William J. Hughes FAA Technical Center

INTERCOM

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Satish Agrawal, the man behind the machine.

National Airport Pavement Test Facility Dedicated

On April 12, almost two years to the day of the National Airport Pavement Test Facility (NAPTF) ground breaking, and with a large group of national and international visitors in attendance, the FAA formally dedicated the new Tech Center facility.

Chris Seher (AAR-400) served as the master of ceremonies for the event. As Herm Rediess (AAR-1) pointed out in his opening remarks, "today we dedicate the first and only full-scale airport pavement test facility in the world, capable of producing quality test results from highly instrumented runway pavement sections."

The facility, developed under a cooperative research and development agreement between the FAA and the Boeing Company, is capable of testing airport pavement sections to failure with simulated full-scale traffic loading. Representative Frank LoBiondo (R-NJ) praised this unique arrangement, claiming that such cooperative agreements are "an example of the future." He also added that it is "a very proud day for all of us," praising the Tech Center staff for continually doing "a fabulous job."

Chris Seher talks with Congressman LoBiondo.

Herm Rediess points out the importance of the new test machine.

The test machine is located in a fully enclosed building, which is approximately 1200 feet long, 100 feet wide, and 40 feet high. The pavement test section area, constructed using conventional construction equipment and techniques, is approximately 900 feet long and 60 feet wide. This size permits simultaneous testing of 9 different pavement cross sections. Simulated aircraft loading will be applied with an electrically driven vehicle operating on railroad rails. Movable wheel module assemblies permit wheel groups to be moved up to 20 feet laterally and longitudinally, thus simulating a variety of landing gear configurations. Over 1,000 sensors are embedded in the pavement sections to monitor pavement conditions under loads.

Susan Kurland, FAA's Associate Administrator for Airports,

(Continued on page 2)

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Susan Kurland explains the importance of the new facility.

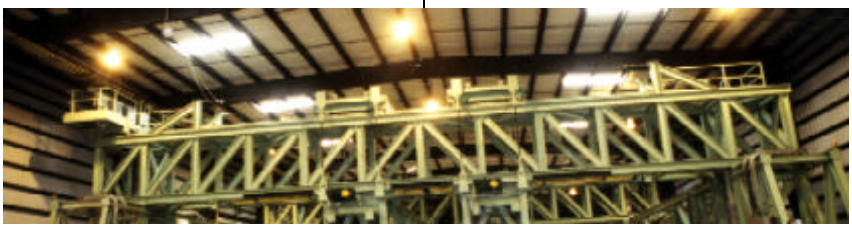
pointed out that in the U.S. alone there is 6 billion square feet of runway pavement surface with an estimated replacement value of over $100 billion. Currently, the FAA and airport owners spend about $2 billion annually on runway pavement upkeep. The NAPTF will provide the full-scale testing information urgently needed to investigate the performance of airport pavement subjected to the complex gear loads of the new generation of aircraft. The technical data obtained will help validate new design standards and assure compatibility between aircraft and airports throughout the world. That information also will supply an improved scientific basis for further development and refinement of the International Civil Aviation Organization's pavement loading standards for aircraft.

After seeing the facility, David Balloff, a key aviation aide to Representative Jim Duncan (R-TN) simply stated, "this is some facility!" He commented that the facility will make "great strides in runway and taxiway safety." New Jersey State Senator William Gormley agreed, saying the "facility

David Balloff extolling the safety benefits the facility will bring.

serves the nation," but added that it is also "a point of pride for Atlantic County."

Perhaps Anne Harlan (ACT-1) summed it up best. She thanked all those who helped make the facility a reality, saying, "this is a magnificent facility and structure."



The day's star!

Please, buckle up

Occasionally, flight attendants make an effort to make the "in-flight safety lecture," and their other announcements, a bit more entertaining. Here are some real examples that have been heard or reported:

"There may be 50 ways to leave your lover, but there are only 4 ways out of this airplane."

"We do feature a smoking section on this flight; if you must smoke, please contact a member of the flight crew and they will escort you to the wing of the airplane."

From a pilot: "Folks, we have reached our cruising altitude now, so I am going to switch the seat belt sign off. Feel free to move about as you wish, but please stay inside the plane till we land . . . it's a bit cold outside, and if you walk on the wings it affects the flight pattern."

"As you exit the plane, please make sure to gather all of your belongings. Anything left behind will be distributed evenly among the flight attendants. Please do not leave children or spouses."

"Last one off the plane must clean it."

(Reprinted from *First Draft*, Ragan Communications, Inc., May 1999)

FAA / NASA INDUSTRY ROUNDTABLE HIGHLIGHTS R&D WORK

Administrators Goldlin (left) and Garvey (right) get the event started.

On March 22-23, the FAA and NASA conducted a joint seminar and roundtable to illustrate to key stakeholders the types of research and technology that both agencies are pursuing.

After viewing exhibits, covering research in the key areas of aviation safety, security, and airspace efficiency and capacity, as well as research for environmental compatibility, design tools of the future, general aviation, and low-cost access to space, the invitees attended a roundtable luncheon to discuss priorities, plans, and the key roles that industry and government play in research program strategies.

Anne Harlan (ACT-1), Bruce Singer, (ACT-2) Chris Seher (AAR-400), and Paul Polski (AAR-500) represented the Tech Center at the March 22 luncheon, with Anne standing in for the Administrator who was called away early for business. On the second day of the event, Bruce served as the FAA's co-host. Paul, Chris, Dennis Filler (ACT-500), John Wiley (ACT-200), Dot Buchanin (ACT-300), and Ken Hacker (AAR-530) joined Bruce for the lunchtime discussions.

A view of some of the exhibits from above.

Thanks to Mike Roames (ACT-70), Mike Versage and Patti Reichenbach (AAR-500), and Cathy Bigelow and Joe Manning (AAR-400) who helped with the exhibits, and to Bruce Singer, who co-hosted the event on March 23, and Chris Seher (AAR-400), Paul Polski and Ken Hacker (AAR-500) who manned the safety and security booths. The event turned out to be a tremendous success -- "a home run" in Goldin's words, a great compliment to the NASA and FAAers who made the event a success.

Administrator Garvey addresses the roundtable participants.

Who Is This ACT Manager????

Number of years in the government? *19*

What's the best thing about your job? *A lot of great people doing interesting work.*

The worst thing? *Budgets, budgets, budgets*

Why do you like working at the Tech Center? *Great people doing valuable and important work.*

Life before the Tech Center? *Designing improvements for helicopters at Boeing Vertol, new DOD systems for Lockheed, and teaching computer science at a couple colleges.*

Smartest career move? *Constantly learning and acquiring new skills.*

Not so smart career move? *Substitute math teacher at the local high school.*

Favorite vacation spot? *It's a toss-up between London, England and Quebec, Canada.*

Hobbies? *Skiing, stock market*

Last book read? *Fatal Terrain*

Magazines read? *Aviation Week*

Proudest moment? *Watching my daughters get their engineering degrees.*

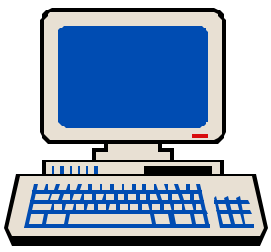
What's your lifelong ambition? *To enjoy life, meanwhile get a pilot's license.*

People are always surprised to learn this about me . . . *I'm a good cook.*

ANSWER ON PAGE 11

POSITION DESCRIPTION LIBRARY (PD LIBRARY)

It is now on-line! The agency's collection of **pre-classified**, standard position descriptions became available via the FAA Intranet on Monday, March 22. The address is "pdlibrary.faa.gov." Web-enabled PDLibrary makes standard agency PDs available to anyone who has access to the FAA Intranet. You will find this tool very helpful. So, the next time you need a new position description, call up the PD Library and see if the PD you need is listed. PDLibrary could save you weeks of work.



Headquarters Headlines

Year 2000 Test in Denver. The FAA conducted a Y2K test at Denver International Airport on April 10, at the FAA's Terminal Radar Approach Control (TRACON) facility at Denver. The FAA has the ability at the Denver TRACON to split the operational systems used to track and control aircraft operating through all phases of flight. During the test, the primary side continued to track and control aircraft as normal. The test side, which tracks and monitors -- but not control -- the same traffic, had its clocks set forward to December 31, 1999, and rolled over to January 1, 2000.

Participating systems included the Host computer, which drives controller displays at high altitude, en route centers; the Automated Radar Terminal System (ARTS) IIIE, a computer that drives controller displays at large TRACONs; and ARTS IIA, a computer that drives controller displays at small to medium-sized TRACONs. Other participating systems included those that process weather, flight plan and radar data, as well as all voice and data communications. The Denver tower and TRACON, the TRACON in Colorado Springs, and the en route center in Longmont, which is approximately 45 miles from Denver, participated in the test. The Tech Center was also heavily involved in this effort. Data recorded from both the primary and test sides will be analyzed to see if the test computers with date-forwarded clocks performed properly.

FAA Moves Aggressively on 21st Century Air Traffic Systems. On April 6, the FAA announced it was making rapid progress bringing its new air traffic control computer systems on line. The agency now has new Host and Oceanic Computer System Replacement (HOCSR) equipment operational at 11 of its 20 Air Route Traffic Control Centers. HOCSR is scheduled to be operational in all 20 centers by the end of September 1999. HOCSR is a key component of the National Airspace System infrastructure modernization program and FAA's Year 2000 (Y2K) computer compliance effort. The new system is four times faster, more reliable, uses much less power and takes up less space. The FAA also dedicated the first Display System Replacement (DSR) at its Seattle Air Route Traffic Control Center in Auburn, WA., on Jan. 20. DSR replaces 20-to 30-year -old equipment at the center with upgraded displays, computer hardware and software. All 20 en route centers in the continental U.S. will receive new HOCSR and DSR equipment.

FAA Issues Year 2000 Progress Report. On April 5, the FAA released its latest numbers regarding the progress of work being done on its computers to ensure they properly recognize the Year 2000, or Y2K. To date, all FAA systems requiring Y2K repairs have been successfully renovated and tested. Eighty-eight percent of all FAA systems have completed the Y2K process. FAA systems are scheduled to complete this process by June 30.

The FAA and Industry Sign Agreements on Satellite-Based Navigation System. The FAA announced on April 2 that the agency, Raytheon Systems Company of Salt Lake City, UT, and Honeywell Inc., of Glendale, AZ, have agreed on joint development of the Local Area Augmentation System (LAAS). Raytheon and Honeywell will provide funding for its development, and the FAA will provide the specifications and expertise on development and certification. The LAAS will augment the Global Positioning System (GPS) signal for accuracy and integrity at approximately 150 airports to support Category 1, 2 and 3 precision approaches in bad weather. LAAS also will support ground operations such as collision avoidance and airport surface navigation and surveillance. LAAS is a complementary system to the Wide Area Augmentation System (WAAS) that is presently under FAA development and acquisition. WAAS is a GPS-based navigation and landing system that will provide the accuracy, integrity, availability, and continuity required to support all phases of flight through Category 1

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precision approaches. FAA acquisition and fielding of LAAS is expected to begin in 2003 with the final deployment in 2006. The agreements call for the development of LAAS capability and position the FAA for this procurement. The LAAS capability does not require WAAS, and its implementation schedule is independent of the WAAS program.

FAA Purchases Additional Security Equipment. On March 31, the FAA announced that it would purchase more than 150 additional security devices for the nation's airports. The purchase of 21 FAA-certified explosives detection systems and 135 trace explosives detection devices adds to the multi-year deployment of innovative security equipment recommended in 1996 by the White House Commission on Aviation Safety and Security. Purchases to date include 95 FAA-certified explosives detection systems, 20 automated dual-energy X-ray machines, two quadrapole resonance devices, and 462 trace explosives detection devices. The trace explosives detectors are deployed primarily at airport security checkpoints for screening carry-on bags. The other machines are bulk explosives detectors used for examining checked baggage. Under the contracts announced today, the FAA will purchase 21 CTX-5500 units for $18.9 million from InVision Technologies Inc., Newark, CA.; and 135 IONSCAN 400s for $6.2 million from Barringer Instruments Inc., of New Providence, NJ.

Commercial Forecast Reports Seventh Consecutive Year of Aviation Growth. Transportation Secretary Rodney E. Slater announced on March 23 that the nation's air carriers, braced by one of the strongest economies on record, have experienced seven straight years of traffic growth, with a record 643.3 million people traveling on U.S. commercial airlines in 1998. The announcement came as the FAA released its report *FAA Aerospace Forecasts Fiscal Years 1999-2010*. The report shows that domestic enplanements increased by 2.1 percent in 1998, while international enplanements in the Atlantic and Latin American regions had significant gains. Traffic in the Atlantic region increased 9.2 percent, while traffic on Latin American routes grew by 5 percent. In addition, U.S. commercial air carriers reported an operating profit of $9.2 billion, a $1.3 billion improvement over 1997. Despite relatively slow increases in Asia, overall U.S. air carrier international enplanements are forecast to increase to 56 million in 1999 and grow 5.7 percent a year, reaching 103.1 million in 2010.

The number of domestic passengers traveling on commercial air carriers is expected to increase to 567.9 million in 1999, a 2.4 percent increase over 1998. For the period 1998 through 2010, passengers are forecast to increase 3.4 percent a year, reaching 828 million in 2010. To accommodate this expansion, the FAA forecasts that the large commercial aircraft fleet will increase from 5,030 in 1998 to 7,165 aircraft in 2010, an annual increase of 3 percent. Paralleling the increase in domestic air traffic, the number of passengers on U.S. and foreign flag carriers traveling to or from the United States are expected to increase to 132.2 million in 1999, a 4.8 percent increase over 1998. This growth is expected to continue at a 5.1 percent rate each year and reach 230.2 million in 2010.

Outpacing the large air carriers, commuter airline enplanements are forecast to increase to 71 million in 1999, a 7.4 percent increase over 1998. Enplanements are expected to increase by 5.4 percent each year, reaching 123.8 million in 2010. In addition, the commuter passenger fleet is expected to increase from 2,039 aircraft last year to 2,886 aircraft in 2010, an annual increase of 2.9 percent, and the regional jet fleet from 206 aircraft in 1998 to 1,195 in 2010, an annual 15.8 percent increase.

In 1998, the general aviation industry had the highest number of shipments since 1994 -- 2,223 units, up from 1,159 units in 1997. The general aviation fleet is expected to increase from 194,800 in 1998, to 220,800 in 2010, a 1 percent yearly increase. The turboprop/turbojet fleet, the fastest growing segment, is forecast to increase 2.7 percent annually.

Pilots and Controllers Conduct Aeronautical Data Link Studies

The month of March proved very busy for the staff of ACT-350. Two very significant events hosted by both the Airborne and the Ground Data Link Systems Groups provided important design guidance for the Controller-Pilot Data Link Communications (CPDLC) program.

The Airborne group conducted simulations/evaluations of CPDLC using a cockpit simulator with American Airlines' pilots making simulated flights between Dallas, TX, and Miami, FL. The Ground Side evaluated CPDLC Human Computer Interface (HCI) transition from the Plan View Display (PVD) to the Display System Replacement (DSR). Controllers also evaluated CPDLC services that will be implemented in the DSR.

CPDLC, which is a part of the FAA's Aeronautical Data Link system, will provide an additional digital communications channel to supplement the voice frequencies used by controllers and pilots for the exchange of air traffic clearances and information. The FAA will implement CPDLC in a phased manner that is consistent with standards developed by the International Civil Aviation Organization (ICAO).

The first iteration of CPDLC, called CPDLC Build 1, will introduce a subset of the controller/pilot messages defined by ICAO. American Airlines and the FAA's Miami Air Route Traffic Control Center (ARTCC) will launch the FAA's CPDLC Build 1 program in domestic and en route airspace in June 2002.

ACT-350's Data Link Ground Systems Group, lead by

Steven Ferra (ACT-350) gives American Airlines pilots Captain Brent Blackwell (left) and Frank Cheshire (right) a behind-the-scenes briefing.

Evan Darby, conducted the first of a series of human factors studies using the Display System Replacement (DSR) to evaluate and refine the controller-human interface, air traffic control procedures, and training for the first build of CPDLC.

Participants in the Data Link Ground Side study were from en route air traffic control facilities. Four of the controllers were en route members of the Air Traffic Data Link Validation Team who have subject matter expertise on ATC Data Link communications. Two additional controllers were from an air traffic team that is participating in the DSR development process. These controllers are familiar with the DSR HCI and associated input and display conventions. The final two were National Air Traffic Controllers Association (NATCA) DSR controller participants.

The controllers began in a classroom session where differences between the older PVD and the DSR controller interaction requirements were reviewed. This was followed by a number of practice periods in the DSR laboratory. They were then given a list of CPDLC tasks to perform while controlled traffic on the DSR. The tasks required each team to exercise all of the Data Link settings and controls.

The hands-on sessions were followed by structured group discussions as well as individual design reviews. During these reviews, specific design modification recommendations for CPDLC and DSR design conventions were discussed and recorded.

ACT-350's Airborne Group, led by Al Rehmann and facilitated by Steven Ferra, conducted a week-long technical interchange between representatives from American Airlines, Boeing, Allied Pilots Associations (APA), Rockwell-Collins, Delta Airlines, and FAA engineers and technicians. Throughout the week participants used a prototype simulator, built by ACT-350 Airborne Group, to evaluate various cockpit design options.

The ACT-350 engineering cockpit simulator, modified to emulate a B-767 aircraft, provided a platform for airline pilots to experience a high fidelity,

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dynamic presentation of CPDLC in the flight deck. Messages were uplinked to the simulator and pilots were able to acknowledge, accept, or reject ATC messages by processing the Data Link buttons mounted on the glare shield of the cockpit. Throughout the week, in-flight human factors engineers and observers annotated comments and software engineers were then able to incorporate several of the suggestions while the crew watched.

Tim Hancock (AND-370), NATCA National Safety Officer Bill Blackman (seated left to right), Evan Darby (ACT-350), and Ruth Marline, NATCA Liaison to ARU-100, review Data Link human-computer interface on the DSR.

Common to these related, but separate studies, was a special emphasis on human factors evaluations. While controllers studied, in detail, data block symbology, keypad assignments, route assignment service, and other HCI design issues, airline pilots from America, Delta, and APA conducted structured flight sessions and examined various flight deck design options.

According to Gary Morfitt Data Link Branch Manager (ACT-350), "the introduction of Data Link has profound implications for controllers and pilots and will fundamentally change the way they communicate. The two studies recently conducted here at the Tech Center are prime examples of how the FAA is going to emphasize human factors as we progress toward the implementation of CPDLC."

FREQUENT FLYER TICKET SAVINGS PROGRAM

The Technical Center received approval on April 9 to pilot a Frequent Flyer Ticket Savings Program. The Office of Research and Acquisitions (ARA) organizations located at the Tech Center will begin a program on June 1, 1999, that provides incentive awards for employees who save ARA money while on official Government travel. The program applies to both bargaining and non-bargaining unit employees.

To be eligible for an award under this program, each employee is personally responsible for administering his or her own program. This includes registering for frequent flyer programs with the airlines and
obtaining free tickets from the airlines when eligible. While employee participation in this program is optional, employees are reminded that frequent flyer miles earned in performance of Government travel remain the property of the Government regardless of whether employees choose to participate.

ARA employees who obtain a free coach class ticket with frequent flyer benefits earned on official Government travel are eligible for a travel savings award. Savings will be measured against the contract rate in effect at the time of the flight. The amount of the award for each employee will be 50 percent of the savings on the contract carrier airfare. The total savings must be at least $200 before the employee is eligible to receive an award. Therefore, the lowest award amount that can be submitted is $100. Procedures and briefings will be forthcoming.

Are you a frequent flyer? If so, you should contact your frequently traveled airline now and ask for an application to become a Frequent Flyer Member.

ENVIRONMENTAL EXCELLENCE AWARD GOES to ACT / AAR / AAS TEAM

The team of Jim White (AAR-410), Armando Gaetano (ACT-370), and George Legarreta (AAS-100) has received the 1999 Office of Environment and Energy's Mitigation of Environmental Impacts Award for their work associated with an alternative method for aircraft deicing.

Developed by Process Technologies, Inc. (PTI), of Orchard Park, NY, and tested in cooperation with the FAA, this infrared radiant energy deicing system, called InfraTek, provides deicing for business and general aviation aircraft with considerably less harmful effects on the environment than conventional chemical deicing.

A gas fired radiant heat unit that is capable of melting ice and snow from the surfaces of an aircraft has been installed as an infrared deicing "drive-thru" facility at the Buffalo, NY, and Rhinelander, WI, airports. The system, which does not require the use of deicing fluids, operates similar to a carwash. A plane that has ice and/or snow adhering to it enters one end of a hangar-type structure, and is pushed or pulled through the building where it is deiced by infrared heat.

Anti-icing fluids are then applied as dictated by the existing weather conditions. Using conventional means, it can take hundreds of gallons of glycol to deice an aircraft depending on the type of aircraft and the weather conditions. The rising financial and environmental costs associated with glycol mitigation are a concern at many airports.

Armanda Gaetano and Jim White

The Environmental Excellence awards program recognizes individuals or teams throughout the FAA who work to advance environmental awareness, energy efficiency, and pollution prevention. The Mitigation of Environmental Impacts Award honors an FAA employee or team who has made a significant contribution to promotion of mitigation of adverse impacts of aviation on the public environment.

ACT-310's Beacon Video Reconstitutor

ACT-310 Product Team engineers (Ed Mancus--Project Lead, Chris Perone, Ken Blahut, Chuck Greenlow, George Montgomery, and Joe Starkman, under the program management of Ray Alimenti) have performed the design, development, and testing of the first pre-production, Beacon Video Reconstitutor (BVR). Production units are now available.

Projected sites, ready for installation of FAA Depot BVR production units at 22 ARTS-II/ ASR-7/8 locations, are currently operating non-optimized Mode S displays. The ACT-310 designed and developed, planned product improvement (PPI) circuit and software package, will upgrade these sites to optimized fully Mode S display capability from the current degrade-mode operation.

The display problem originates from current Mode S Secondary Surveillance Radars (SSRs) at some ARTS-II terminal sites, employing ASR-7 and -8 primary radars interfaced to the ARTS without the benefit of display functionality and optimization provided by Mode S through the RSCIP (Remote Surveillance and Communications Interface Processor) available at other sites (e.g. ARTSII/ASR-9). Thus, the only SSR beacon video available for display in these cases is from the Mode S front-end (i.e. the Interim Beacon Interrogator signal, or IBI Mode). It provides only monopulse target data without selective interrogation, target tracking, false target elimination processing, and other Mode S display features. This results in degraded displays containing both unwanted information, and less than the desired information. Since resolution with the RSCIP would be cost prohibitive, ACT-310 Product Team engineers

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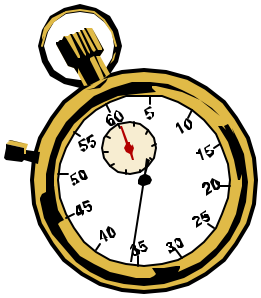
initiated a solution by designing and developing a state-of-the-art hardware and software PPI package to investigate this problem at these sites.

Currently, Mode S systems at 3 of 25 terminal sites that were operating in IBI Mode only, have been upgraded successfully to full Mode S display capability. Production BVRs, produced by the ION Corporation and based upon the FAA Product Team BVR design, are projected for the remaining 22 PPI site installations. These remaining sites are currently awaiting BVR deployment from the FAA, Oklahoma City,
Depot to provide full service, surveillance display capability, to Air Traffic Control operations at those sites.



A Safety Minute: Take Safety With You When You're Away

So you just got Orders to go for a week to the Cayman Islands, or maybe for two weeks to Hawaii. In either case it's obvious that you need to plan for your trip by securing airline tickets, contacting a hotel, car rental agency, and explaining to your wife or husband as to why she/he can't go along! But don't forget, in addition to those major details you need to take safety along with you. What do I mean? Please read on!

The Safety Office has taken a page from American Express, with our version of "Don't Leave Home With Out It." Safety is a 24-hour business, not only at the Tech Center, but when you're away as well. With that thought in mind, we have focused our attention on the traveling employee who begrudgingly takes the assignment to one of the destinations that we've mentioned. We know, it's a tough assignment, but someone has to do it! Therefore, we (Safety Office) have prepared a Safety Travel Pack that no FAATC Traveler should leave home without.

So what does a Safety Travel Pack provide? The answer is: it depends on where you're going! The Safety Travel Pack will include a specific variety of safety products that will assist you in identifying and addressing potential safety hazards that are commonly found at your travel destination. For instance, you may need to take along some sun screen wipes to protect you from the hot Cayman Sun, or a Sqwincher Fast Pack to combat the thirst from the Tropical heat. In either case the Safety Travel Pack is your answer to personal safety.

So how do I obtain a Safety Travel Pack? Well, the first thing that you have to have are Temporary Duty or Travel Orders. Next, complete Form CT-3900.37, titled *Temporary Duty/Remote Area Job Safety Analysis Request.* You can obtain this form from your supervisor or contact the Safety Office (ACT-630) at x6896 to request a copy. The form should be completed by your supervisor and forwarded to the FAA Safety Office, Attn: Industrial Hygienist, ACT-630. The Safety Office will review the information on the form and assess what safety items to issue as part of your Safety Travel Pack.

Remember, Safety is a 24-hour job even when you are on travel. The Safety Travel Pack is a useful and effective tool to insure personal safety when you're away from home. From a safety perspective, with a Safety Travel Pack as part of your trip the only thing you will need to worry about is your personal safety when you arrive home to your spouse who you left behind. For that hazard may we suggest a Wind Chill Index and a First Aid Kit!

For additional information on the Safety Travel Pack contact the Safety Office at x6896 and make your trip a safe one!

Community Outreach / Aviation Education Program Supports 6th Annual Kid's Fair

Imagine 20,000 kids right in front of your eyes all day long and all they want to do is learn about aviation! Well, that is why we set up an awesome hands-on exhibit that highlights many different facets of aviation. From careers, to the 95th anniversary of the Wright Brother's first powered flights, posters, activity booklets, and of course a chance to "fly" the flight simulator.

Sponsored by the Jewish Community Center, the 6th annual Kid's Fair, was recently held at the Atlantic City Convention Center. What is unique about this event is that kids aren't allowed in without an adult, and adults weren't allowed to attend without a child. Everyone had a fun-filled day! The Tech Center, along with the New Jersey Forrest Fire Service, and Smokey Bear, 177th Fighter Wing, New Jersey Air National Guard, Campbell Soup company, Home Depot, and Tunnels of Fun (just to name a few) provided fun ways to learn. "Arthur," a perennial favorite of children of all ages, even made a special appearance. The kids even had the opportunity to ride in a cherry picker to the top of the building, sign their name on the wall, and receive a free Polaroid of themselves in action.

At the Tech Center's booth, Carleen Genna-Stoltzfus,

Lou Diorio (left) and Tauheedah Muniir-Ali (right) helping one of the kids.

Aviation Education Program Manager (ACT-70), and Aviation Education Counselors Maggie D'Ambra (ACT-9), Gary Frings (AAR-431), Lou Diorio (ACT-611) and Tauheedah Muniir-Ali (ACT-10) spent the day talking to the kids about aviation careers, handing out materials, and assisting with the flight simulator.

Carleen sends her thanks to all the Aviation Education Counselors, and, of course, J.A. Jones, who helped set-up the exhibit.

Maggie D'Ambra (left), Carleen Genna-Stoltzfus (right) and Gary Frings (sitting) in the Tech Center booth.

Who is this ACT Manager?

Dorothy "Dot" Buckanin, Manager, Communications Navigation Surveillance Engineering and Test Division

Mark your Calendars

The 1999 Technology Transfer Awards ceremony will be held on May 11, from 1-3 p.m. in the Tech Center auditorium. All are invited to congratulate this year's winners.

Looking for a few good stories!

I bet you don't realize just how easy it is to get material published in *Intercom*.

If you have an article, a story idea, or even photos relating to Tech Center activities, you too can see your name in print. It's easy! It's painless! Just drop Terry Kraus a message via email or give her a call at (202) 267-3854 and let her know what you'd like to see in *Intercom*.

Or, if you're shy, mistrust the email system, or just hate calling headquarters for anything, you can also work through your organization's *Intercom* POC:

Stan Ciurczak	ACT-3
Maria Marks	ACT-4
Kimberly Tweedle	ACT-9
Tom Wood	ACT-10
Frank Mierzejewski	ACT-50
Jim Valleley	ACT-70
George DeLuca	ACT-200
Joan Carpenter	ACT-220
Murray Karlin	ACT-300
Kimberly Van Dongen	ACT-500
Kathy Herman	ACT-600
Greg McLaughlin	ACT-700
Mark DeNicuolo	ATQ
Barry Silverman	ATQ (Technautics, Inc.)
Frank Law	Universal Automation Labs
Hawa Bond	Dynamic Security Concepts
Hank Marek	AAR-400
Rosanne Weiss	AAR-400
Therese Brennan	AAR-500

If your organization is not listed or I have the wrong POC name, please let me know.

PLEASE TRY TO GET SUBMISSIONS IN BY THE SECOND TUESDAY OF EACH MONTH.

News Flash

To reserve the auditorium, atrium, or cafeteria conference room, please call Tech Center Ops at extension 5-6482.

William J. Hughes Technical Center

Intercom

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