooklyn on Tuesday September 27, 2005. This was a joint venture between IEEE Affinity Groups Graduates of the Last Decade (GOLD) & Women in Engineering (WIE), and the IEEE-USA Professional Activities Committee for Engineers (PACE). The title of this Open House was ‘Careers in Engineering”, and thus the focus here was on bringing students and working professionals together to listen to two engineering professionals; distinguished guest speakers Ken Vought (RT&T Consultants) and Carl Selinger (Selinger Services, author of ‘Stuff You Don’t Learn in Engineering School’).

Overall the event was a big success, with 26 attendees, and the program exceeding its’ 8:00pm schedule due to post discussions. Many attendees were students, and we have since learned that the Polytechnic Student Branch has been having a good year, with approximately 40 members. Among our guests were Vincent Delgatto, EET Chairman at Vaughn College (formerly Aeronautics Institute in Queens); Sunil Gupta, Executive Director of Career Services and Continuing Education at Polytechnic; and Donald Ivanoff, Director of Alumni Relations at Polytechnic.

Ken Vought is owner and managing director of RT&T Consultants, a management consulting company, as well as IEEE NY Section Vice-Chair of Section Activities. Ken has worked for a host of companies such as GE, MTA, Raytheon, and Gibbs & Hill; and in a variety of industries such as power, transportation and telecommunication. Ken’s discussion and speech focus less on the technical ‘How’ to solve problems, and more on ‘Why’ we are solving them and ‘What’ the problems actually are. In quoting ‘Know Thy Self’, he recommends that career seekers must perform self assessment and have tools like the Myers-Briggs Type Indicator questionnaire. Some of the important ideas that Ken discussed were Passion, Leadership, and Ethics. Ken’s handouts included a 2-page resume, his speech, an informative page about leadership, and the ‘10 Commandments for Career Success’ as published in IEEE-USA’s Today’s Engineer.

Carl Selinger is an independent consultant helping aviation and transportation organizations with business strategy and applying new technologies, to increase customer satisfaction and enhance financial performance. His career spans aviation, transportation planning and strategic business planning, mainly during his 31-year career with The Port Authority of NY & NJ, and finally as Manager, Aviation Business Development. Carl is a frequent guest speaker, and facilitates strategic planning sessions, focus groups and “Synectics” brainstorming sessions. His unique seminar, “Stuff You Don’t Learn in Engineering School” has helped over 1,000 young engineers over the past decade learn non-technical soft skills -- decision-making, setting priorities, negotiating, teamwork, running meetings, and writing and speaking better -- to be more effective and happier people.

(Continued on page 6 bottom)
Engineering Management Society September 27th Meeting:
Transportation Planning in the New York Area
Why it Matters to Engineers

On September 27, 2005, the New York Section of the IEEE Engineering Management Society hosted a presentation by Mr. Joel Ettinger, Executive Director of the New York Metropolitan Transportation Council (NYMTC), on the complex challenges of planning and programming transportation projects in the New York City area. The presentation was held in Con Edison headquarters at 4 Irving Place.

Mr. Ettinger began his presentation with an overview of the role and responsibilities of NYMTC, which is the Metropolitan Planning Organization in New York City responsible for programming billions of dollars in federal funding for mass transit and highway projects. He discussed the challenges and complexities of maintaining the vast transportation infrastructure in New York City, along with the challenges of implementing new transit mega projects in the area (2nd Avenue Subway, East Side Access). Mr. Ettinger also discussed the coordination challenges that his agency faces with other state and local agencies.

After the presentation, Mr. Ettinger answered questions from the audience and was presented with an award from Marty Izaak and Victor Simuoli, Chairman and Vice Chairman of the New York Section of the Engineering Management Society.

(Continued from page 5)

Unfortunately our Graduate Programs Open House speaker, Sunil Gupta, had to leave early (and we were running rather late). I have taken the liberty of listing Polytechnic’s Graduate Admissions website, and I should mention as an Alumnus that the entire university, campus and programs, is extremely web-savvy.

*Polytechnic University Graduate Admissions Website:  
http://www.poly.edu/admissions/graduate/home.cfm

Download notes from the “Careers in Engineering Open House”:


Thanks again to our guest speakers, volunteers, and all who attended for making our first Open House event a success!
What is engineering?

The first definition of engineering in www.dictionary.com is “the application of scientific and mathematical principles to practical ends such as the design, manufacture, and operation of efficient and economical structures, machines, processes, and systems.”

From the technical perspective that is correct. Engineering is an integration of science and math utilized by engineers in the design of “stuff”. I have met many people who attended engineering colleges who weren’t even sure what an engineer does (myself included). Some study for the money. Some study for the knowledge. Some people just watched too much Star Trek to not be curious.

For the people who aren’t really sure what engineering and engineers are, I shall impart this knowledge. Engineers are professionals who apply many techniques learned throughout the centuries to design and implement technologies that are intended for the betterment of quality of life for members of society. It takes years of dedicated study and research to get to the point where one would be considered an engineer, since such high standards are necessary for the protection of the public.

But there is an aspect of engineering that is not spoken of in the dictionary, but is common knowledge among engineers. It’s not just “thinking outside the box”. Anyone can say that they do that at an interview. One must be ready to learn from others, as well as develop techniques to learn by oneself.

Engineering is an ever-growing field, and the people in this industry must follow suit. And if you want to be a leader in your field of interest, make sure that you attend seminars and read books outside of class or work. Attend a few IEEE lectures and seminars, or even go back to your alma-mater and see what they offer. Check out the new PACE website, and let us know what you think!

Regards,
Eyal Novotny, PACE Vice-Chair
(212) 629-1544
Eyal.Novotny@ieee.org

If you or someone you know is interested in becoming a NY Section Volunteer, please let us know by submitting a resume and a cover letter indicating areas of interest and a brief bio.

If you or someone you know is interested in sponsoring/hosting NY Section activities, please contact myself or the respective chapter/section officer.

NY Section P.A.C.E. Web Site
http://www.ieee.org/NYS-PACE
IEEE-USA’s and IEEE Sites:
http://ieeeusa.org/
http://careers.ieee.org/
http://www.spectrum.ieee.org/careers/
IEEE-USA’s Employment & Career Strategies Forum Virtual Community:
https://www.ieeecommunities.org/ecs

Important PE/EIT dates:
http://www.els-examreg.org/

Meyers-Briggs and MBTI Resources
http://www.personalitypathways.com/
After it became clear that early electric cars could not compete as touring vehicles, the manufacturers sought to redefine and reposition electrics as ideal town cars for use in relatively level built-up areas having good roads and adequate battery charging facilities.

Beginning in 1909, much advertising was directed specifically at the women, many of who favored the clean, quiet, and easy to operate electrics that, significantly, did not have to be started with a hand crank, as did gasoline-powered cars. Marketing was also aimed at doctors and others who needed to travel within urbanized areas and who wanted a reliable, efficient vehicle. A number of body styles were offered from open roadsters to closed all-weather coupes and broughams. Many of these cars, especially those sold for use by wealthy ladies, were smartly styled and were equipped with lavish upholstery, silk curtains, cut glass flower vases, smoking sets, reading lights and other fashionable appointments.

Given its new market focus, sales of electric vehicles increased in the early teens of the 20th century. Before 1910, sales did not exceed about 3,000 electric cars per year. Sales increased to about 4,500 in 1910 and peaked at more than 6,000 vehicles, made by some two dozen manufacturers, in 1912. In 1912, electrics constituted only about one percent of the U.S. automotive market. During 1912 and 1913, Ford alone sold 82,388 and 182,809 Model T cars, respectively. In the years of peak sales, electric cars cost between US$850 for a Studebaker Stanhope to US$5,500 for a Borland-Grannis Limousine. Most of the 80 or so models offered in those years cost between US$1,800 and US$3,600 at a time when a Model T Ford touring car could be had for less than US$700 and a fine home in the
suburbs cost US$5,000. To the end, the early electric automobile remained a low production, high unit cost vehicle.

In January 1914, Henry Ford announced that he and Thomas Edison were developing an electric car that would have a range of 100 miles and would sell for between US$600 and US$1,000. This news caused a flurry of interest in the trade and popular press. Electrical World and other publications asserted that, at long last, there was promise of an electric vehicle that would offer both low price and quantity production. Ford built and tested two electric cars, but performance was unimpressive. Little more development work was done after 1915, the public announcements and public interest subsided, and the project was quietly abandoned. Ford, always convinced that the gasoline-fueled car would become and remain dominant, probably correctly concluded that the potential market for any electric car was very small.

The Final Blow to Early Electric Vehicles

By 1911, the last significant disadvantage of the gasoline-fueled car was that its engine still needed to be hand cranked. The inconvenience and potential for serious arm and wrist injury, termed the "Ford fracture" by some physicians, caused the entire automotive engineering industry to seek development of a practical self-starter. Methods such as injecting acetylene or compressed air into the cylinders or using large springs to turn the engine over were tried. However, a system was soon successfully developed that effectively combined engine starting with ignition and lighting.

Conventional wisdom dictated that a gasoline engine could not be started with an electric motor because the motor would have to be enormous and would require very large batteries. All attempts to develop an electric starter since 1896 had failed to solve this problem. Charles F. Kettering, an electrical engineer, had worked for the National Cash Register Company and had invented a motorized cash register using a small electric motor that he overloaded for the brief period that it operated. In 1909, Kettering left National Cash Register and, with several others, set up the Dayton Engineering Laboratories Company known, then as now, simply as Delco. By 1910, Cadillac and several other carmakers were using Delco improved ignition systems. Kettering then turned his attention to the problem of the automotive electric self-starter. By using the principle of his cash register invention, he developed a small electric motor that he overloaded for the brief period that it operated. In 1909, Kettering left National Cash Register and, with several others, set up the Dayton Engineering Laboratories Company known, then as now, simply as Delco. By 1910, Cadillac and several other carmakers were using Delco improved ignition systems. Kettering then turned his attention to the problem of the automotive electric self-starter. By using the principle of his cash register invention, he developed a small electric motor that he overloaded for the brief period that it operated.
engine. The battery would then be recharged by the starter motor, now acting as a generator. Thus, the storage battery could also supply electricity for spark ignition and for lighting. This neatly solved several problems simultaneously. Within a year, Kettering developed a voltage regulator to maintain battery charge and had refined and perfected his system.

Cadillac ordered 12,000 starting, ignition and lighting systems from Delco in November 1911. These were installed on the 1912 Cadillac cars, the first car to enjoy electric self-starting. Orders from other manufacturers quickly followed. Ironically, an electrical engineer overcame the last advantage of the electric vehicle and the manufacturers of gasoline-fueled vehicles soon became a huge market for electric storage batteries, motors, light bulbs, and other electrical components. This demand soon dwarfed the consumption of electrical apparatus and components by the electric carmakers.

**The End of an Era**

By 1914, sales of electric cars began an irreversible and inevitable decline. During the years of peak sales, more than 27 companies produced electric cars. By 1916, the number dropped to 19, in some case through mergers. The United States entered World War I in 1917, and, by the end of that year, the number of manufacturers dropped to fewer than ten as firms of all types switched to war production. A few companies survived past 1918 by catering to a small group of loyal, repeat customers, mainly wealthy women and professionals such as doctors. The last standard model electric cars produced were the Detroit Models 97 and 99 that appeared in the last years of the 1920s. Electric delivery trucks and heavy cargo and work trucks, employed in urban areas, remained in vogue for a longer period. These vehicles were generally supported by the maintenance and recharging infrastructure needed to keep them efficient and on the
road. They were especially useful where high speed was not possible or called for and where frequent stops and starts within a relatively small radius was the norm. In addition, some electric utilities used a relatively large number of electric line and service trucks that contributed to load leveling through recharging at company facilities at off-peak times. For example, Public Service Electric and Gas Company, based in New Jersey, acquired 49 new electric trucks during the 1920s. These vehicles had a top speed of 15 miles per hour and were suited to such tasks as distribution utility line work and street lighting maintenance in urban areas.

Overall, in 1928, there were 6,645 electric trucks in use with lead-acid batteries and some 5,795 similar trucks using Edison nickel-iron-alkaline batteries. Most of these trucks were originally bought to replace horses and wagons. Ironically, they helped rid cities of horse-drawn vehicles, thereby contributing to increased speed of travel. As a result, electric trucks became less able to compete with speedier gasoline and diesel-powered trucks, and almost all eventually disappeared.

Epilogue

In a sense, electric vehicles never totally disappeared. Countless golf carts, airport transporters and other very light duty vehicles have long been in wide use. Also, the concept of a hybrid vehicle using both an electric motor and a gasoline engine, where the gasoline engine can power the vehicle and/or provide on-board battery charging, is more than a century old. In 1900, The Fischer Motor Vehicle Company produced and successfully demonstrated a hybrid bus in Hoboken, New Jersey. As Shakespeare's The Tempest notes, "What's past is prologue." Today, there is great interest in and much publicity about the potential for modern hybrid and hydrogen fuel cell vehicles. Several hybrids are on the market currently, and more are scheduled for introduction in the coming months and years. Perhaps these vehicles will enjoy far more success than did their earlier cousins.

Women in Engineering (WIE) Graduates of the Last Decade (GOLD) Professional Activities Committee for Engineers (PACE) Present

The SIGNALS Event

Thursday, November 10, 2005
6:00PM-8:00PM

At ‘PROOF’
239 Third Avenue
NYC, NY 10003

Between East 19th and 20th Streets

Activities Include:
Speed Networking - Bring plenty of business cards!
Raffle!

Hors d’hoerves will be provided

Meet NY Section Board Members
Find out about the different active NY section IEEE societies
Investigate volunteer opportunities

Take the 4 or 6 Train to 14 Street-Union Square
Walk 2 blocks to Third Ave, and walk north to 19th Street.

Limited space. RSVP by Close of Business Day Thursday, November 3, 2005.
Email all inquiries & RSVPs to n.nonis@ieee.org. or drivera938@ieee.org.
GOLD & IEEE Financial Advantage Program

On October 5th at 6pm, the NY GOLD chapter, in conjunction with IEEE Member Benefits held our first in a series of professional training and personal development workshops. This informative and educational session titled "Financial Advisement Planning", was lead by Mr. Larry Grogan - "Grogan Advisory Group", at 3 Park Ave IEEE Spectrum office conference room. Mr. Gorgan elaborated on the basic aspects of sound financial planning. The overall theme was the development of a holistic strategy that covered the whole life cycle. Such milestones include first employment post college; marriage; children; life/ medical insurance; long term care; and wills. Financial planning should be a continuous cycle of evaluations and assessments.

Mr. Grogan, an approved IEEE member benefits vendor, focuses on wealth protection, the individual's risk tolerance, and on-line availability for advisement. Larry is well spoken and listened attentively. Here is one testimonial of a young professional in attendance … "I didn't think much about financial planning the first time we met, because I did not have a job. Now, I have a job and am overwhelmed by all the things I need to do in terms of financial planning."

Contact Larry N. Grogan for topics and dates. Or Visit...
518.899.6090 or larry.grogan@efs529.com
http://www.efs529.com/ieefinancial/intro.cfm

The Women in Engineering (WIE) Affinity Group has been working hard planning and scheduling events for the remainder of the year and next Spring. We invite you all to take a look at our new website http://ewh.ieee.org/r1/new_york/wie/, where you can find schedule events, links to special resources and options to subscribe to out WIE e-mail ListServ. We continue to look forward to bringing you special WIE events and co-sponsored events with NY Section technical societies as well as PACE and GOLD. I would like to take the time now to reacquaint you with our current committee members and introduce you to our new committee members. Thanks to the help of these volunteers WIE is closer to achieving our goals.

WIE Committee Members:
Darlene E. Rivera, WIE chair
Alexandra Gagliotta, WIE Vice-Chair
Heba Elsayed, WIE Secretary and Webmaster
Welcome to our new committee members!

Christina Nickolas, WIE Treasurer
Christina Nickolas received a BE, MS in Electrical Engineering from Manhattan College. She is currently working as an Editor for Electronic Products Magazine covering analog and mixed signal ICs for wireless, automotive, and consumer electronic applications. She has also worked as a staff engineer for RF Corporation, a safety engineer for Underwriters Laboratories, and an assistant engineer for Ebasco Services. In her spare time she enjoys biking and kayaking.
Call for Papers

2006 International Symposium on Technology and Society (ISTAS ’06)

June 8-10, 2006
Queens College, City University of New York
Flushing (New York City), NY, U.S.A
Sponsored by IEEE Society on Social Implications of Technology
Conference topics:
• Social, political and ethical issues in disaster preparedness, and recovery
• Social implications of usability
• Impact of the changing environment of scholarly publishing
• Environmental, health, safety, and peace-related implications of technology;
• Social, economic, and ethical issues involving energy, information, and telecommunications technologies
• History of technology
• System analysis in public policy decisions
• Research methods for technology-policy analysis
Proposals for papers or panels are also welcome on other topics associated with the social issues of technology design, creation, construction, implementation, use, and impact.

Submission information and deadlines:
Please submit abstracts of proposed papers or panels to Roberta_Brody@QC.edu
• Abstracts should not exceed 350 words
• A panel proposal should not exceed 250 words and must include the names and affiliations of the committed participants
• Panel and paper proposals due: December 30, 2005
• Notification of acceptance: January 31, 2006
• Final papers due for proceedings: March 1, 2006

Venue Information
Queens College is one of eleven senior colleges within the City University of New York, the largest urban university in the United States. It is conveniently located close to La Guardia Airport. Information about nearby hotel accommodations and travel instructions will be posted to the conference website in November 2005.
For further information: Please contact Dr. Roberta Brody, Associate Professor, Queens College: Roberta_Brody@QC.edu

(Continued from page 12)

Kai Chen, WIE Sponsorship Liaison
Kai Chen is currently an ITS Project Manager at MTA Bridges and Tunnels in New York, NY. Kai is active in the Electronic Toll Collection/Dedicated Short Range Communications (ETC/DSRC) industry, currently serving as the agency representative of the E-ZPass Interagency Group (IAG) Technical Committee and public sector co-chair of the Omniair (IEEE 802.11p) Electronic Payment Services (EPS) Committee. Kai received his Bachelor of Engineering Degree from SUNY – Stony Brook and Master of Engineering from Stevens Institute of Technology, both in Electrical Engineering. Kai has worked in a number of industries under increasing responsibilities in public and private sectors, including semiconductor processing, transportation, aerospace/military and wireless communications at firms such as IBM, NYS Thruway Authority, BAE Systems, Motorola and the Port Authority of NY&NJ. Kai is a licensed Professional Engineer in the State of New York. Kai joined the IEEE in 1987.

Amelie Gong, WIE Newsletter Editor
Amelie Gong is a recent graduate from Binghamton University with a degree in Electrical Engineering. Amelie currently works at MGJ Associates in New York City. She is a member of both the Institute of Electrical and Electronics Engineers and the Society of Women Engineers.
Women in Engineering (WIE) Presents
A Visit to the Con Edison Manhattan Electric Distribution Control Center
On

Wednesday, November 2nd, 2005
6:00PM-8:00PM

A presentation will be given by

Bob Pellegrino
Manager of Environmental Operations Manhattan Control Center

Members: $5.00
Non-Members: $10.00

Advanced Registration is required send e-mail by Thursday, October 27th, 2005 to:
Darlene E. Rivera at drivera938@ieee.org
Please provide Name and Company affiliation.

No Walk-ins Allowed for Security Reasons

Location: Con Edison
Nearest Subway: Union Square
4 Irving Place
Room 1425
New York, New York 10003

Refreshments will be provided.

Tappan Zee Subsection, Women in Engineering (WIE) & Graduates of the Last Decade (GOLD) Presents

Grogan Advisory Services
Featuring Larry Grogan Financial Planner
Wednesday, November 16, 2005
6:30PM-8:00PM

Where:

Polytechnic University
Westchester Campus, Room: 23
40 Saw Mill River Road (Rt.9A)
Hawthorne, NY 10532

IEEE has partnered w/Grogan Advisory Services to bring you personalized support for planning & achieving your life’s goals! Where are you taking your life?
• Paying off student loans? Saving for a home?
• Starting a business? Getting married?
• Saving for retirement?
• Life partners welcome!

See Tappan Zee website for more details: www.ewh.ieee.org/r1/new_york/tz/ieeetzweb.html

Limited space. RSVP by Close of Business Day Wednesday, November 9, 2005.
Email all inquiries & RSVPs to spchang@us.ibm.com or Warner.W.Johnston@abc.com

Refreshments will be provided
Broadcast Technology Society  
Tutorial on Closed Captioning

Warner W. Johnston will be presenting the last of a pair of tutorials on Closed Captioning on **Nov. 15 at 6:30 PM**. Mr. Johnston has been broadcasting for more than 30 years and has been involved in Closed Captioning since the mid 1970s. For the last 12 years he has represented ABC-TV at Standards Bodies involved in Closed Captioning.

While the NTSC standard will in theory be going out of use in the next few years, because the ATSC standard includes a method for carriage of NTSC captions, it will likely remain important for years past the end of NTSC transmission. In the NTSC universe Captioning includes not only captions, but text displays, URL carriage, and information on the show rating, or TV Parental Guidelines. A brief look at CEA 766, the document concerning TV Parental Guidelines for ATSC will be included.

Time and place are subject to change depending on breaking news and unexpected job shifts. The location will be at **ABC-TV 47 West 66th St. New York, NY**. You must RSVP to either [wwjohnston@ieee.org](mailto:wwjohnston@ieee.org) or to [warner.w.johnston@abc.com](mailto:warner.w.johnston@abc.com) for security reasons, and because if there is a change I need to be able to reach you. Phone is **212 456 2547** however this is not as reliable as e-mail. Details will be posted in the near future at [http://www.atsc.ws](http://www.atsc.ws) and note that this is not the web site of ATSC, which is [http://www.atsc.org](http://www.atsc.org).

Instrumentation & Measurement  
Instrumentation for analyzing the effects of chemotherapeutic drugs on prostate cancer

**Dual-modality Molecular Imaging of Phospholipase activity**

Molecular imaging is a newly emerging field that is offering scientists a non-invasive method to better understand the underlying biochemical mechanisms of disease and the molecular events following treatment. We are analyzing the effects of chemotherapeutic drugs on prostate cancer cells via a dual-modality approach. Using a combination of Nuclear Magnetic Resonance (NMR) spectroscopy with near-infrared (NIR) fluorescent molecular probes we are targeting phospholipase function with the goal of delineating specific cell signaling pathways in vivo. The information gained from a molecular imaging approach may lead to earlier diagnoses and improved management of disease.

**SPEAKER:**  
Theresa Mawn  
Department of Bioengineering  
University of Pennsylvania  
Philadelphia, PA 19104  
Email: tmawn@seas.upenn.edu

**Wednesday, November 26, ’05**

**LEO Engineering Building**  
Manhattan College  
Riverdale, New York

Reception - 4:00 PM  
Lecture - 4:30 PM  
Light refreshments

Members/Guests - Free  

Email reservations to [gordon.silverman@manhattan.edu](mailto:gordon.silverman@manhattan.edu) by November 19, 2005

**DIRECTIONS:**  
Please call Mrs. Gale at 718-862-7153

- 15 -
THE NEW YORK SECTION’S
2006 AWARDS
DINNER DANCE

The 2006 NY Section Awards Dinner Dance honoring the Section's Awardees will be held on Saturday evening, February 11, 2006.

This year, our dinner dance (black tie optional) will be held in the beautiful Mercury Ballroom, located on the third level (coat check is on the second) of the New York Hilton Hotel and Towers at Rockefeller Center, 1335 Avenue of the Americas (between 53rd and 54th Streets).

Festivities will begin at 6:30 P.M. with crudite and cocktails in the Mercury Rotunda. Here we will have a chance to relax, get acquainted and reacquainted.

You will have the opportunity to pamper your palate with a choice of either a succulent filet mignon or a delicious fresh salmon steak. Each gourmet entree will be accompanied by an appetizer, salad and dessert. There will be a brief awards ceremony after dinner and dancing to the sounds of the New Horizon Orchestra.

For those wishing to spend the night, hotel reservations may be made on-line at various web service providers or directly with the hotel at 212-586-7000. There are no special arrangements made for parking.

Reservations for the affair may be made by completing the coupon below and forwarding it to William Perlman at the address indicated before February 1, 2006. Corporate sponsors: Table of 10 at $1700.00

A special non-transferrable rate of $90 for each ticket is available to IEEE members. Note that this rate is for the attending IEEE member and a guest only.

Organizations wishing to be Industry Sponsors or non-IEEE members may obtain additional information and cost by contacting:

Ralph Tapino  (718) 761-5104
William Perlman  (973) 763-9392

MEMBER RATE RESERVATION FORM

Send to: William Perlman
267 Richmond Avenue
South Orange, NJ 07079

Please indicate meal selections:

Meat ______
Fish ______

Name: _____________________________________________
Company: _____________________________________________
Address: _____________________________________________

City: _______________________________ State: _______
Zip Code: ____________ Telephone: __________________________

IEEE Member # ___________ No. Of Tickets @ $90.00 ___________
NON-IEEE Member No. Of Tables @ $1700.00 ___________
No. Of Tickets @ $170.00 ___________

Amount Enclosed $______________

MAKE CHECK PAYABLE TO: IEEE, NY Section