



INTERCOM

April-May 2004

Volume 7, Issue 3

News Briefs

By Stan Ciurczak

Did You Know?

People of Arab ancestry in the U.S. are racially diverse. According to the U.S. Census Bureau, 29 percent of Arabs in the U.S. reported two or more ancestries, with 28 percent reporting a non-Arab ancestry. Of those reporting a non-Arab ancestry, 14.7 percent reported being Irish, 13.6 percent reported being Italian, and 13.5 percent reported being German.



Women Progress in the Federal Workforce

Women are making significant gains in the federal workforce, and finding the federal government to be an employer of choice, according to the Office of Personnel Management (OPM). Women in professional and administrative positions rose from 356,289 in 2002 to 365,684 in 2003, an increase of more than 9,000 in one year. The number of women represented in the General Schedule pay system increased by 4.5 percent; the number in professional occupations increased by 2.4 percent; and the number in senior pay levels increased by 2.5 percent.

Fuel Tank Inerting Team Leads the Way to Improved Safety

By Pete Castellano



FAA and Boeing personnel flight tested Boeing's fuel tank inerting system at Dulles International.

A dedicated team of Technical Center professionals recently helped bring about one of the most significant breakthroughs in aircraft safety in recent history. According to **Administrator Marion Blakey**, a new fuel tank safety system designed and tested at the Technical Center will "close the book on fuel tank explosions."

Following the fuel tank explosion that brought down TWA Flight 800 in 1996, fuel tank safety became a major priority for the FAA. A team headed by **Dick Hill**, including **Bill**

Cavage, **Steve Summer**, **Mike Burns** and **Rob Morrison** of the Fire Safety Branch, designed a simple inerting system that pumps nitrogen, which is an inert or non-flammable gas, into the fuel tank. This reduces the concentration of oxygen to a level that will prevent the ignition of fuel tank vapors.

The team first developed a ground-based inerting system, but that would have required an extensive ground-based infrastructure. There

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8-9. Dick Battaglia Retires



Russ Chew Speaks at ATCA Symposium in Atlantic City

By Pete Castellano

On March 31, FAA Air Traffic Organization (ATO) **Chief Operating Officer Russ Chew** presented remarks, as part of a panel discussion entitled "ATO Operations", at the Air Traffic Control Association's (ATCA) Technical Symposium. The conference was held on March 30-31 at the Sheraton Hotel in Atlantic City, and technical demonstrations were held at the William J. Hughes Technical Center. Dr. Chew and two other ATO chief executives discussed the challenges of running a performance-based organization (PBO).

Dieter Kaden, chief executive officer of DFS, the German air traffic organization, spoke about the air traffic function that was privatized in Germany in 1993, including both civilian and military operations. DFS is a for-profit entity, where shareholders earn revenue on their investment. The greatest challenge Mr. Kaden has faced was moving the organization from one that is process driven, to one that is driven by performance and customer service.

John Crichton, President and CEO

of NAV CANADA spoke on the Canadian ATO, a private, non-profit entity. Officers, or "members", as they are called, serve as a board of directors. The government retains the safety and regulatory functions. This privatization effort required a similar culture change, focusing on performance and customer service.

Dr. Chew spoke about the new FAA ATO, which is a Performance Based Organization (PBO) within the Federal government. Dr. Chew believes that the dedication of ATO employees to public service is one of its greatest strengths. However, he believes there are many challenges ahead. The organization is in the process of realignment, with service to customers being the driving force, accompanied by meaningful cost accounting and controls. While safety remains the primary mission of the ATO, allowing for increased capacity is our next important priority because passengers are projected to increase 4% per year over the next ten years, leading to 1.1 billion passengers per year.

Meeting customer needs for more



Dr. Russ Chew

capacity will be achieved through a combination of initiatives. The air traffic control system must be better managed, and new Terminal Radar Approach Controls (TRACONs) and weather systems must come on line. While more flights could mean more revenue to the aviation trust fund, many factors, including more flights at lower ticket prices, could work to have the opposite effect.

FAA Administrator's Award Winners

By Stan Ciurczak

The Technical Center recently had several winners of the prestigious Administrator's Award for Excellence in EEO, Affirmative Employment and Diversity. Congratulations to the following Technical Center employees for a contributing to a climate that benefits us all:

Managing Diversity

Individual

- **John Lapointe**, Airport and Aircraft Safety Division

Team

Technical Center Diversity Council

- **Raymond Stover**, Office of Strategies Human Capital

- **Edwin Mack**, Information Technology Division
- **Jennelle Derrickson**, Airport and Aircraft Safety Division
- **Rosanne Weiss**, Airport and Aircraft Safety Division
- **Paul Lawrence**, Facilities Services and Engineering Division

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Fuel Tank Inerting Team Leads the Way to Improved Safety

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also was the problem of coming up with a system that would be simple, lightweight and cost-effective. The team, worked closely with FAA **Chief Scientist and Technical Advisor for Fuel System Safety, Ivor Thomas**, to develop a lightweight on-board system. With no moving parts, the onboard system is both simple and relatively inexpensive, making it easier to field in the near term. Based on demonstrations by the team, Boeing made a unilateral decision to install inerting systems in production airplanes starting in 2005. Airbus decided to flight test the equipment and last summer the team helped Airbus conduct the flight tests during the extraordinary heat wave that hit France in August. Their tests corroborated the effectiveness and practicality of the FAA system.

Administrator Blakey announced on February 17 that the FAA is considering a Notice of Proposed Rulemaking requiring that the new system be installed on 3800 Boeing and Airbus models whose air conditioning systems could cause heating of center-wing fuel tanks. The announcement made by Administrator Blakey was a direct result of the excellent scientific work of our own team at the Technical Center!



Dick Hill, left, Dave Bilcock, an Airbus engineer, center, and Mike Burns, right, in the Airbus A320 during last summer's flight tests of the FAA inerting system.

FAA Administrator's Award Winners

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- **Ken Beisel**, Acquisition, Materiel and Grants Division
- **Baxter Stretcher**, Verification Services Division
- **Beverly Hite**, Real and Virtual Environment Division
- **Clifton Baldwin**, System Engineering Division
- **Brian Colamosca**, System Analysis Division
- **Joseph Richie**, System Analysis Division



Diversity Council Team Award Winners

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Black History Month 2004: "The Long Walk To Freedom"

By Maudie M. Powell

The month of February was Afro-American (Black) History Month, a time that reflected on the period in United States history when American men and women of African descent were relegated to second-class citizenship. It also recognizes the achievements of current day citizens. Credit for the observance is given to Dr. Carter Godwin Woodson, who had to put farm work ahead of his education, but persevered until he was able to graduate from high school at age 21. He continued until he received a Ph. D. in history from Harvard University in 1912. He authored more than 18 books and dozens of other literary materials in the study of Afro-American life, laying the foundation for his progenitors to follow.

In the tradition of Dr. Woodson, the William J. Hughes Technical Center commemorated Afro-American (Black) History Month with events that educated, inspired, and entertained employees, students and the community. This year's theme, "The Long Walk to Freedom," encapsulated the diverse experiences of African Americans in this nation. Each planned event distinctly highlighted the many great contributions made by African Americans and the great turmoil African American men, women, and children painfully endured to make this nation great.

The primary opening event on February 12 was presented in two creative and dramatic components. Under the direction of Ralph E. Hunter, Sr., founder and curator of the African American Heritage Museum of Southern New Jersey, an exhibition of "Plantation Sketches" by the late painter, J. Philip Campbell, were displayed throughout the month in the atrium. As in pre-radio and-television days, storyteller Michelle Washington



The audience watched a reenactment of Brown v. Board of Education where the NAACP Legal Defense Team led by Thurgood Marshall and portrayed by Al Jefferson (second from right) and the South Carolina School Board Legal Team led by Charles Davis and portrayed by Jay Fox (far right) argued "separate but equal". Pete Castellano (middle), Stan Ciurczak (second from left) and Rich Mendell (left) portrayed Supreme Court Justices.

Wilson dazzled the audience with rural folklores and song.

Of the many remarkable occurrences of the 20th Century, the changes in the social and economic status of African Americans is certainly one. Videographer, **Cecil L. Callender, Jr.**, HOST Support Branch, presented the award-winning documentary film, "Eyes on the Prize," and led viewers on a re-discovery of American history. In this film, the late filmmaker, Henry Hampton, "placed in real-time the lives of many courageous people who sacrificed their personal well-being to bring about change in laws and change in the minds of people who, for a long time, had subjugated people of color to some harsh realities of life." **Cecil Callender's** "Brown Bag Café and Cinema" and the fresh popcorn he served were true learning experiences and treats

for all who came every Tuesday and Thursday to watch on the big screen in the Atrium.

At the Technical Center, like many other institutions and organizations around the nation, programs commemorating the 50th anniversary of the historic Supreme Court case, Brown v. Board of Education, were presented. The audience, which included many children from area schools, witnessed the brilliant work and resolve of a true legal engineer, Charles Hamilton Houston, who won unprecedented legal cases that tore down the wall of segregation in education in the state of Maryland. As shown in the award-winning documentary, "The Road to Brown," Charles Hamilton Houston was the architect of, and laid the groundwork

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Black History Month 2004: “The Long Walk To Freedom”

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for, future legal cases that successfully argued against separate educational systems in this country.

Following the film, the audience attentively watched an enactment of a courtroom scene in the case, *Brown v. Board of Education*, where the NAACP legal defense team, led by Thurgood Marshall and portrayed by **Al Jefferson**, and the State of South Carolina School Board legal team, led by Charles Davis enacted by **Jay Fox** argued the merits of the “separate but equal” law before the Supreme Court of the United States. **Pete Castellano**, **Stan Ciurczak** and **Rich Mendell** portrayed the justices of the Supreme Court. The rest, as you know, is history.

The tireless resolve of the Technical Center’s Black History Month Planning Committee, under the direction of **Patricia D. King**, made this month-long presentation possible.



*“Soul Food” was served after the program commemorating the 50th Anniversary of the historic case *Brown v. Board of Education*.*

Thanks go out for the diligent efforts of the committee: **Cecil Callender**, **Bessie Johnson**, **Stacie Graves**,

Kenneth Hitchens, **Thomasena Brown**, **Samuel Wilson**, **Maudie Powell**, **Latasha Reddick**, **Chinita Roundtree-Coleman**, **Al Jefferson**, **Jay Fox**, and **Ray Stover**; and the help of others like **Verna Artis**, **Carol Hewitt**, **Willy Bridges**, **Ronald Heist**, **Holly Baker**, **Ken Beisel**, **Annette Harrell**, **Carl Genna**, **Lana Haug**, **Anna Kertz**, **Bobby Nichols**, and many more who contributed to making this year’s programs a success and educational experience..

Words of gratitude are extended to **Dr. Anne Harlan**, Technical Center Director, and all management staff for allowing Center employees the opportunity to present and attend the events. Appreciation also is extended to the local schools and community leaders who attended various programs. In summary, these activities combined with the “Soul Food” that was served after the re-enactment to nourish our bodies and minds as a diverse workforce.



Lana Haug (left) and Leona Wilkes (right) at the 2004 Black History Month festivities.

FAA Corporate Mentoring Program is Underway

By Faith Awad

The Corporate Mentoring Program is a web-based online mentoring program that supports the FAA Flight Plan's Organizational Excellence initiative. The automated program will facilitate the management of the FAA's entire mentoring process, regionally and globally with 24/7 accessibility via the Internet for all participating employees.

The Office of Civil Rights launched the pilot phase registration for the Corporate Mentoring Program. The pilot phase began on March 5. The

first step in the pilot phase of the Corporate Mentoring Program has been completed and the response was overwhelming. Employees selected to participate in the pilot phase of the program will be notified and expected to begin the program in early April. There is a start-up fee of \$35.40 per employee, which covers the system maintenance fees.

The pilot phase will last six months. After the program is completed and evaluated, the program gradually will be expanded to all employees

who wish to participate and have the support of their organization.

To learn more about the program, visit the Corporate Mentoring Program page at <http://mentoring.colaboro.ws> or contact one of the local coordinators at the Technical Center: **Lana Haug**, 485-4285, **Carolyn Pokres**, 485-8944, **Faith Awad**, 485-6675, **Pat Maier**, 485-4669, and **Jamaal Lipscomb**, 485-7812.

U.S. Representatives Mica and LoBiondo Tour TSA Labs

By Pete Castellano



U.S. Representative John Mica (R-FL), flanked by Representative Frank LoBiondo (R-NJ), speaks to reporters during their visit to the Center on March 29.

On March 29, **U.S. Representatives John Mica (R-FL), and Frank LoBiondo (R-NJ)** visited the

Technical Center for the purpose of touring the Transportation Security Administration (TSA) laboratories. They were given a private tour that included access to cutting-edge security technology in various stages of development, much of it classified.

Following their tour, Representatives Mica and LoBiondo held a press conference in the Technical Building Atrium. Both men praised the excellent work being done at the Center in the security and safety areas. They pledged that Congress would continue to provide the appropriate funding for Center projects and programs. Representative Mica did express concern, however, that Congress had used some of the past funding that was earmarked specifically for security technology for other purposes, such as salary expenses for baggage screeners. They pledged to ensure that the \$150

million contained in the current DOT reauthorization will go towards developing and deploying security technology that will help deter future terrorist attacks.

Referencing the terrorist attacks of September 11, 2001, Mica noted that the effects of another aviation-based attack would be absolutely devastating, not only for the country, but also for the economy in general, and for the aviation industry in particular. "We can't afford to fail," Mica said, just as the aviation industry is entering a period of recovery from 9/11. Both Mica and LoBiondo were very pleased with the work being performed in the Technical Center's labs, and they want to ensure that the proper attention, focus, and resources remain devoted to developing new security technology and deploying it to the field, as quickly as possible.

Employee Profile: "Mr. NJ" Bodybuilding Works at the Tech Center

By Barbara Harris-Para

I guess many of us had no idea that we had such a famous person working here. His name is **Lamar Corbitt**, and the National Amateur Bodybuilders Association (NABBA) named him winner of the Mr. New Jersey bodybuilding contest the past two years in a row. Doing this was no easy feat.

It took Lamar years of training, beginning with wrestling in the 135-lb. class at Egg Harbor Township High School, continuing through to lifting weights and, finally, bodybuilding. These sports led Lamar to "power lifting," which helped him to achieve the title of Mr. New Jersey bodybuilder after just a few years of competition, at the age of 30.

Lamar's schedule would make most of us cringe. He is up at 4:30 a.m. so he can get to the gym before work. He puts in a full day as an electrical engineer at the Technical Center, and

then goes back to the gym to work as a trainer until 6:30 p.m. Once he gets home he has dinner, spends some time with his wife and young son, and goes to sleep by 8:30 p.m.

Eventually, Lamar hopes to compete in the national bodybuilding contests, which are held in Harrisburg, PA. His biggest dream is to go to the Mr. Universe contest, which will require a lot of work on his part, but also presents huge sponsorships.

Developing one's physique is very time consuming, says Lamar. "I didn't get the 42" chest, 29" waist with biceps that are about 15 1/2" around without a lot of dedicated work". Food and diet also play a big role as he refuses to use any steroids or drugs to attain his physique.

Lamar learned bodybuilding the hard way, by trial and error. The best advice he has for others who are



Lamar Corbitt, the National Amateur Bodybuilders Association (NABBA) winner of the Mr. New Jersey bodybuilding contest

interested in bodybuilding is, "Don't be afraid to ask for help". Lamar indicated that he liked "changing people's lives for the better."

42 Years of Public Service

Joe Jones (far right) retired from the FAA on May 1st. A few years ago he and Dave Maslanka had the opportunity to meet former President Bill Clinton outside the FAA hangar.



Dick Battaglia Retires after 43 Years of Public Service

By Stan Ciurczak

Richard (Dick) Battaglia, the enterprise security manager for the FAA William J. Hughes Technical Center, retired on May 3, from the FAA after 43 years of public service. This includes 8 years in the military and 35 years in the FAA.

Dick is a licensed commercial pilot, and a licensed aircraft engine mechanic. He joined the U.S. Navy in 1959 as a flight engineer. Uncle Sam assigned him to antisubmarine warfare duty during the Cuban Missile Crisis, which required flying 15-hour patrols. He left the Navy in 1967.

He began his career at the FAA National Aviation Facilities Experimental Center (NAFEC) as an aircraft and aerospace technician

(mechanic) in October 1968. After one year, he went to work in the airport operations center, which oversees airport operations and maintains communications with Center management. He became the manager of the Operations Center in 1987. From that position he was promoted to the position of head of enterprise security for the Technical Center.

There isn't anything Dick didn't like about working here. When he passed through the gate each morning, he felt so lucky to work here that he felt like he should get down and kiss the ground. He is proud to have been associated with the Tech Center and its employees, where he said he

experienced, "far more good times than bad times".

He said he would miss working in a premier facility that has been instrumental in developing many, many aviation accomplishments. "Anytime you get on a plane, you see things the Center has developed or tested," he said. Dick said he would miss his friends and the half-hour lunch breaks. He plans to continue working during his retirement.



Dick Battaglia, right, boarding an F-16 and preparing for takeoff, center. The old NAFEC flight line below.





National Cancer Control Month

By Carole Bralski

April is designated as "National Cancer Control Month".

In 1938, the United States Congress passed a joint resolution requesting that the President issue an annual proclamation declaring the month of April as cancer control month. Thus, each year the President of the United States makes this proclamation to highlight advances against cancer and rededicate the nation to fighting this disease.

However, for the American Cancer Society (ACS), every month is cancer control month as it works year-round to fulfill its mission of eliminating cancer as a major health problem. Cancer control is a broad array of organized activities at the local state, regional or national level that have a positive impact on reducing the human burden of cancer. Examples of activities conducted at ACS include: updating ACS guidelines on various types of

cancers and nutritional information; planning campaigns; conducting telephone surveys of 11 to 18 year-olds and their parents about sun exposure activities and sun protection behaviors; working with Airlifeline, a national organization that provides cancer patients with free transportation to and from medical treatment facilities; expanding the "I Can Cope" education program, and developing the ACS Cancer Survivors Network, a free 24-hour telephone-based information and support system and a web-based system.

Healthy behavior can greatly reduce the risk of cancer. To protect against this disease, Americans can make smart choices to improve their health and reduce the risk of cancer through diet and fitness and avoiding the use of tobacco, excessive drinking and exposure to sun. Since 1991, the 5-a-Day for Better Health Program has spread the message that eating five or more servings of fruits and

vegetables can improve health and the odds of survival for all ages.

In observance of Cancer Control Month, the Technical Center held its annual Blood Chemistry Analysis Screening in the Center's cafeteria on April 14 and April 21, and encouraged all employees to partake in this preventative health screening.

Preventative health screening is vital to early detection and treatment of cancer. Screening can detect many forms of cancer, allowing patients to seek treatment and defeat the cancer before it spreads.

The Cancer Information Service, a free public service of the National Cancer Institute (NCI) and the National Institute of Health, operates as a national resource for information pertaining to cancer and can be contacted at 1-800-4-CANCER or visit its website at <http://www.cancer.gov>.

FAA Administrator's Award Winners

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- **Gary Graybill**, Office of Enterprise Performance
- **Stacey Hamilton**, Maintenance Services Division
- **Stacie Graves**, Airport and Aircraft Safety Division
- **Vienna Drago**, Civil Rights Office

Model Work Environment Employee of the Year

Rosanne Weiss, Airport and Aircraft Safety Division



John LaPointe



Rosanne Weiss

May 13 is Asian Pacific Day at the Technical Center

By Paul Tan

May 13 has been designated as Asian Pacific Day 2004 at the FAA William J. Hughes Technical Center. All are invited to come and join the celebration activities for Asian Pacific American Heritage Month.

The Asian Pacific American Coalition (APAC) has planned a two-hour program in the auditorium, from 1 p.m. to 3 p.m., on May 13. The program will include Chinese music instruments and music, Indian dances, Korean dances, Japanese dances, and Western music instruments and music. Attendees will be invited to sample Chinese, Indian, Japanese, Korean, Thai, Vietnamese and Singapore foods after the program.

APAC also has planned an exhibition in the atrium of scenic pictures of the "River South" region of China in honor of Asian Pacific American Heritage Month. After the May festivities, APAC plans to give away these beautiful pictures.

The officers of APAC are:

Dr. Paul Tan, President

Mr. Ayaz Ahmad, Vice President

Mrs. Cristina Tan, Secretary

Mrs. Anny Cheung, Treasurer

Mr. Rong Wang, Arts Director

Please contact Dr. Paul Tan on extension 5-6665 if you have any questions on APAC or the celebration activities.



Brief History of Asian Pacific American Heritage Month

By Paul Tan

May is Asian Pacific American (APA) Heritage Month, a celebration of Asians and Pacific Islanders in the United States. U.S. Representatives Frank Horton of New York and Norman Y. Mineta of California introduced a House Resolution in 1977 that called upon the President to proclaim the first ten days of May as Asian/Pacific Heritage Week. U.S. Senators Daniel Inouye and Spark Matsunaga introduced a similar bill in the Senate the following month. Both were passed, and President Jimmy Carter signed a Joint Resolution designating the annual

celebration in 1978.

The holiday was expanded further in 1990 when President George H. W. Bush designated May to be Asian Pacific American Heritage Month. May was chosen to commemorate the immigration of the first Japanese immigrants to the United States in 1843.

Currently, there are 60 Asian Pacific American ethnic subgroups representing a vast array of languages and cultures. The Asian Pacific American ethnic subgroups are listed in the following table:

Asian Pacific American Ethnic Subgroups		
Bangladeshi	Indochinese	Pakistani
Bhutanese	Indonesian	Papua New Guinean
Bikini Islander	Iwo-Jiwan	Polynesian
Borneon	Japanese	Ponapean
Burmese	Javanese	Saipanese
Cambodian	Korean	Samoan
Carolinian	Kwajalein Islander	Sikkim
Celebesian	Laotian	Singaporean
Cerem	Malayan	Solomon Islander
Cernam	Maldavian	Sri Lankan
Chinese	Mariana Islander	Tahitian
Cosmopolitan	Marshall Islander	Taiwanese
Eniwetok Islander	Marshallese	Tarawa Islander
Eurasian	Melanesian	Thai
Fujian	Micronesia	Tinian Islander
Filipino	Mien	Tokelauan
Guamanian	Mongolian	Tongan
Hawai'ian	Nepali	Trukese
Hmong	New Hebrides Islander	Vietnamese
Indian	Okinawan	Yapese

Building the International Space Station

By Barbara Harris-Para

A 16-nation coalition has been formed to assemble more than two million parts into an international space station that will be larger than two football fields, twenty stories tall and will weigh millions of pounds. It will generate nearly 120 kilowatts of electricity through its solar surfaces.

The Wright Brothers taught people how to fly by the seat of their pants, but how would one go about training people to build a space station and fly in outer space? Astronauts learn how to assemble items underwater in order to simulate doing the same procedures without gravity. Artificial intelligence activities also are used to develop hands-on projects.

A little more than a year ago, flights were going to the space station at a rate of 14 per year, but since the Columbia breakup, only the Russians have made flights to the station. Much

needed supplies will have to wait until the U.S. sends another craft. Jack Bacon mentioned that the space station has a 30 percent chance of getting hit by a meteor shower, and its life expectation should be five times that of the Russian Mira.

With recent non-manned travel to Mars, and Hubbell telescope pictures of the next galaxy being beamed back to earth, will we ever use the space station as it was first designed? Will NASA devise a replacement vehicle for the aging space shuttles? Will time travel to other galaxies be the next frontier in space? All these questions and more cannot be addressed until we have a means to get into outer space and back safely.

Editor's Note: Last year the local chapter of the IEEE heard a presentation by Dr. Jack Bacon, the

grandson of aviation pioneers David L. Bacon and Grace Dunlap. Bacon works at the NASA Johnson Space Center as the systems integration lead of numerous Russian and American spacecraft. NASA space shuttles have been grounded since the loss of the Columbia 14 months ago, leaving the Soyuz missions and unpiloted Russian Progress cargo ships as the sole way to exchange crews and deliver supplies to the station. Resident crews were reduced from three to two to conserve resources, particularly water, previously carried by shuttles. A mission on April 18 was one of the twice-yearly taxi flights that take up a fresh Soyuz craft to serve as the emergency lifeboat for the station. The members of the 16-nation partnership that sponsors the space station are considering a Russian proposal to extend missions, from 6 months to a year, starting in October.

ATO Finance Briefing

By Maudie M. Powell

Employees of FAA organizations at the William J. Hughes Technical Center learned about the initial financial plans and processes that the Air Traffic Organization (ATO) currently uses, and proposes to use in the future, as it envisions operating the ATO as a commercial business. Members of the ATO Transition Team for Finance who visited the Technical Center on March 30 and presented a 2-hour briefing were: **Christopher Reese**, former acting vice president for ATO finance and transition lead for finance; **Penny Mefford**, acting director of finance for planning and analysis; **Rob Tucker**, director of finance for capital expenditures; and **John Rybka**, financial team wiring group co-lead.

Christopher Reese presented an overview of the ATO Finance Transition and emphasized the strong financial focus in the chief financial officer position. He said the ATO Transition Team for Finance has educated the vice presidents (VPs) on their organization's mission and assigned resources, and will develop at least one metric for each VP. An initial introduction was made regarding business planning protocol and integrated planning that drives budget requests as new approaches to financing for the ATO. The concept of "income" above and beyond the Trust Fund is going to be pursued as a new, influential factor that changes jobs in the ATO. Attention will be redirected to "how we spend our

money instead of how we get it" with the focus on expenditures instead of obligations.

The concept of "unit cost data" has been a primary focus for Penny Mefford in serving the new ATO. She is exploring many financial analyses that offer integrated information on resources, work, capital assets, funding, appropriations and cash flow management. These are critical to the efficiency goal to identify, control and reduce costs as lead-in efforts that will provide money to invest in ourselves. She said initial analysis results reveal that there's a need to breakdown cultural paradigms to

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ATO Finance Briefing

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achieve the desired financial impacts and results.

Financial reporting is an important component of the ATO's operation. Rob Tucker presented information on some ATO financial models and sample reports that would support the new focus. The financial reports must provide the appropriate information to clearly and simply support planning and measuring operational and financial performance. The model identified and mapped data from the cost elements up to the

ATO summary level. In addition to successful implementation of DELPHI, he identified other issues that must be addressed related to validation, business rule adjustments, and specific project targets and measurements.

The briefing concluded with a status report from John Rybka. He summarized his team's accomplishments in getting the ATO operational by mapping and reallocating budgets, staffing levels, cost centers and personnel

assignments, and providing a prototype report format for DELPHI for the new organizational structure.

The entire Technical Center community of employees appreciates the time and information the ATO Transition Team for Finance provided. The briefing provided timely and useful information on ATO changes that impact their day-to-day jobs and enlightened attendees on how the ATO will pursue its goal of increased efficiency in service to our customers.

News Briefs

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CRDA Issued to Presearch, Inc.

After the events of September 11, 2001, Presearch, Inc. advanced the premise of transmitting live video from aircraft in-flight to the ground, in emergencies, to provide authorities with near real-time situational awareness. Ground testing and evaluation demonstrated that the Presearch technology could provide a secure, high-quality video using bandwidths as low as ordinary cell phones.

The FAA recently entered into a one-year Cooperative Research and Development Agreement (CRDA) with Presearch to demonstrate the utility of the company's video technology for emergencies. The results are expected to be a proof-of-concept that will bring to bear the Presearch

video domain knowledge, technology and equipment. The principal investigators for the cooperative research are **Teri Lowe** (FAA) and **Ronald McKenzie** (Presearch, Inc.).



Canadian Patent for Futuristic Jet Design

Canada has issued a patent to Toronto-based inventor, Chui Wen Chiu, for a futuristic commercial jet design that would protect passengers in an emergency by breaking apart and letting the sections parachute gently to the ground. The proposal calls for the aircraft to be built in separate parts and then sealed together. The pilot could push a button to sever the parts with

controlled explosions or by using a "laser-cutting" device, in any type of emergency. Each section would be equipped with parachutes, shock absorbers, inflatable rafts and propulsion jets that would guide it to the ground.

However, some industry experts say the inventor's intentions are good but his idea has little chance of success because most airline crashes occur on takeoff or landing, when the plane is too close to the ground for parachutes to work. In addition, they say a parachute-equipped plane would be too heavy due to the added weight of parachutes, shock absorbers, and propulsion jets. They also say the plane only would carry a few passengers, would cost too much, and would be difficult to maintain.

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Employee Profile: Dennis Steelman

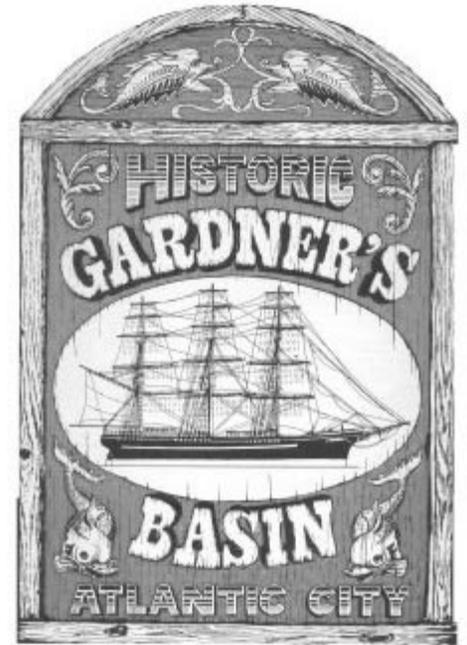
By Barbara Harris-Para

If you know **Dennis Steelman**, you know that it can be hard to pin him down to talk, but once the ball gets rolling you soon learn that he is very proud of his achievements and those of the Ocean Life Center. First, he told me, a brief history of the center was in order. The area, now known as Atlantic City, was first developed by Jonathan Pitney in 1854, as a health oasis, with five hotels to accommodate visitors. Some years later, an area of meadowlands surrounding Gardner's Basin was filled in to make a park that was named in honor of John H. Gardner, a former Mayor of Atlantic City, State

Senator and Member of Congress.

Many people remember Hackney's & Captain Starn's restaurants, which fed the masses at Gardner's Basin for many years until the late 1960's. Then in 1974, local attorney James L. Cooper helped form the new Gardner's Basin area through festivals, concerts, and grants. New docks, landscaping, and finally, the Ocean Life Center came to fruition.

All of this leads us to why Dennis got involved with the Ocean Life Center and his award for volunteerism. He is very modest about his volunteer work



Atlantic City's Ocean Life Center

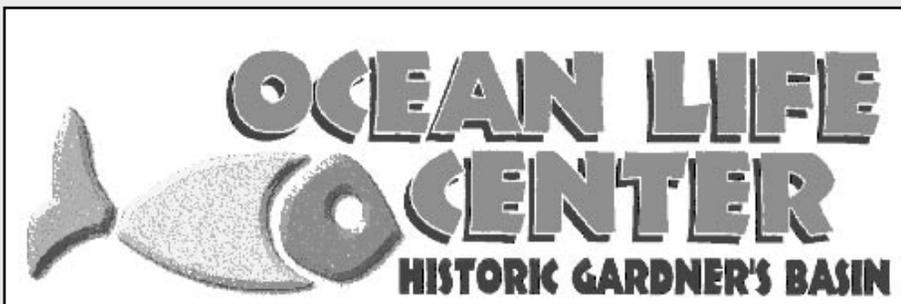
The Ocean Life Center is located in the Gardner's Basin section of Atlantic City in a 16,000 sq. feet building on three levels, with a magnificent view of the bay area. It includes a small marina, lots of commercial fishing vessels, and at least four restaurants in business now, with more coming soon. It is open daily from 10:00 a.m. until 5 p.m., with individual memberships available. The facilities can be used to hold a party, group gathering or an off-site event. The center has some wonderful exhibits, which

includes point and click computers, and explanation cards, to name just a few. The staff is helpful with questions and also run a gift shop.

The ocean life of southern New Jersey is depicted in each exhibit starting on the first floor with a 25,000-gallon fish tank that includes sea bass, sand tigers and sharks. Rutgers University has an exhibit on eco-systems, and the estuary exhibit uses the Mullica River area for a birds-eye view of the back bays.

of almost three decades and wanted to give back to the area some of the things he has enjoyed while living in South Jersey. He mentions, "This type of community education reaches the children of the area, so future generations will be able to enjoy the ocean life of Atlantic City". Through his efforts, software, exhibits, and programs have been devised to help communicate this information. If we develop this in the next generation, then the work will be well worth it - in Dennis' mind.

Dennis sees that the hard work is starting to pay off with new activities taking place each year at Gardner's Basin and the Ocean Life Center. Giving back to your community can only enrich life for all of us, and his only regret is not enough time in the day. Spending more time at this project would be his greatest dream, but there are other things in his life that also require his attention. Dennis Steelman's involvement in his community is an inspiration to all of us - to take a few minutes each day and think about how we can make this world a better place to live.



News Briefs

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FAA / JAA / TCCA Research & Development Joint Coordinating Committee

Technical Center employee, **Edward Pugacz**, recently participated in an FAA / European Joint Aviation Authorities (JAA) / Transport Canada Civil Aviation (TCCA) R&D Joint Coordinating Committee (JCC) meeting at the FAA's Center for Management Development. The JCC coordinates governmental aviation safety research in cabin and fire safety, aircraft icing and human factors, and Pugacz is the leader of its Icing Technical Team.

Participants, including aviation authority representatives from Canada, France, the United Kingdom, Germany, the Netherlands and the U.S., were updated on research projects that were performed during the past year. This information will be used to prepare for the biennial Aircraft Safety R&D Workshop at the annual JAA / FAA conference, which will be held in Philadelphia in June.



National Airport Pavement Test Facility

Reconstruction of two concrete pavement test items at the National Airport Pavement Test Facility (NAPTF) recently was completed. This phase involved placement of 40 concrete slabs in the enclosed test facility building. Many of the slabs are instrumented with sensors for measuring pavement responses to load and environmental variables. More than 300 cubic

yards of concrete were placed with the use of a concrete placement pump. The new test items will be tested to failure, after cure, using the NAPTF test vehicle to simulate heavy aircraft traffic. The data collected will be used to update FAA airport pavement design standards.



Dr. Richard Lyon Honored

Technical Center employee, **Dr. Richard Lyon**, won the first Symposium Honors Award, at the 2003 Fire Protection Research Foundation Symposium. A commemorative plaque will be presented to Dr. Lyon at the 2004 symposium in Annapolis, MD on June 23. Attendees accorded him this honor for his paper, "Fire and Flammability". This foundation attempts to facilitate the transfer of research into real world applications.



Rich Lyon and Rich Walters (Galaxy Scientific) published "Pyrolysis Combustion Flow Calorimetry (PCFC)" in the Journal of Analytical and Applied Pyrolysis, Special Section – Practical Application of Analytical Pyrolysis, March 2004. The paper describes the patented pyrolysis combustion flow calorimeter, developed under the FAA's fire resistant materials program, which allows for the flammability testing of very small samples (several milligrams) of advanced fire resistant polymers. It also describes the PCFC and its relationship to accepted, larger-scale flammability tests, and representative data from a large

number of current and advanced polymers.



FAA Issues License for Historic Sub-Orbital Manned Rocket Launch

The FAA's Office of Commercial Space Transportation, which has licensed more than 150 commercial launches of unmanned expendable launch vehicles in the past 20 years, recently issued the world's first license for a sub-orbital manned rocket flight to Scaled Composites (Mojave, CA), which is owned by Wyman-Gordon Company. Burt Rutan, designer of the record-breaking Voyager, the first airplane to circle the world non-stop and without refueling, heads scaled Composites.

The license is for a sequence of sub-orbital flights spanning a one-year period and is required for U.S. contenders in the X-Prize competition, which is a high-stakes international race ultimately to launch a manned, reusable private vehicle into space and return it safely to Earth. Twenty-seven contestants representing seven countries already have registered for this contest, which is modeled on the \$25,000 Orteig Prize for which Charles Lindbergh flew solo from New York to Paris in 1927. The X-Prize foundation will award \$10 million to the first company or organization that launches a vehicle capable of carrying three people to a height of 100 kilometers (62.5 miles), returns them safely to Earth and repeats the flight with the same vehicle within two weeks.

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

Handheld Technology

By Cathy Jaggard

On March 16, the International Test and Evaluation Association (ITEA) was proud to present speaker, Dick Wisler, Vice President of Technology at SyPort Systems, Inc. His topic was "Handheld Technology in the Enterprise".

Wisler gave an insightful view on how handheld computers could free "knowledge workers" from their desks and allow them to move to where the work is (i.e., office, field site, or at home), instead of being trapped at their desk to complete their task. He indicated that, "the reality has been less spectacular; users still write things on paper and

go back to their desk." He reflected on why so many individuals still depend on pen and paper, stating that perhaps in the rush to integrate ready-to-go technology components, such as Handhelds, WiFi, Web-Based UIs and Web Services, we're ignoring more basic implementation principles of human interface. He identified broad technical and process factors impacting mobile clients, including user behavior, data-access dynamics, software architecture, platform portability, intermittent connectivity, and others, presenting a new XML-based "thin client" and server approach designed to address usability as well as technology issues.

Remembering

By Stan Ciurczak

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

Bernhart V. Dinerman, who worked for NAFEC and is credited with pioneering and patenting the first automatic landing system on aircraft, died on March 3 at the age of 84. He retired from the FAA after 35 years of government service, including service in the U.S. Navy during World War II. His wife, Rose, and three children survive him.

Jesse Jackson, who worked as a carpenter for NAFEC and retired from the FAA, died on March 18 at the age of 91. He served in the U.S. Army during World War II and received numerous commendations, including the Bronze Star. A son survives him. His wife of nearly 60 years, Helen A. Jackson, died in 1995.

Frank J. Meehan, formerly the chief financial officer for the Technical Center, died on April 1. He served in

the Korean War with the U.S. Navy and retired from the FAA after 37 years of service. He is survived by his wife of 51 years, Joanne Balabon Meehan.

Frank D. Munroe died of congestive heart disease on March 23 in Silver Spring, MD, where he was a resident. He was 81 years old. Munroe was a gunner's mate in the U.S. Navy in World War II and a civilian personnel officer with the U.S. Air Force before joining the FAA in the 1950s. He was the Executive Officer at NAFEC before taking a series of assignments with the FAA in the Southwest Region and at FAA Headquarters, where he retired in 1989. Two children survive him. Elizabeth Brua Munroe, his wife, died in 1991.

J. Friend Whipple, who worked as an air traffic controller and retired from the FAA Technical Center, died on April 2 at age 83. A daughter and a long-time companion, Dorothy McKee, survive him.

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