



# INTERCOM

January/February 2004

Volume 7, Issue 1

## News Briefs

### FWP Sponsors Food Drive

The Federal Women's Program (FWP) is sponsoring a nonperishable food drive during the month of March to help families during the Spring Holidays. Since March is also "National Nutrition Month" the FWP will be having information about the basic food groups and other health-related problems attributable to some eating habits. The Food Basket is our local distributor of food and feed many families in our immediate area. The FWP would like to see that people close by have their basic needs met.

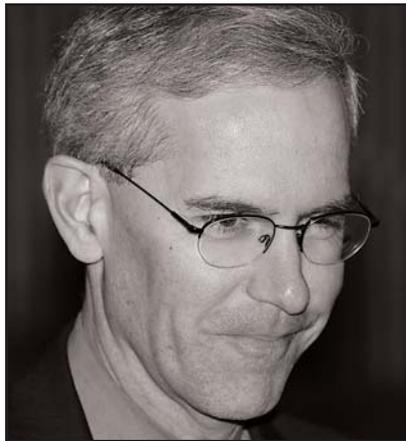
### ACE Academy Students Visit Technical Center

Recently a group of students from the Pleasantville ROTC ACE Academy had the opportunity to visit the Technical Center. Joe Young of the Aviation Flight Service Station in Millville sponsored the group. They visited the Airway Facilities Tower Integration Lab, the airborne labs in the Hangar, the full-scale Fire Test Facility, the National Airport Pavement Test Facility and the U.S. Coast Guard Ground / Air Station. The students asked intelligent and thought-provoking questions, showing that each has great potential for a career as a pilot or another career in aviation.

## Steve Brown Visits the Technical Center

By Pete Castellano

The Air Traffic Organization's (ATO) recently named Vice-President for Operations Planning, Steve Brown, visited the



William J. Hughes Technical Center on January 22. He is the executive responsible for several organizations at the Center, including ACT, and will be responsible for ensuring that the ATO's strategic plan aligns with the FAA Flight Plan, the Joint Program Office and the Operational Evolution Plan.

Following a meeting with the Center's Strategic Leadership Team, he toured numerous labs and facilities. Mr. Brown wanted the opportunity to meet with as many employees as possible in their workplace, and was very impressed with the energy and enthusiasm people had for their work products. He also offered several ideas as to how we might provide even greater value to the ATO.

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## Biography - Steve Brown



for Air Traffic Services (ATS-1). Previously, he was the president of the National Aeronautic Association (NAA),

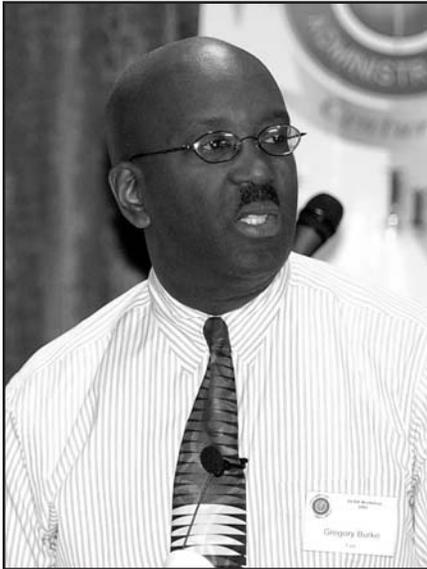
the nation's oldest aviation organization. Before becoming President of NAA, he was senior vice president of government and technical affairs at the Aircraft Owners and Pilots Association (AOPA). He also served on the Board and chaired the Finance Committee for RTCA, Inc., an aviation systems standards organization. He served as the chair of the FAA's Aviation Rulemaking Federal Advisory Committee and as a member of the FAA's R&D Advisory Committee. He also was the FAA's designated representative for general aviation to the International Civil Aviation Organization (ICAO).

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## Meeting Real World Challenges with System Engineering and Information System Security

By Vic Patel



*Greg Burke (AUA-1) spoke about AUA management perspectives on information security at the FAA's Systems Engineering / Information Security Systems Conference in Atlantic City.*

The System Engineering Division (ACB-200) in collaboration with the Office of Systems Architecture and Investment Analysis (ASD) hosted the first FAA System Engineering (SE) and Information Systems Security (ISS) Annual Workshop to address recent developments in SE / ISS. The workshop was held on December 3-5 at the Boardwalk Holiday Inn in Atlantic City, N.J. The response was so overwhelming that, as the date of the workshop approached, registration had to be closed since the workshop had reached its maximum capacity.

Anne Harlan, Director, FAA Technical Center (ACT-1) opened the workshop and introduced the keynote speaker, John Scardina (ASD-1). He described the latest developments in the FAA's system engineering and ISS policies and how to integrate SE and ISS into

development activities. Greg Burke (AUA-1) discussed AUA management perspectives on ISS, and was followed by Ann Tedford (ASD-100), who described the evolution of the SE council, manual and management plan. Feisal Keblawi (ASD-4) described ISS Protection Levels from a system architecture and investment analysis perspective. Many of the agency's chief system engineers reported on their progress to date in using SE principles in selected FAA acquisitions programs including NEXCOM (Jim Eck), NAS ISS (Shirley McGowan) and ERAM (Jay Merkle). Cheryl Souders (ASD-100) briefed out a functional analysis of FAA weather programs that underscored the importance of this system engineering technique for avoiding duplication and focusing on weather system requirements. 🔄

## Brown Visits the Technical Center

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During a working lunch with division managers, he spoke about the mission of the organization that he now heads. He sees the mission of Operations Planning as one of serving the line operating units, stating that whatever we do must add value to them by helping them modernize, improve or simplify what they do. A significant part of our focus needs to be on driving down our costs and increasing value. Although we will have our own internal standards, he explained that the acid test would be what the end-customers think - whether they use and fund what we develop.

Mr. Brown also took time to recognize two groups of Center employees for their accomplishments. Center employees contributed to the establishment of a permanent exhibit that replicates an air traffic control tower at the Smithsonian National Air and Space Museum's Steven F. Udvar-Hazy Center at Dallas International Airport. In addition, Center employees assisted in the establishment of a permanent exhibit that replicates an air traffic control tower at Rockefeller Center in New York City. 🔄



## Native American Engineers Meet in New Mexico

By Jay Fox

Jay Fox (ACH-1) and Richard Ozmore (ACB-330) recently hosted ARA's recruitment booth at the American Indian Science & Engineering Society's (AISES) National Conference in Albuquerque, New Mexico. Fox spent the past year on a full-time detail to ARA-3 as a diversity advocate with responsibility for recruiting for the entire ARA organization. His efforts were conducted jointly with AHR and other diversity advocates who were on collateral detail to ARA-3. Ozmore is a manager in ACB-330. Both of them were proud to represent the Tech Center and ARA at the premiere national event for Native American engineers and scientists. Laurita Curley, who works at the Albuquerque's Air Flight Service Station, joined them in the ARA recruiting booth.



AISES is a catalyst for the advancement of American Indians and Native Alaskans as they seek to become self-reliant and self-determined members of society. It is a national, non-profit organization that nurtures the building of communities by bridging science and technology with traditional Native values. Through educational programs, AISES provides opportunities for Native Americans and Alaskans to pursue studies in science, engineering and technology. This helps them to become technologically informed leaders within their community.

The theme of this year's 25th Anniversary Conference was

"Celebrating Our Journey, Sharing Our Vision". More than 2000 participants, including many students seeking internships or entry-level positions, visited the 200 exhibit booths that were sponsored by public and private entities.

In addition to the professional events, there were traditional functions such as "storytelling with the elders", "talking circles" and graduate student presentations. The highlight of the conference was the keynote address delivered by NASA astronaut John B. Herrington, a member of the Chickasaw Nation and the first Native American to walk in space.

Parkas will be required at the next AISES Conference since it will be held in November 2004 in Anchorage, Alaska.

## Tech Center Supports the Troops

By Adam Greco

During autumn you may have noticed several young men and women wearing the uniform of the U.S. Air Force arriving at the William J. Hughes Technical Center each day. They are air traffic controllers from McGuire Air Force Base (AFB) who were here to receive STARS FS2+ training in the STARS String 8 lab, in preparation for the implementation of the upgraded software at McGuire AFB that took place on October 19, 2003.



FS2+ software will make McGuire AFB compatible with FAA towers and other military facilities that have already received the FS2+ version. Training was provided to DOD as a professional courtesy because if they did not receive the training here, McGuire AFB would have had to conduct training on the midnight shift and degrade their services to emergency only.

Considering that McGuire's mission in support of Operation Iraqi Freedom was to refuel combat and transport aircraft with KC-135, DC-10 and Heavy C141 aircraft,

the Technical Center indirectly was supporting the country's defenses by furnishing the training and facilities. After the cadre training team received training from the Raytheon instructors on the new system, they trained more than 60 McGuire controllers with classroom and simulation training in the STARS labs.

This project was a cross organizational effort with employees from the Terminal Business Unit (ATB), Raytheon Services and Air Traffic Resource Management Program (ATX-100). The controllers were extremely pleased with the training they received and the level of support from all those involved.

## U.S. Rep. Frank LoBiondo, Postal Officials Mark 100th Anniversary of Powered Flight

By Pete Castellano



*U.S. Representative Frank LoBiondo addresses the audience.*

On December 17, 2003 the William J. Hughes Technical Center celebrated the 100th anniversary of powered flight. It was at 10:35 a.m. on December 17, 1903 when the Wright Brothers made their historic first powered flight at Kitty Hawk, North Carolina.

The day's activities took place in the Atrium. Center Director Anne Harlan began by reading a proclamation by New Jersey Governor James E. McGreevey that designated the week of December 15, 2003 as "Aviation Education Week" in New Jersey. Dr. Harlan went on to highlight the many important milestones in aviation history that occurred in New Jersey.

Lesa Griffin, Retail Manager for the South Jersey District, U.S. Postal Service, was on hand to present Dr. Harlan with a plaque commemorating the specially made Centennial of Flight stamp. Also joining us from the U.S. Postal Service were Ralph Lally, Pete Materra and Ray Daiutolo.

LoBiondo spoke to the employees who gathered for the celebration. He said that the Wright Brothers would be amazed at the work being done here at the Center; in fact, if they were alive today, there is no place they would rather be, since we are continuing their

work. The experimentation and innovation that takes place at the Center is exactly what the Wright Brothers did in their day.

Following the remarks and presentations, a live broadcast of the official Centennial of Flight Celebration from Kitty Hawk was shown on the wide screen TV in the Atrium and on closed circuit television throughout the Center. Dignitaries speaking at Kitty Hawk included President George W. Bush and Transportation Secretary Norman Mineta.

A new tradition began at the Center that day as well. Dr. Harlan donated the first annual "Director's Ornament" for our holiday tree. The 2003 crystal holiday ornament was engraved with a picture of the original Wright Flyer, and contains the inscription, "Christmas 2003: A Century of Flight." 

## Anna Gallo Presents 'Achieving Balance' to ITEA

By Cathy Jaggard

On January 20, the International Test and Evaluation Association (ITEA) was honored to present Anna Gallo in discussing "Achieving Balance." Gallo quickly took control of the presentation by getting interaction from the audience. She discussed how we could create a balanced life by conducting a personal evaluation and asking the most important question, "What do I value most?"

Gallo asked the audience to look at their work, home and personal life. When we begin to get stressed we begin to lose sight of what is truly important in our lives. She continued by talking about harmony, feeling good about "us", balancing our daily activities and making time for "me". We need to take time for the simple pleasures that make us a whole person. The serious side and the creative side must coexist; if one side is not being nurtured our

well-being suffers and we begin to operate below our potential.

She concluded that only the individual could answer this question for himself or herself: "What do I value most?" In other words, we should follow our own dreams and not the dreams of others. 

## Americans Give FAA High Marks For Doing Its Job

Three out of four Americans feel the FAA is doing a good job according to a recent survey from The Harris Poll, ranking the agency as one of the top three in Government. The Harris Poll was conducted online in October among a nationwide cross section of 2,056 adults covering various federal agencies. Eighty-five percent of those polled understood what the FAA did and did not do.

The 76 percent positive public rating for the FAA in 2003 is a dramatic jump from 2001 and 2002, which were



58 and 54 percent approval ratings respectively. The FAA attributes this year's rise in public confidence due to the agency's extensive efforts to modernize air traffic, improve capacity, upgrade international leadership, and strengthen the agency's organizational excellence.

This year, FAA Administrator Marion Blakey unveiled the "FAA Flight Plan 2004-2008."

The plan establishes objectives for reducing commercial and general aviation accident rates; creates programs to work with local govern-

ments and airspace users to meet capacity demands; steps up efforts to work with international aviation organizations to create strategic partnerships; and provides guidelines for stronger organizational leadership at the agency with a better trained workforce, enhanced cost controls, and improved decision-making based on reliable data. In addition, the FAA recently consolidated all of its air traffic services and research and acquisition programs into a single business-like structure. The Air Traffic Organization is a leaner, more efficient organization with a strict focus on providing the best service for the best value to the aviation industry and traveling public. 

## Presidents' Day

By Cathy Jaggard

The original version of this holiday was in commemoration of George Washington's birthday in 1796, the last full year of his presidency. Washington, according to the calendar that has been used since at least the mid-18th century, was born on February 22, 1732; but according to the calendar in use at the time of his birth, he was born on February 11.

In 1865, the year after Abraham Lincoln's assassination, the first formal observance of Lincoln's birthday was held. While Lincoln's birthday did not become a federal holiday like George Washington's, it did become a legal holiday in several states.

In 1968, legislation (HR 15951) was enacted that affected several federal holidays. One of these was Washington's Birthday, the observation of which was shifted to the third Monday in February each year whether or not it fell on the 22nd. In 1971, President Richard Nixon felt that this holiday should honor all presidents, not just George Washington, so he proclaimed one single federal holiday to honor all presidents who served our great country. This Holiday was changed from George Washington's Birthday to "Presidents' Day!" 

## Valentine's Day

By George DeLuca



Valentine's Day has a rich and colorful history. Its origins are in Rome, where several different legends comprise its beginnings. One legend traces Valentine's Day back to the Roman festival called Lupercalia. Another legend has it that a priest married couples against the Emperor's will. Stir in the Roman belief that February fourteenth was the day birds chose their mates, and the holiday of lovers was born. The most prevalent origin of Valentine's Day comes from the Roman Feast of Lupercalia, celebrated on February 15, which is when villagers prayed to Lupercus, the Roman god of herds and crops that they believed protected shepherds and their flocks from the area's prowling wolves and kept their flocks fertile and healthy. Over time the wolves disappeared, but the Romans kept on celebrating the holiday because they looked forward to the festivities of dancing, singing songs, and playing games. In later years the holiday was celebrated on February 14 to honor Juno, the Queen of Roman Gods, who ruled over marriage. Another part of the legend was that on February 14, the day prior to Lupercalia, the names of women were put into a box so that young men could pull a woman's name from the box in order to have a date for the festival. Valentine's Day changed from a festival for protection from wolves to a holiday of love. It is a holiday enjoyed by the young and old. The custom of sending a Valentine's Day card hasn't changed, and Valentine's Day is still a day for lovers. 

# Technical Center Holiday Party a Success

By Ginger Cairnes



Party chairperson Ginger Cairnes (ACH-1) takes a break to spend some time with Santa and Mrs. Claus.



The Asian Pacific American Coalition (APAC) offered delicious foods at this year's Technical Center Holiday Party. The atrium was decorated both for the holidays and for the Centennial of Flight celebration.

Holidays hold a special meaning for each individual. To be able to share traditions makes them even more special. This was evidenced at the 4th Annual In-House Tech Center Holiday Party, which was held on December 2 in the atrium. Everyone employed on the Center's property was invited to participate. Food was served at tables representing various customs and cultures including Asian Pacific American Coalition, Hanukkah, the Hispanic Coalition, Kwanzaa, the Black Coalition, the National Society of Black Engineers and an 'Old Fashioned Christmas'. The tables were laden with delicious entrees, beverages and desserts.

A display of several holiday trees, a Christmas Toyland complete with working train and a "Three Kings" display added to the décor. Of special interest was a limited edition crystal ornament commemorating the Centennial of Flight that was purchased and hung on one of the holiday trees by Technical Center Director **Dr. Anne Harlan**. This donation was the initiation of a new Center tradition of including "Center Director's Ornaments" on the holiday trees.



The Three Kings were featured at the table hosted by the Technical Center's National Hispanic Coalition of Federal Aviation Employees (NHCFAE).

Acting Deputy Director **Dennis Filler** welcomed the crowd while they waited for the festivities to begin. Steve Beamer offered blessings for the food. DJ **Cecil Callender** and strolling musicians **Rueben Conde, William Pomaes** and **Sam Soto** provided music for dining enjoyment. Santa and Mrs. Claus (**Jim Ogilvie** and **Pat Brown**) mingled among attendees, and employees got to travel back to "days of yesteryear" when they had their photos taken with the "jolly couple".

**Maudie Powell** directed games that livened up the crowd. **Lillian Anderson, Kevin Dabney, Michelle Tenant-Marcucci** accompanied by **Stewart Stepney, Tonya Neuweiler, Zak Williams** and a musical group comprised of **Steve Beamer, Patti Dee McNeill, George Ryckebush** and **Barbara Yates** filled the air with spiritual music that touched the hearts and souls of all who listened.



Janet Kinsell, ACH-1, and many others enjoyed the holiday festivities at this year's Technical Center Holiday Party.

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## 2003 Holiday Party

continued



Technical Center employees had the opportunity to celebrate diversity and sample foods from around the globe at this year's annual holiday party. Shown here are Marsha Fisher and Carolyn Pokres at the table featuring delectable Jewish foods.

No one walked away hungry. Food abounded in such plenty that the committee members were able to distribute some of the bounty to the Atlantic City Rescue Mission. Having each person share the traditions that are meaningful to them helped other employees to appreciate the diversity at the Technical Center. **Terry DiPompo**, the program director for human capital strategies (ACH-1), and **Ginger Cairnes**, holiday party chairperson, wish to thank everyone who assisted in making this event such a success. 🌟

## ATQ Has Fun Raising Funds For CFC

Employees from the Office of Independent Operational Test & Evaluation (ATQ) and contract support employees from Sentel, Inc. raised more than \$1700 for the Combined Federal Campaign from their annual virtual / real pie throwing contest. Elizabeth Turcich (ATQ-3) once again ran this popular internal fundraiser with the support of the entire staff.

To put this donation in perspective, it amounts to an average of more than \$35 per employee! The money raised was donated evenly among five charities chosen by the staff: American Heart Association, American Cancer Society, Alzheimer's Association, Arthritis Foundation and the Multiple Sclerosis Society.

The pie throwing started out with employees volunteering to be "pied." Next, the staff donated money based on who they would like to see "pied." (that is the "virtual" part). The four contestants who received the most

donations during the month-long virtual contest then were "pied" with a Key Lime Jell-O pie topped with lots of whipped cream (that's the "real" part). The final step was to determine who got to throw the pies, which is when the fun really started! There was a last minute bidding war to determine which four employees would get to throw a pie and at which contestant. As you might expect, several of the contestants



were a little more "popular" than others. Some of the contestants were real troopers though, with more than one suggesting, "10 more dollars and I won't wear a shower cap," and "add another \$10 for no eye goggles".

A good time was had by all; and in the process, the ATQ team pulled off another successful CFC fundraiser and shattered last year's \$1400 donation. Joe Schanne (ATQ-1) commended the ATQ staff for their generosity and recognized Turcich for organizing the contest and providing 4 homemade pies for the staff to eat afterwards. Talk about having your "pie" and eating it too!!! 🌟

## Chinese Delegation Visits the FAA

By Ginger Cairnes

Many international countries are far behind the United States in their airport technologies and constantly seeking to modernize their air traffic systems. As the nation's premier aviation research, development, and test and evaluation facility, the William J. Hughes Technical Center is called upon to provide information on current air traffic control technology, long-range development of innovative systems, development of new equipment and software and in-service modifications of existing systems.

On September 26, 2003 the Center received a high-level contingent from the Civil Aviation Administration of China (CAAC) - the Chinese equivalent of the FAA. Also visiting were officials from Boeing in Washington, DC and Seattle. This was the last leg of a week-long visit in which the delegation met with senior officials at FAA Headquarters to explore proposals for the FAA to assist China in developing ATC standards and regulations, and the standardization and interoperability of ATC equipment and systems. Joint

research and cooperation on ATC technologies and human factors, training of Chinese ATC instructors and a study on the safety audit and oversight of Chinese ATC operations also were explored. As part of their trip, the group asked to visit both the Air Traffic Control System Command Center in Herndon, Virginia and the Technical Center.

Dennis Filler (ACT-2) briefed the officials on ATC modernization and programs at the Technical Center. Following his presentation in the Research, Development & Human Factors Laboratory (RDHFL), the group visited the virtual reality and "black room" laboratories. In the Air Traffic Control labs, John Wiley discussed the latest in the Display System Replacement (DSR) technology and the



Chinese visitors and their hosts stopped for a photo outside the human factors lab.

User Requested Evaluation Tool (URET). The group then walked through the Advanced Technological Oceanic Procedures (ATOP) and the Enhanced Traffic Management System (ETMS) laboratories, where Wiley pointed out system features, and finished their visit at the National Airport Pavement Test Facility.

## Employee Profile: Mike McAnulty

By Ginger Cairnes

Dr. Mike McAnulty has been an Engineering Research Psychologist for the FAA since 1994. Mike has a master's degree in experimental psychology and a doctorate in industrial and organizational psychology. Currently he is the Team Lead for Acquisition Support Human Factors and leads a team of researchers that work to develop user-friendly systems for air traffic control.

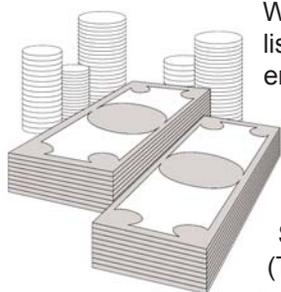
As the number of planes and passengers continues to increase, the air traffic control system must continue to

improve through new technology, procedures, and training. The system must adequately handle the volume of traffic while improving the already high-level of safety. The key to increased safety and capacity is designing, acquiring and fielding new surveillance, communications and navigation systems that are more effective. "Air traffic control is complex, and the consequences of the system not working well can be disastrous. Any parts that create confusion rather than clarity for the operators are simply not acceptable."

Mike enjoys working with the skilled and motivated professionals who work in our sophisticated technological environment. His work creates products that make a real difference in the operation of our air traffic system. "It's hard to beat a job that involves great people, fulfilling work and the satisfaction of seeing your efforts influence a major part of the nation's economy," Mike says.

## Big Bucks for Technical Employee Suggestion

By Lisa Bercher



When it comes to listening to employee ideas, the Airway Facilities (AF) Technical Employee Suggestion (TES) Program is putting its money where its ears are.

The program recently gave a monetary award to Roger L. Abeyta of the Long Range Radar System Support Center in Trinidad, Colorado for his idea, an Amplitron automatic high voltage delayed run-up. That's a mouthful, but what Abeyta's idea essentially does is double the life of vacuum tubes in Air

Route Surveillance Radar (ARSR) equipment, which saves the FAA \$2.4 million annually.

AF TES Program Manager Lisa Bercher urges other employees to put on their thinking caps. "With savings like these, we can afford to award our employees for their good ideas," she said. The program is designed to give employees a vehicle for making technical suggestions that will improve the National Airspace System. A suggestion may improve a current process by making it accomplish a job better, faster or cheaper. Ideas that benefit occupational safety practices are also eligible for awards.

Suggestions from Airway Facilities' employees should be submitted using the standard Employee Suggestion Form, FAA Form 3450-17, which can be obtained from any personnel office. Completed forms go to the employee's supervisor, who evaluates the suggestion and determines if the idea meets the criteria for a technical suggestion. Valid suggestions are then forwarded to a national, regional or system maintenance office for further consideration.

Additional guidance can be obtained by referencing AF Order 3450.1A. For questions or comments, contact Lisa Bercher at (609) 485-5943 or e-mail 9-ACT-AOS-TESP.

## Aviation History: 100 Years Later

By Barbara Harris-Para

If the Wright Brothers had only flown on December 18 instead of on the 17th the 2003 replica of the original Wright Flyer would have gotten off the ground. Unfortunately, Mother Nature had other ideas of her own, which brings up the burning question, "Would the Wrights have flown their plane given the weather that was present on December 17, 2003?" I doubt it! Many individuals in the news media decided that the reenactment was a failure, but let's take a minute to analyze the situation.

The topography of the ground has changed in the past 100 years. There is a smaller area to test the flyer due to

buildings, a grass-covered sand dune, and large pine trees. The high humidity, the wet conditions and the thousands of spectators, including the President of the United States who was on hand that day for the celebration, would have hindered even the Wright brothers.

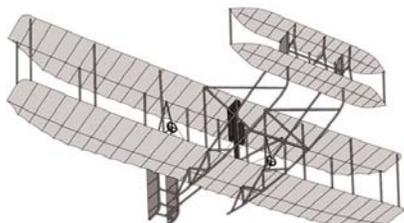
When the Wrights went to Kitty Hawk, they did so with the idea that sustained winds would help their invention get off the ground. In many of the pictures marking their day in 1903, one sees only small shacks, little human involvement and plenty of sand. In 2003, there were many more structures, higher humidity, a wet rail under the glider and the lack of a sustained wind.

gliders, ultra-lights, aerobatic aircraft and many others. Visitors got to meet the Tuskegee Airmen, a pilot from the Enola Gay, famous test pilot, Chuck Yeager, a number of astronauts, the one millionth Young Eagle and his pilot and many others.

Members of the FAA Administrator's team were among the dignitaries who received special invitations. Planning took place over the last five years, with volunteers from all over the country helping over 35,000 people get into the event, find transportation and exhibits, and pick up trash, not to mention feeding everyone and many other details.

The large crowd that gathered at Kitty Hawk saw examples from nearly every era of aircraft, including the Stealth Bomber, the Berlin Airlift C-54, the President's Air Force One and Marine One (the President's helicopter), hang

The largest problem was the weather, that we could not control. The Wright Brothers certainly would be extremely happy to see how far our world has come in 100 years and to know the role they played in getting aviation going.





## Center Hosts the 9th Annual ARA Awards Program

By Pete Castellano

On October 23, 2003 the William J. Hughes Technical Center hosted the 9th Annual ARA Awards Program. The program recognizes individuals or teams for specific achievements linked to the ARA and FAA missions, and motivated individuals or teams who produce products or services that exceed customer expectations. The goal of the program is to encourage all employees to follow these successful practices.

Awards were given in the following categories: Business Excellence, Efficiency of the National Airspace System (NAS), Model Work Environment and Diversity, Mission Excellence, Safety & Security, the Ken Byram Award and the Associate Administrator's Award. The theme for this year's awards ceremony was "Charting the Next Century of Flight," in recognition of the 100th anniversary of the first powered flight. The following is a list of this year's award recipients.

### Business Excellence

#### 1) ARA Labor Distribution Report System Team

Angel Maria Raudner, ABZ-300  
 John O. Wagner, ASD-300  
 Charles J. Bilardo, ACX-31  
 Virginia E. Perando, AND-210  
 Candis M. Travers, ABZ-200  
 John M. Rybka, ASD-320  
 Michael J. Chappine, ACX-32  
 Cari D. Law, ACX-30  
 Sharon Moreland, ASD-320  
 Mary F. Storoz, ACX-32  
 Miguel B. Granados, ABZ-5  
 Diane Davis, ASU-210  
 Carol A. Mehalso, AAR-10  
 Veronica L. Bland-Green, AUA-10  
 Maguerite Thompson, AAR-490  
 Lillian Cruz Bradford, ASD-300  
 Christal Woon, ASD-110/130

Barbara A. Catterton, ARA-3  
 Cecil W. Maccannon, ACM-3

#### 2) ACT Energy and Natural Gas Team Gary Graybill, ACF-1

Eugenio E. Hidalgo, ACX-44  
 Laural Wittman, ACX-52  
 Mario Maccarone, ACX-52  
 Reynold McPherson, ACX-44  
 Jim Drew, ACT-7  
 Annie B. Clark, ACF-1  
 Gary Poulsen, ACX-30

#### 3) WAAS Geostationary Satellite Communications & Control Team

Pamela Gomez, AND-730  
 Tom McHugh, ACB-420  
 David Roth, AND-730  
 Leo Eldridge, AND-730  
 Deane Bunce, AND-730  
 Dan Hanlon, AND-730  
 Dionne Yelder, ASU-310  
 Amy Johns, AND-730

#### 4) Host and Oceanic Computer System Replacement Program (HOCSR) Product Team

Rowena Mendez, AUA-200  
 Carl Bowlen, AUA-200  
 Lynn Dawson, AUA-200  
 Kevin Gerken, AUA-200  
 Marietta Swain, AUA-200  
 Teresa Wooley, AUA-200  
 Murtaza Alykhan, AUA-200  
 Ricardo Garza, ARU-100  
 Alex Lewin, ARU-100  
 Steve Bayliff, AOP-100  
 Jill Casaccio, AOS-320  
 Steve Craig, AOS-320  
 Gayle Sutfin, AOS-320  
 Michael Hawthorne, AUA-200

### Efficiency of the National Airspace System (NAS)

#### 1) Mike Paglione, ACB-330

#### 2) Navigation Systems Implementation Product Team

Manny Vega, AND-720  
 Trevor Henry, ARN-100  
 Fred Gomez, ANI-90  
 Dale Courtney, ANI-90  
 Steven Wolf, AND-720  
 Vonya Brown, AND-720  
 Michael Etchart, AND-720  
 Deborah Lawrence, AND-720  
 Dave Peterson, AND-720  
 Gary Rixmann, AND-720  
 Rebecca Salazar, AND-720  
 Lesly Samedy, AND-720  
 Leonixa Salcedo, AND-720

#### 3) En-Route Automation Modernization (ERAM) Team

Karen Gahart, ASD-420  
 Lewis Fisher, ASD-410  
 Arturo Politano, ASD-430  
 Rowena Mendez, AUA-200  
 Steven Skipper, AUA-200  
 Dan Watts, AUA-200  
 David Chin, ASD-400  
 Douglas Baart, ACB-320  
 Carl Bowlen, AUA-200  
 Carlene Adams, AUA-200  
 Jeff O'Leary, AUA-200  
 Jay Merkle, AUA-200

### Model Workplace and Diversity

#### 1) Youth Innovations Team

Belinda Bender, ARA-4  
 Ardyth Williams, AOZ/OEP

#### 2) ASU Model Work Environment (MWE) Council

## 2003 ARA Awards

*continued*

Susan Fletcher, ASU-10  
 Peggy Carter Wallace, ASU-10  
 Charlene Smith, ASU-200  
 Thais Davis-Campbell, ASU-200  
 Irene Amaker, ASU-300  
 Laura Sullivan, ASU-400  
 Sheri Martin, ASU-500  
 Ginny Harris, ASU-500  
 Carmen Molina, ASU-500  
 Margaretta Trudeau, ASU-200  
 Eric Chatmon, ASU-520  
 John Seger, ASU-200  
 Susan Corbin, ASU-300  
 Jim Blades, ASU-300  
 Wilhelmena Buster, ASU-200  
 Viola Jones-Ukiwe, ASU-200

3) Terry Kraus, AAR-200

### Mission Excellence

1) ARA R, E&D OMB 'PART' Team

Randy Stevens, AAR-200  
 Mike Gallivan, ASD-320  
 Paul Krois, AAR-100  
 Cathy Bigelow, AAR-400  
 Gloria Kulsea, AUA-400  
 Terry Kraus, AAR-200

2) Airport Pavement Test Team

Dr. Gordon Hayhoe, AAR-410  
 Dr. David Brill, AAR-410  
 Robert Flynn, AAR-410  
 Steve Materio, AAR-410  
 Frank Pecht, AAR-410  
 Wayne Marsey, AAR-410

3) Satellite Navigation Global Implementation Team

David S. Burkholder, ASD-500  
 Leah Moebius, ASD-500  
 Dennis Beres, ASD-500  
 Carey Fagan, ASD-500  
 Dan Hanlon, AND-730

Dave Peterson, AND-730  
 Tom Dehel, ACB-430  
 Leo Eldredge, AND-730  
 Frank Persello, ACB-430  
 Amy Johns, AND-730  
 Jeff Auerbach, AND-730  
 John Warburton, ACB-430

4) Deborah Lawrence, AND-720

### Safety & Security

1) WAAS Team

Hal Bell, AND-730  
 Dan Hanlon, AND-730  
 Leo Eldredge, AND-730  
 Amy Johns, AND-730  
 Deane Bunce, AND-730  
 Pamela Gomez, AND-730  
 Dave Roth, AND-730  
 Doris Rinkus, AND-730  
 Jeff Auerbach, AND-730  
 Bruce DeCleene, AIR-120  
 Hank Cabler, AFS-430  
 Melissa Isaacs, AOS-240  
 Tom McHugh, ACB-430  
 Bill Wanner, ACB-430  
 Jack Delong, AOS-240  
 Jim Snow, AVN-5  
 Mark Wilson, AOS-240  
 Roamey Viles, AOP-1000  
 Jerry J. Smith, ACB-510

2) Fuel Tank Inerting Team

Richard Hill, AAR-440  
 Michael Burns, AAR-440  
 Robert Morrison, AAR-440  
 William Cavage, AAR-440  
 Steven Summer, AAR-440

3) Information Security System Engineering Team, ACB-250

Vidyut Patel, ACB-250  
 Ruben Bigio, ACB-250  
 Kelly Mesveskas, ACB-250

Anthony Stevens, ACB-250  
 David Ingegneri, ACB-250  
 Patrick Hyle, ACB-250  
 Richard Deutsch, ACB-250

4) Vicki Ashlstrom, ACB-220

### Ken Byram Award

Cindy Roache, ABZ-200

### Associate Administrator's Award

Headquarters Chapter of the Technical Women's Organization (TWO)

Laurie Camilien-Pietrak, ASD-420  
 Edward Cornell, AND-300  
 Carol Dieterle, AND-300  
 Harry Kane, AND-700  
 Dennis Kolb, AND-703  
 Gisele Mohler, ADA-70  
 Carmela Vaccarella, AND-450  
 Anne Yablonski, ASD-420

The 2003 ARA Awards Program would not have been possible without the active support of the entire ARA Management Team, various co-workers from many organizations, as well as the members of the ARA Awards Committee. This year's committee members were: **Ragena Aarnio, ACA, Susan Fletcher, ASU, William "Kipp" Krebs, AAR, Meredith Gibbs, ASD, Victoria Gladden, AUA, Jennifer Gooden, ARA/ACM, Lana Haug, ACH, Toni Combs, AND, Margaret Volk, ABZ.** The Chairperson was **Janet Kinsell, ACH.**

Congratulations to this year's ARA Award nominees and recipients!



## Aircraft Rescue & Firefighting Technology An Adiabatic Expansion Nozzle for Improved Fire Extinguishers

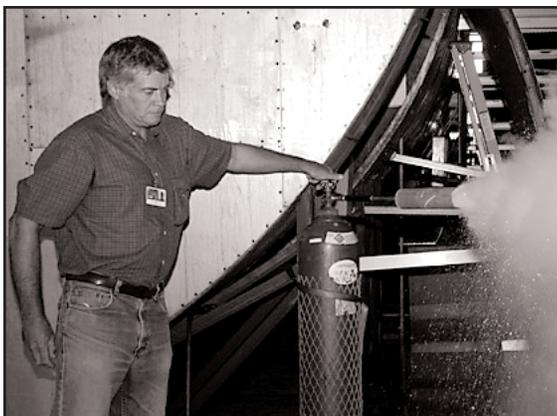
By Ginger Cairnes

In a post-crash fire, timely evacuation and the suppression of fires are prime factors. The Fire Safety Branch at the Technical Center is constantly conducting tests in order to provide the technology and tools that will most effectively suppress fires.

Solutions to a problem sometimes occur coincidentally and often quite by accident. Enter **Bob Filipczak** and the "Adiabatic" Expansion Nozzle.

Adiabatic is a thermodynamics term meaning "occurring without the addition or subtraction of heat". As volume expands, pressure and temperature decrease as a result of the evaporating liquid. Since this is all done inside the nozzle, some of the liquid turns into solid, dry ice, and the rest into very cold gas.

**Dave Blake** had been conducting cargo hold (box) fire tests, and Bob needed some dry ice to cool samples from these tests in order to analyze what concentration of agent was needed to suppress a fire. Fire gas from box fire tests is very damp with water produced by the burning cardboard and could damage the instrument he was using to conduct the analysis. To get the dry ice, he had been discharging liquid carbon dioxide (CO2) into a flask. As the tube going from the CO2 tank to the flask got cold from turning it on and off, liquid



*Bob Filipczak demonstrates use of his patent, the Adiabatic Expansion Nozzle.*

was freezing in the tube. He realized that by staged expansion and reversing the flow he could form dry ice continuously without the line freezing and that this would also produce a better fire extinguisher.

Filipczak's manager, **Gus Sarkos**, supported his efforts in obtaining various sizes of brass tubing. After soldering away the Adiabatic Expansion Nozzle was born. This nozzle is a form of attachment to a pressurized extinguisher cylinder that enhances the usefulness of several fire extinguishing compounds such as CO2 and the new alternative agents replacing halon. It allows agents that could normally be used only in "total flood" situations, such as com-

puter rooms, to be used in hand-held fire extinguisher type situations, where it is necessary to point a flowing stream of agent at the base of a fire.

As Bob explained, "What my nozzle does is allow expansion of the contents of the bottle of liquid CO2 at a pressure of about 830 lbs. per sq. inch (PSI). This forces multiple changes in direction of flow of the expanding CO2 and drops the temperature of the expanding liquid until a low-pressure dry ice snow is produced. Because it is colder and has less force to stir the flaming pool fire,

the extinguisher works better. The same thing happens with halon replacement agents, except that solid isn't formed, only cold liquid at a much lower pressure." After about six prototypes Bob finally had something that worked and filed for the patent that was issued in September 2000.

This type nozzle has the following beneficial attributes. It can be used with high vapor pressure compounds to make them behave like streaming agents; it can be used in a substantially closed compartment; it produces a mixed gas/solid output or low-pressure gas/liquid output; and it does not have an objectionably high exit velocity. ☛

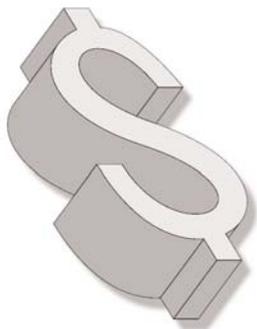


**Federal Women's Program will be sponsoring a SPRING FOOD DRIVE to benefit the Community Pantry at the Community Food Bank in EHT during the month of March.**



## Technical Center Realizes Substantial Cost Savings

By Stan Ciurczak



Successful reduction of overhead costs requires a mix of approaches in order to create a portfolio of projects that will best fit an organization's unique culture, health

and strategic direction. The William J. Hughes Technical Center's Strategic Leadership Team created the Energy and Natural Gas Team, championed by the Office of Enterprise Performance (ACF-1) to identify new ways to reduce operating costs while retaining the overall quality of services, now that New Jersey has deregulated its utilities. The team achieved overall annual cost savings of approximately \$650,000.

Utility deregulation created an opportunity to better manage and control price risks. The Energy and Gas Team took advantage of this opportunity by recognizing that the use of new approaches to procuring electricity and natural gas had the potential for significant cost savings. Both the Center's electric and gas initiatives required the efforts of

team players who could think creatively and meet critical milestones under tight deadlines. Current market conditions and short- and long-term energy price forecasts were part of the analysis.

Program Analyst **Gary Graybill** from the Office of Enterprise Performance (ACF-1) determined that a review of energy costs would support the Center's objective of reducing operating costs and managing available resources more efficiently. **Annie Clark**, program director (ACF-1) and Graybill proposed an energy cost reduction initiative to the Strategic Leadership Team (SLT). The briefing was well received and a team was created. Subject matter experts from the Contracts and Facilities Services and Engineering Divisions (ACX), plus legal staff (ACT-7), shared their knowledge and provided historical data to the Office of Enterprise Performance. In addition, the team worked with the Center's current energy suppliers, alternate suppliers and the Board of Public Utilities to develop an understanding of current regulations and to negotiate potential savings.

After completion of the data analysis, the team recommended that the Center make a switch. Management approved their recommendation and a switchover to Select Energy from Conectiv Energy became effective on July 30, 2002. The switchover to South Jersey Energy from South Jersey Gas, took place on October 1, 2002. Without any interruption of service, \$350,000 in actual cost savings was achieved for FY-03, based on the electrical consumption forecast that is in the negotiated supplier agreement. The team also identified and verified a \$160,000 overcharge in distribution demand fees that resulted in the Technical Center receiving a \$160,000 credit from Conectiv, the local electric utility, for this overcharge.

Similar actions were taken to address the natural gas needs of the Technical Center. For the first time, the Center negotiated its natural gas needs and signed an agreement with a new natural gas supplier for FY-03. The terms include a full-requirement, fixed-price agreement for 12 months that includes service for a new 100,000-square-foot building for the Federal Air Marshals (FAM). The annual savings from this agreement are estimated at \$110,000 per year, which includes providing energy for the new FAM building.

The team was honored on October 23 when it was awarded this year's ARA Business Excellence Award at the annual ARA Awards Ceremony, which was held in the Technical Center Auditorium. The members of the team were:

- Annie Clark, Program Director (ACF-1)**
- Gary Poulsen, Manager (ACX-30)**
- Gary Graybill, Team Lead (ACF-1)**
- Eugenio Hidalgo (ACX-44)**
- Laurel Wittman (ACX-52)**
- Mario Maccarone (ACX-52)**
- Reynold McPherson (ACX-44)**
- Jim Drew (ACT-7)**

Congratulations to all team members! 🎉

### Building a Better Clock

#### **NASA Awards GPS Research Dollars**

Airline pilots who rely on the 24+ Global Positioning System (GPS) satellites orbiting around the earth stand to benefit from new NASA research into how to build a better clock - an atomic clock that is. Georgia Tech researchers have been given a NASA research award to apply a property of quantum mechanics called "entanglement" to improve atomic clocks. Atomic clocks are our most precise way to measure time, and each GPS satellite carries four atomic clocks on board. A cloud of atoms, usually cesium or rubidium, are at the heart of every atomic clock. The natural resonances of these atoms serve the same purpose as a pendulum in a grandfather clock. A laser beam piercing the cloud can count the oscillations and use them to keep time, which is how an atomic clock works. Entangling the atoms in an atomic clock reduces the inherent uncertainties in the system and could make atomic clocks 1000 times more stable to the benefit of pilots and other GPS users. Building a working prototype is several years away, but having better atomic clocks available to benefit science and technology is just a matter of time.

## Black History Month

By Cathy Jaggard

Americans have recognized black history annually since 1926, first as "Negro History Week" and later as "Black History Month." What you might not know is that Afro-American history had barely begun to be studied - or even documented - when the tradition originated. Although Afro-American have been in America at least as far back as colonial times, it was not until the 20th century that they gained a respectable presence in the history books.

We owe the celebration of Black History Month, celebrated today during the month of February, and more importantly, the study of Afro-American history, to

Dr. Carter G. Woodson. Born to parents who were former slaves, he spent his childhood working in the Kentucky coal mines and enrolled in high school at age twenty. He graduated within two years and later went on to earn a Ph.D. from Harvard. The scholar was disturbed to find in his studies that history books largely ignored the Afro-American population, and when they did figure into the picture, it generally was in ways that reflected the inferior social position they were assigned at the time.

Always one to act on his ambitions, Wilson decided to take on the challenge

of writing Afro-Americans into the nation's history. He established the Association for the Study of Negro Life and History (now called the Association for the Study of Afro-American Life and History) in 1915. A year later he founded the widely respected Journal of Negro History, and in 1926 he launched Negro History Week as an initiative to bring national attention to the contributions of Afro-American people throughout American history. He chose the second week of February because it marks the birthdays of two men who greatly impacted the Afro-American population, Frederick Douglass and Abraham Lincoln. 🌐

## Judy McMillen Retires

By Janet Kinsell

More than 120 FAA co-workers, friends and family gathered at Blue Heron Pines on January 14 to honor Judy McMillen for her 37 years of government service.

Judy's son-in-law Joe Yannone, who works in AOS-260, did a wonderful job as the master of ceremonies. He opened with Judy's work history of employment in the IRS, DOD and the FAA, from Panama to Samoa, Kentucky to New Jersey. Throughout the afternoon, Joe's comments were spontaneous and funny. (He admitted he didn't want to lose her wonderful home cooked meals.) He described Judy using words such as dignity, compassion, excellence and friendship.

"My mom is a superhero with boundless love. She has done it all and always looks like a million bucks," stated her daughter Leilani Yannone, a Government Printing Office employee who works in AOS-530. Introduced by her husband, Joe, as Judy's best friend, Leilani said she would miss their Macy's one-day excursions and being

able to stop by Judy's office as she has during the past 12 years.

Mark McMillen (ACB-3) also told a funny story about his mom. They had just moved to NJ and drove past the Shore Mall where the annual tent sale was occurring, when Judy looked at Mark and said, "Why would anyone want a tent that big?" After the thunderous applause, Mark spoke affectionately about his mom. "My mom worked my whole life, was very involved in her church and yet she always seemed to be home too. I never felt like I wasn't a priority. She found a great balance."

Ron Esposito, John Wiley, Fran Bourne, Joe Schanne and Anne Harlan each took a turn at the microphone. Ron Smith and Al Cannizzaro ended with the "Top 10 Reasons Judy is Retiring" in the David Letterman style.

Then it was Judy's turn to say a few words. She did her best not to cry as she acknowledged her proudest achievements, her son Mark and her daughter Leilani. She also gave kudos

to her son-in-law, Joe, and promised him more hot meals. Judy said her ambivalence about moving to this area 26 years ago, quickly changed. "I didn't know a soul in this Yankee Land. I have worked with wonderful people who, from the start, have made me feel so much at home. I am just amazed at the family-like atmosphere at the Tech Center and I thank each and every one of you," she said. "My dad taught me to love God and to have a good sense of humor. Both are so important. If I leave you with just one thought, let it be that you enjoy the moment."



Judy McMillen was the ultimate professional, confidant and true friend. Her unique personality and infectious smile will be forever in our minds. 🌐

## News Briefs

### Time Waits for No One Aviation Legends Pass the Torch

A number of aviation greats passed away in recent weeks. Duane Cole, a pioneering aerobatic pilot and a founder of the Experimental Aircraft Association, died at the age of 89. NJ native, George A. Johnson, who served as lab director for the USAF Systems Command, retired from the Air Force and then had a distinguished FAA career that included overseeing flight standards for the Concorde, died at the age of 83. Jerome F. Lederer, who inspected the Spirit of St. Louis before Charles Lindbergh's trans-Atlantic flight and later launched NASA's space flight safety program, died at the age of 101. Jean Ross Howard Phelan, the founder and executive director of the international women's helicopter pilot's group known as the "Whirly Girls," died at the age of 87.

### Airport Magazine Airport Pavement Work Highlighted

The January issue of Airport magazine puts a spotlight on the subject of air traffic control modernization. One story features the airport technology research and testing conducted at the Technical Center and highlights airport pavement research and lighting. The issue also features an interview with Associate Administrator for Research and Acquisitions Charlie Keegan (ARA-1) on modernization of the air traffic control system. The American Association of Airport Executives publishes the magazine.

Are you interested in writing for the Intercom? If you are, please contact **Stan Ciurczak** on extension **54789**.

### Reports Now Available Quality of Technical Center Drinking Water

Drinking water at the Center is periodically tested, and in accordance with the Federal Safe Drinking Water Act Amendments of 1996, reports are prepared annually and made available for distribution by June 1 of each year. In the past, the reports were distributed through a general e-mailing to all employees. Last year, however, the Environmental Group posted a notice of availability on the Safety Bulletin board. This year ACX-042 again will send a notice and the appropriate link to their web site via e-mail to all employees.

The Center's Drinking Water Quality Reports for 1998, 2000, 2001 and 2002 can be found on the Environmental Group web site at [http://environmental.act.faa.gov/enviro\\_web/H2Oqual/h2oqual.html](http://environmental.act.faa.gov/enviro_web/H2Oqual/h2oqual.html).

Questions regarding the Technical Center's drinking water program and operations may be directed to the Center's Environmental Group at 485-5999, or inquiries may be e-mailed to 9-ACT-WATER-RESPONSE-LINE.

### Local News Hammonton Airport To Grow

The Press of Atlantic City (Jan. 13, 2004) reports that the NJ state Senate unanimously approved a resolution backing Hammonton Municipal Airport as a reliever for Atlantic City International Airport, and urging the FAA and the state DOT to consider replacing Bader Field in Atlantic City, which is expected to close in 2006, with Hammonton Airport as a reliever for ACY. Hammonton Airport will finish fencing off its land this year. Next year, using primarily FAA funding, Hammonton Airport will begin to make \$3 million in improvements.

### Safety Message Mishaps and "Near Misses"

This message has nothing to do with aviation mishaps or "near misses". No, this is about Federal and contractor employee mishaps and "near misses". All employees are reminded that Chapter 30 of the Technical Center Occupational Safety and Health Order (CT 3900.55) establishes procedures for reporting occupational accidents and near misses. If an employee has a mishap or "near miss," the employee's supervisor is to be notified as soon as possible and the Safety Office must be notified within 24 hours.

Upon completion of an investigation, the supervisor is responsible for the employee completing a FAA Mishap Report (FAA Form 3900-6). An electronic copy of the current form is available on the Safety and Health website: <http://plant.act.faa.gov/safety.html>

The Safety Office must receive the original completed Mishap Report along with copies of Forms CA-1 and CA-16 (if completed). The Safety Office then sends the original CA forms to Human Resources.

Support contractor employees are required to report mishaps to the Contracting Officer or Contracting Officer's Technical Representative (COTR) who in turn shall arrange for the notification of the Safety Office within 24 hours along with the completion of the FAA Mishap Report. The Safety Office thanks you for your cooperation.

### FEEA Scholarship Applications

Applications for the 2004-2005 scholarship program are now available from the Federal Employee Education & Assistance Fund (FEEA). Eligible applicants are civilian federal and postal employees with at least three years of service, and their dependents. For more information, click on [www.feea.org](http://www.feea.org) or call 303-933-7580.

## Paul Polski Honored

Former William J. Hughes Technical Center manager Paul Polski is one of nine winners of the 2003 Service to America Medal. He was honored for his past work as Manager, AAR-500, to develop explosive detection technology and for his current work in the Transportation Security Agency to deploy the machines in the nation's airports. The winners were honored at a black-tie gala at Washington's National Building Museum. Members of the Cabinet and Congress, and figures from the entertainment world and national news media, were on hand to see

them receive their medals. The Atlantic Monthly jointly sponsors the annual medals with Government Executive and National Journal magazines to honor Federal employees who have dealt with problems whose solutions are of great importance to our national welfare. The magazines hope to help improve the public image of Government employment and to help shed the stereotypes that depress interest, especially among younger people, in working for Uncle Sam. ☺

## Remembering

We honor the passing of our former colleagues and friends. Rest in peace.

**William Checchio**, who worked for NAFEC and retired from the FAA, died on January 12 at age 86.

Local business owner **John F. Jenkins, Sr.**, who served as vice president of the Trans-Fair Transportation Air Show at NAFEC in 1977, died on December 22, 2003 at age 83. Jenkins also invented the "hot seat" that NFL teams use during cold weather games.

**Augustine J. Masi**, who worked as a machinist for NAFEC, managed the Ocean City Airport and built what was then the Smithville Airport, died on January 8.

**Robert A. Meilicke**, who retired from the FAA after working 25 years as an electronic technician for NAFEC and the Technical Center, died on December 12, 2003 at age 78.

**Frances Seery**, who retired from the FAA after working for NAFEC, died on December 26, 2003 at the age of 94.

**Nicholas Tullio**, who worked as an aircraft painter / mechanic at NAFEC for 16 years before retiring from the FAA, died on December 27, 2003 at the age of 79.

**William Weales**, who worked in the aircraft and airport safety division of NAFEC as an electronic technician and retired from the FAA in 1977 with 25 years of service, died on January 28 at the age of 82.

## Tech Center Researchers Honored

Peter Shyprykevich (AAR-450) recently received the Composite Materials Handbook Distinguished Service Award for his outstanding contributions to the advancement of the Military Handbook 17. He worked on the "Purpose and Scope of the Polymeric Composites" volumes of the handbook.

David Galella (AAR-480), Fred Sobek (AFS-300) and 12 government and industry colleagues from the Commercial Aircraft Composite Repair Committee's Inspection Task Group received the 2003 Better Way Award at this year's 46th Air Transport Association (ATA) Nondestructive Testing Forum in Montreal. The award recognizes their efforts to develop composite reference standards. The Better Way Award is jointly sponsored by the FAA and ATA and is

designed to recognize a public-private sector team that has developed and applied a technology, technique, process or policy that results in more sensitive, reliable or cost-effective inspection or testing of aircraft, aircraft components or aircraft systems.

The recently released book, Handbook of Building Materials for Fire Protection (NY: McGraw-Hill Professional, 2004) features a chapter by the Technical Center's Dr. Richard E. Lyon on plastics and rubber. It is the first handbook entirely devoted to the coverage of building materials in the field of fire engineering. Lyon, the FAA's program manager for fire research, is known internationally for his fire research. His long-term goal is to achieve a completely fireproof cabin. ☺

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The Technical Center Intercom is available online:

<http://www.tc.faa.gov/intercom/intercom.htm>