

CELEBRATING EXCELLENCE

Red, orange, blue, and pink flower arrangements, balloon arches, and other colorful arrangements greeted employees, their families, and visitors as they entered the auditorium for this year's ceremony. This year's theme, "Our People: Our Future," focused on the dedication, talent, and accomplishments of all employees.

Chinita Roundtree-Coleman (ACT-202) and **John Wilkes** (ACT-510) opened the program, singing *We are the World*. The day care students led the Pledge of Allegiance, followed by Wilkes' acappella rendition of the National Anthem. MC's **Tony Wilson** (AAR-421) and **Larry Stroud** (RMS) added a light touch with Larry assuming the "voice of experience role," while Tony alluded to the fact that Larry had been around "more years than Bruce Singer." Steve Zaidman (ARA-1) and **Anne Harlan** (ACT-1) presented the plaques to this year's selectees:

Publication

John Bakuckas (AAR-431)



Professional Society/
Model Work Environment
Catherine Bigelow (AAR-430)



Field Support
Tom Poussart (AOS-420)
Joe Mahon (AOS-420)



Technical Program
Kelly Leone (AAR-510)



Technical Support
Anthony Cerino (AAR-510)
(Photo not available at this time)

Administrative Support
Melissa French-Gates (ACT-50)



Secretary of the Year
Fred Breen (AOS-340)



Community Outreach
Beth Burkett (ACT-400)



CELEBRATE

Leadership

Olithia Lawson-Brown
(ACT-232)



Innovator

Lee Spanier (AAR-520)



Employee of the Year

Kenneth Allendoerfer (ACT-530)



NAFEC Association Award

Hannah Dixon



Friend of the Center

Tom Boyd, Executive Director
of the Atlantic County
Improvement Authority



Team Achievement

- Bobby Nichols** (ACT-423)
- Cheryl White** (ACT-204)
- Jim May** (AOS-610)
- Rick Astillero** (ACT-360)
- Adam Grecco** (ACT-510)
- Dan Warburton** (ACT-510)
- Bill Hoffman** (ACT-01C)
- Tom Ryan** (AOS-430)
- Daniel Haubrich** (ACT-410)

- Scott Matussek** (AOS-520)
- Bob Fietkiewicz** (ACT-210)
- Ernie Heinz** (ACT-211)
- Cheryl Matthews** (AOS-520)
- Dennis LaMagna** (AOS-540)
- Steve Reynolds** (AOS-310)
- Tom Jennings** (ACT-330)
- Angela Lewis** (ACT-240)



CELEBRATE



Director's Award

Imaging Technology Branch (ACT-73)

Verna Artis, Ron Boyden, Bill Dawson, Dale Dingler, Donna Elbertson, Carl Genna, Michael Gross, Annette Harrell, Anna Kertz, Bob Marks, Ron Meilicke, Frank Merlock, Robert Michael, Ernie Pappas, Mike Roames, Sue Wall

While a composite video of three Imaging Technology productions played on an overhead screen, **Anne Harlan** presented Telly Awards to: ACT-73's **Verna Artis, Dale Dingler, Anna Kertz, Bob Marks, Ron Meilicke, and Frank Merlock;** and **Adam Greco,**

ACT-510 for the Y2K program video; **Verna Artis, Dale Dingler, Anna Kertz, Bob Marks, Ron Meilicke,** and **Frank Merlock** for the Tech Center Overview Video; and to ACT-73's **Verna Artis, Dale Dingler, Anna Kertz, Bob Marks, Ron Meilicke, and Frank Merlock:** (2000 Communicator and Telly Awards) for the video "Controller Pilot Data-Link Communications: A New Technology for Business Aviation."

Dot Buckanin (ACT-300), chair of this year's awards program, expressed appreciation to the following employees for their time and efforts in coordinating the program: **Ken Beisel** (ACT-52A), **Ginger Cairnes** (ACT-70), **Carl Genna** (ACT-73), **Lana Haug** (ACT-70), **Rich Morton** (ACT-330), **Patty Naegele** (AOS-600), **Allan Oswald** (ACT-300), **Chinita Roundtree-Coleman** (ACT-202), **Ella Terrell** (ACT-510), **Dianne Trazzera** (AOS-310), **Debbie Waters** (ACT-370), **John Wilkes** (ACT-510), and **Stephanie Zvanya** (AOS-630) -- all members of the Host Committee. She also thanked the Nominating committee members: **Sam Crowell** (AOS-400), **Marcelle Grasso** (AAR-432), **Marlene Gunn** (ACT-500), **Jennifer Hall** (ACT-530), **Barbara Mong** (ACT-52), **Rosanne Weiss** (AAR-423), and **Carol White** (AOS-620) for all of the time they spent in processing and tabulating nominations.

IT'S COMING!

If you don't already have it, your copy of the FAA Employee Attitude Survey will soon be delivered. The Agency last conducted such a survey in 1997. These surveys are only as good as the number of employees who are willing to provide honest, straightforward feedback and management's willingness to respond in kind. So, please take a few minutes to complete the survey.

Your Opinion Does Count!

ELLIS PEOPPLES RETIRES AFTER 32 YEARS



Ellis Peopples enjoying his retirement party with his friend Lisa.

Ellis Peopples came to NAFEC in the summer of 1968 from Eastman/Kodak (Rochester, NY), a career change that afforded him the opportunity to work near his native Atlantic City. Recently Ellis retired from the Tech Center. To celebrate his achievements, his family and friends honored him at a dinner at the Wash's Inn banquet facility in Pleasantville.

Basilyn Bunting (Manager, ACT-400) presented Ellis with a Retirement Certificate for his 32 years of Federal service. Angela Lewis, President of NSBE South Jersey, presented Ellis with a plaque honoring his longtime membership in the National Society of Black Engineers (NSBE), and for the support and dedication he rendered to NSBE.

A TRUE RENAISSANCE MAN

A mathematician by training, Ellis probably is best known for his wonderful sense of humor. To put it simply, if Ellis is going to be at a social function, you will have a good time if you enjoy a good laugh (actually, lots of good laughs). Everyone who knows

Ellis is aware that you always could count on him for a lively political discussion, especially if you were talking about Atlantic City and Atlantic County politics. Besides his interest in local matters, many people also know that he is an avid boxing fan, but not too many may know that Ellis has had a long-standing interest in playing the great classics on the piano. He also took many cooking classes at The Culinary Institute at Atlantic County Community College, and really enjoyed spending time in the kitchen.

VARIETY OF TECHNICAL ASSIGNMENTS

He started work at NAFEC as a programmer with the support-programming group in the Central Programming Group (CPG). A couple of years and a few reorganizations later, Ellis landed in the newly created terminal group (RD-140), which helped specify and test the ARTS system. He later worked on the Engineering Management Staff (EMS), in the Programming Branch, and in the Management Systems Division, the Information Resource Management Division, and the Laboratory Management Division.

As manager of the Information Resources Branch of the Management Systems Division, Ellis had primary responsibility for the first broad-based personal computer (PC) acquisition by the Technical Center, a competitive purchase of about 400 PC's. Ellis defined the acquisition requirements, standardized the

connectivity requirements, gained the required funding and approvals, and managed all associated tasks including training, fabrication, and deployment. Later, Ellis became the manager of the Information Management Division, and subsequently, executive staff to the manager of the Laboratory Management Division.

DEDICATED TO HELPING OTHERS

Ellis felt an obligation for, and maintained an active interest in improving the condition of minorities in the local area. He could be counted on to assist in fund raising, scholarship efforts, and food collections for the poor and similar activities.

During the 1970s, Ellis was an advocacy type of EEO Counselor. His many and varied efforts helped to forge concrete social change for the betterment of the people who work at the Center.

One of his most significant achievements was the key role he played in forming the South Jersey Chapter of the National Technical Association (NTA), and the subsequent creation of the NTA-sponsored Career Awareness Program. NTA is the oldest national minority technical organization in the country. The purpose of this program was to expose interested junior high and high school students to engineering and the sciences, and to provide them with assistance and direction on what they needed to do to establish careers in the engineering and scientific fields. Ellis was very instrumental

PEOPLES CONT.

INTERNATIONAL ART CONTEST CEREMONY

in meeting and gathering the financial and moral support of local community members.

Largely through his efforts, the Atlantic County Private Industry Council, and subsequently the City of Atlantic City, funded as many as 50 qualifying Atlantic City and Pleasantville students each year to work and attend classes at the Center for a 10 week period during the summer.

Ellis participated in structuring the program, establishing the qualifying criteria, interviewing and evaluating students and their parents, instructing classes, disciplinary actions, and all other aspects of the program. Subsequently named the Technical Youth Program (TYP), this program provided hundreds of young people with an educational experience, a sense of direction and a boost that positively affected their lives. His enthusiasm, commitment, and efforts significant contributed to the development and success of many local students.

BON VOYAGE!

When told that Ellis had decided to retire, **Jay Brown** (ACT-210) reminisced about how he and Ellis began their careers at about the same time. Jay went on to say, that "he (Ellis) is one of the most gracious people I've ever known."

Bon Voyage, Ellis, from all your friends at the Tech Center!

ACT-70's Aviation Education Program and the ATC Engineering & Test Division (ACT-200), teamed up with the New Jersey Department of Transportation (DOT), Division of Aeronautics & Freight to provide special awards for the New Jersey winners of the International Aviation Art Contest. This was the first year the Center hosted the awards ceremony.

The students were so excited to come to the Center to receive their awards for 1st, 2nd, 3rd place, or Honorable Mention. It didn't matter to them what place they took -- they were all excited to be at the Center. As soon as they entered the building, they saw their artwork on display for the day. They proudly stood next to their piece while their families took photos.

Then they were off to the auditorium to see the Tech Center overview video and shake hands with Center Director **Dr. Anne Harlan**. They also had a chance to meet DOT Commissioner James Weinstein, DOT Chief of Staff Laurie Gutshaw, DOT Aeronautics & Freight Systems Acting Director Ted Matthews, his administrative assistant Linda Zajac, ACT-200 Manager **John Wiley** and Aviation Education Program Manager **Carleen Genna-Stoltzfus**.

The awards given to the kids proved more than they could handle. Each one received not one, not two, but THREE plaques, a letter from the Governor's office, a portfolio, and much more. With awards in hand, the

students went to the second floor of Building 316 for more photographs, a chance to see the display cases that house their winning pieces of art, and, what they were waiting so patiently for, a piece of the huge cake (donated by the NAFEC Association) with the 1st place winners artwork on it.

Next they toured: Federal Air Marshalls (FAM) Shoothouse, Airway Facilities Tower Integration Laboratory (AFTIL), Engineering Cockpit Simulator (ECS), and the General Aviation Trainer (GAT).

ACT-70 wants to thank the representatives from the NJ DOT the Federal Air Marshall Division, AFTIL's **Bernie Garbowski, Bill Vaughan, and Roger Bawgus**; ECS's **Al Rehman, Al Adkins, Dave Carty, and Tony Stevens**; GAT's **Joe McCall, George Bollenbach, and Mike Cullum**; ACT-70s **Carl Genna, Annette Harrell, Dave Hess, Carol Martin, Verna Artis, Ann Kertz, Bill Dawson, Carolyn Pokres, and Ginger Cairnes**; Wackenhut drivers **Ron and Willie**; and most of all the NAFEC Association for adding that special touch to a wonderful day for the kids.

Some of the students enjoying their visit.



FAA AIR SHUTTLE SERVICE



On October 2, the Air Shuttle moved its reservation system from phones to a web-based system. This will mean that you, the traveler, will be able to make your own shuttle reservations on line. Phone reservation will still be accepted for those who do not have access to the FAA IntraWeb. If you would like to visit the Shuttle Reservation web site (under construction) and see how it works, log on at <http://intraWeb.tc.faa.gov/swrs>. Feel free to log in and look around.

If you have any questions please call **Frank Hines** (ACT-600) at (609) 485-5670.

CONFIDENTIAL FINANCIAL DISCLOSURES

All employees who are required to file a Confidential Financial Disclosure Report, OGE-450, **MUST** attend a training session on the Standards of Ethical Conduct for Employees of the Executive Branch. The training will be held in the auditorium on the following dates:

10/03	Tuesday	10 a.m. - 11:00 a.m.
10/12	Thursday	2 p.m. - 3:00 p.m.
11/08	Wednesday	2 p.m. - 3:00 p.m.
11/15	Wednesday	10 a.m. - 11:00 a.m.

All other employees, whether they file a financial disclosure report or not, are invited to attend since the Standards of Conduct apply to all employees. Please call **Brenda Martello** (ACT-7), Office of the Center Counsel, with any questions.

MORE INFORMATION AT YOUR FINGER TIPS

The Department of Transportation Library is now providing you with desktop access to hundreds of technical, scientific, legal and business databases. Without leaving your desk, you can browse through automated information such as Transport (TRIS), electronically search our Online Catalog of the entire DOT collection, or look up public laws in the U.S. Statutes.

To access these databases, see: <http://isweb.tasc.dot.gov/Library/library.htm>. For more information contact Annette Wilson at (202) 267-3117.

GET THE SCOOP

Catch up on what's happening throughout the FAA by calling the VOICE toll free number at 1-877-888-4325. The information is changed weekly on Wednesdays. VOICE is the agency's internal communications advocate. If you have questions or suggestions for VOICE, contact the ARA representative, David Kerr at (202) 493-4437 or contact VOICE via cc:mail at 9-AWA-AOA-VOICE.

YOU MAKE THE CALL!

The stories are true, the penalties can be harsh, and all we ask is for you to make the call! What are we talking about? They are the the weekly articles titled "You Make The Call," published on the cc: Mail, Safety News Bulletin Board.

Each week a sad, but true story from the files of OSHA is outlined. The articles highlight how such tragic mishaps happen and encourage you to consider the consequences suffered by the employee(s) and the companies. You are asked to make the call to heighten your awareness of specific safety issues that have resulted in injury or death at work sites throughout the U.S., so that such mishaps will not happen at the Center.

Below is a recent "You Make The Call" article. As you read it, remember that the conclusion is that not knowing is no excuse, which leads to one final thought. Now that you know about these articles, there is no excuse not to visit the Safety News Bulletin Board where you can make the call!

Asbestos is one of those substances that you don't want to ignore or take lightly whether you are involved with it at work or at home. Asbestos can cause lung cancer and other respiratory diseases that can lead to death. Thus, OSHA takes very seriously the enforcement of the Asbestos Standard and will take swift action against those who violate it. Outlined here is an OSHA investigation of a baked goods manufacturer who removed asbestos contain-

ing materials from a boiler. As you read, remember that safety should not be compromised when working with asbestos.

Incident @ Mr. Twinkies

A major baked goods manufacturer, who we'll call Mr. Twinkies, has several bakery plants located across the U.S., with 32,000 workers nationwide. It is a big company with a perishable product line and, therefore, management stresses the importance of getting the products out "fresh" to the markets. The incident involving asbestos occurred at one of Mr. Twinkies' older plants. Some renovation work included replacing the heating unit at the plant. To save time and money (sound familiar) the company decided to remove the old boiler and prepare the area for the contractor to install the new heating unit.

Management directed three employees to perform the demolition, which included removing thermal insulation from the boiler. The employees doing the work were not given any personal protective equipment, nor were they told that the insulation contained asbestos. Some employees at the plant, however, knew or had reasonable suspicion that the material being removed contained asbestos and one of them notified OSHA.

OSHA's investigation confirmed that the insulation contained 75% asbestos. When OSHA asked management why the boiler and insulation material were not checked for asbestos and why they permitted the employees to work/remove asbestos without

being protected, Mr. Twinkies replied "we didn't know!"

OSHA's Decision

OSHA cited Mr. Twinkies with stiff fines for willfully allowing workers to remove insulation without checking for asbestos. Considering the age of the boiler and the material to be removed, OSHA stated that there was no excuse for any employer to expose unprotected and unknowing workers to this hazardous substance.

Violations included:

- Failure to establish a regulated area where employees removed the asbestos.
- Failure to follow pertinent work practice controls such as wet methods, use of efficient filter vacuums, and cleanup and disposal of waste.
- Failure to provide appropriate personal protective equipment to the employees performing asbestos removal.
- Failure to conduct air monitoring.
- Failure to provide a decontamination area for employees performing asbestos removal.
- Failure to dispose of asbestos material properly.
- Failure to provide asbestos training to employees.
- Failure to provide a competent person to supervise the asbestos removal activities.

These violations were considered "Willful" violations that carried a penalty of \$910,000!

When it comes to safety the lesson to be learned from this case is that not knowing is no excuse!

“OUR PEOPLE:



OUR FUTURE”



HEADQUARTERS HEADLINES

FAA Demonstrates Affordable GPS Technologies. On August 23-24, the FAA, in conjunction with the University of Alaska Anchorage (UAA) and the Alaska aviation industry hosted an open house to view satellite-based technologies that promise to reduce dramatically the number of accidents in Alaska. The technologies demonstrated in this program, known as Capstone, will be applied to the National Airspace System (NAS) throughout the country.

Capstone ultimately will equip up to 150 aircraft used in passenger, mail, or freight operations with an avionics package designed to improve situational awareness of the pilots by putting weather, terrain, and traffic information in the cockpit for the first time. Essentially, pilots will have the same information in the cockpit that air traffic controllers have on the ground. All this information will assist in averting mid-air collisions and controlled flight into terrain.

To complement this operation, the FAA is also publishing non-precision approach procedures and installing the automated weather observation system (AWOS) at 10 village airports in the Yukon-Kuskokwim Delta region of southwest Alaska. The FAA will also install 12 ground broadcast transceivers. The airports in question usually consist of a short gravel-surfaced runway with edge lighting. There are no terminal electronic navigation aids and weather observation stations are generally

very far apart. There is little radar coverage in the demonstration area at low altitudes and icing conditions preclude most of the small aircraft from flying in instrument meteorological conditions.

The avionics package consists of a Global Positioning System (GPS) navigation/voice communications unit, a multifunction computer display, and a digital data link radio operating on the Universal Access Transceiver (UAT) mode. The display includes a GPS-based terrain database of Alaska on a 1/4-mile grid accurate to approximately 100-feet of elevation. The display delivers to the pilot airplane-to-airplane Automatic Dependent Surveillance-Broadcast (ADS-B) position reports from other aircraft and eventually will display ground-to-air Traffic Information Service (TIS) aircraft position reports. The display will include both visual flight rules (VFR) and instrument flight rules (IFR) charts, graphic weather and text messages, and moving map capabilities.

ADS-B is a key technology that will both enhance the efficiency of the NAS as well as reduce runway incursions. In Capstone, airport ground vehicles will ultimately be equipped with a GPS/data link radio to transmit position reports and thus provide a surveillance display capability either in the aircraft, the tower, or on the ground thereby increasing runway safety.

The University of Alaska Anchorage will be conducting an

in-depth safety study and assessment of the Capstone program. The university has also developed a sophisticated training system for Capstone pilots, which was also demonstrated during the August open house.

Capstone is part of a joint government-industry partnership known as Safe Flight 21, an initiative designed to demonstrate and validate, in a real-world environment, the capabilities of advanced surveillance systems and air traffic procedures associated with free flight, using ADS-B and TIS as enabling technologies. Free Flight will allow pilots and controllers to work together to manage air traffic and it will permit pilots to fly the most direct, cost-effective routes, saving airlines and passengers time and money.

FAA Flight Data Link Becomes Operational at Oshkosh. For the first time, general aviation aircraft can now get cockpit displays of digital weather graphics and text through a service sponsored by the FAA. The agency's Flight Information Service Data Link (FISDL) became operational during the Experimental Aircraft Association's (EAA) Air Venture 2000.

FISDL provides basic text weather information directly to general aviation pilots at no cost after meeting the additional avionics requirements. Using a small display in the cockpit, flight crews can receive the basic text messages, including Aviation Routine Weather Reports, Special Aviation

HEADLINES CONT.

reports, Terminal Area Forecasts, Significant Meteorological Information, Convective Sigmets, Airman's Meteorological Information, Pilot Reports, and Severe Weather Forecast Alerts issued by FAA or the National Weather Service. Avionics requirements include a VHF data radio and a multifunction display unit capable of displaying digital graphic and text messages.

There are also graphical products, such as NEXRAD maps, and other text products, such as Special Use Airspace and Notices to Airmen, available through a subscription service. The FISDL service is designed to provide coverage throughout the NAS.

FISDL is a government-industry partnership with Arnav Systems and Honeywell International, both of which will act as service providers for FAA's information. Under the five-year agreements signed during the 1999 Experimental Aircraft Association's AirVenture, both Arnav and Honeywell will receive two nationwide data link frequencies for the broadcast of basic aviation weather reports as well as additional information they provide by subscription. The Arnav system will be available at the 2000 EAA AirVenture, while the Honeywell system comes on line in the Fall.

U.S. Transportation Secretary Slater Announces Contracts for Advanced Security Equipment and Threat Imaging X-Rays. On July 19, Secretary Rodney E. Slater announced that the FAA had

awarded contracts to purchase additional certified explosives detection systems and trace explosives devices for the nation's airports, and will begin purchasing X-ray machines with new imaging software to improve screener performance.

The Threat Image Projection (TIP) system projects digital images of hundreds of different guns, knives, and bombs onto the X-ray displays to test screeners' abilities to detect threat objects. While the screener is on duty, TIP projects the images at random into real carry-on bags going through the X-ray or inside bag images created by TIP. When a screener hits the button to stop the suspect bag, TIP flashes a "congratulations" for detecting the threat and records the screener's performance. It also records missed threat images.

TIP not only will help train screeners and keep them more alert, but also will allow companies to monitor each screener's performance. Those who need retraining in detecting specific items can be removed and retrained, while those who have general difficulty in detecting threat images could be shifted to other responsibilities, such as operating hand wands or trace detectors. It also will give the FAA objective data for measuring the screening companies' performance. Under a proposed rule expected to become final next year, companies could lose FAA certification if their screeners don't meet performance standards.

Wide Area Augmentation System Signal Now Available.

On August 24, after a successful 21-day stability test of the Wide Area Augmentation System (WAAS) signal in space, the FAA declared that it is now available for some aviation and all non-aviation uses. The test demonstrated required system stability, allowing immediate use of the WAAS signal by a broad range of users.

The test demonstrated that the system can operate without interruption, providing a stable and reliable signal to augment GPS. The system demonstrated one to two meters horizontal accuracy and two to three meters vertical accuracy throughout the contiguous United States. Raytheon will operate the system for the FAA on a continuous basis, interrupting it only as necessary to upgrade or test the system. Information on these outages, is available at gps.faa.gov/Programs/NSTB/Provisions/sis.htm or www.raytheon.com/waas.

The current WAAS signal is available to aviation users for increasing situational awareness during flight under visual flight rules and on the airport surface, among other uses. WAAS continues to be developed to provide the necessary integrity for the WAAS-required, safety-critical applications. Until the system design is completed and initial operational capability is declared, the WAAS is not an approved source of aircraft navigation under instrument flight rules.

THE END OF AN ERA



AOS-300 recently gathered for a final farewell to some old friends, as the last of several Enroute Radar Display Systems were decommissioned at the Tech Center.

Those systems included: the Computer Display Channel (CDC), designed by Raytheon Corporation and deployed at fifteen of the twenty Enroute Air Traffic Centers (ARTCC); the Display Channel Complex (DCC), recently replaced by DCCR, designed and built by IBM and deployed at five of the

twenty ARTCC facilities; the Computer Update Equipment (CUE), designed and built by Raytheon and installed at all twenty ARTCC facilities.

These three systems were



The systems performed functional data processing of Radar, Beacon, Weather, and associated data from the Central Computer Complex (CCC) and provided digital Radar display for Air Traffic Control.

The systems were designed so that the FAA could extend and enhance operational performance through continuous hardware and software modifications and system upgrades by AOS-300 over their thirty-year life cycle. These systems have now been replaced by the Display System Replacement (DSR).



operational at all twenty Centers, the Tech Center, and the FAA Academy for thirty years.



A DAY AT MAUD ABRAMS SCHOOL



Stanley Wirpsza (ACT-431) recently spent the day with 3rd and 4th graders at Maud Abrams School, Lower Township, Cape May County, for its First Annual Avocation Day. Stan reports that, "this was a very interesting experience. It involved several individuals bringing to Maud Abrams their craft, hobby, or avocation. As it turned out, when I arrived, there

was an ice sculptor carving a large sailfish right in front of the building, which captivated the entire school population. I felt this would be a hard act to follow.

My presentation was given in the library in two sessions. Each group consisted of three or four classes, totaling 50 to 70 children. For the FAA, I presented the Center's overview video. Interestingly enough, I observed that these young children were intrigued with the complexities of our work and presented sincere questions involving the aviation industry.

For the second half of my presentation, I gave a slide show about castles of Europe, along with some design background on each castle.

For a conclusion, I sketched an eight foot wall elevation of a castle entry door opening, describing how it was constructed of both cut stone and rubble infill and sometimes possibly a cement composition, depending on the geographic location. Trying to instill a value that math would play in the construction of medieval Castles, I dimensioned the wall opening and major stone elements, adding a total wall height. This seemed to impress my young audience and saved me from the overpowering silhouette of the adjoining ice sculpture. This was a rewarding experience that if presented with the opportunity again, I would repeat next year."

DID YOU HAVE A SHADOW?

Recently, the Community Outreach/Aviation Education Program hosted 12 students from Southern Regional High School in Ocean County. The students were split into two groups, and over a two-day period they shadowed professionals in various areas of the Center. The students were spread throughout the Center to shadow employees working in the areas of their chosen career goals.

They visited with ACT-70's **Jim Valleley, Dale Dingler, Annette Harrell, Robert Marks,** and

ARTZ Graphics Laurie Zaleski, Dave Hess, and Carol Martin to get an overview of the Center's communications activities.

Other students interested in Computer Fields visited **Bob Lin (IAI)** to learn about computer repair; **John Hensyl (ACT-202)** for computer programming; and **Missy Passmore (ACT-550), Sue Lake (ACT-550), Lisa Weidman (Kenrob), Andrew Jones (Kenrob), Debbie Levey (Kenrob), Bob Chupein (ACT-550), Scott Dalaba (IAI), Ken Daily (IAI), and Shelley Yak (ACT-550)** for computer network programming.

Center and contractor professionals prepared agendas for the students that piqued their interests and showed them the wide range of information and technology that is used on a daily basis, and demonstrated the various aspects of their job duties. The students enjoyed their visit and were impressed enough to mention that they would like to work at the Center someday.



CENTER OF EXCELLENCE SUCCESSFULLY COMPLETES PHASE I RESEARCH

The Center of Excellence (COE) for Airworthiness Assurance (AACE) is highlighting Phase I research results at a major symposium being co-hosted by the Boeing Company and the Northwest Mountain Region in Seattle, November 14, 15, and 16.

Phase I accomplished some significant technical goals according to **Dr. Catherine Bigelow**, Airworthiness Assurance COE Technical Director (AAR-430), "this Center has been quite a success story, conducting \$20 million of research activities to support the FAA's regulatory mission for aircraft safety over the last three years." Of this amount, \$3 million was provided by academia as a result of the COE's matching funds requirements, significantly leveraging FAA research dollars."

Phase II, beginning December 1, 2000, will include a new management structure and other streamlining initiatives, such as web-based applications to publicize, coordinate, and process research opportunities between multiple government sponsors, academic institutions, and industrial partners. According to **Patricia Watts**, FAA Centers of Excellence Program Manager (AAR-400), "another substantive program component planned over the next three years is the expansion of the Center to include NASA as a joint research sponsor."

Additional plans call for the inclusion of DoD laboratories as cosponsors. The anticipated expansion of funding organizations will provide important program visibility and will maintain an agenda aggressively supporting the current government fatal aviation accident reduction goal.

This aggressive agenda necessitates changes to further support the member organizations. "Streamlining the Center's operations should help attract federal funds outside the FAA to enhance aircraft safety research initiatives," stated Watts. Included in the streamlining activities are plans to make the grants and contracting processes more responsive to COE sponsors and

partners, and modifying the management infrastructure that supports over 45 academic institutions, 90 industrial affiliates, and other government labs.

Centers of Excellence are long-term partnerships established with academia and industry. At the culmination of each three-year phase, Center close-out activities include formal audits of their matching funds and a major symposium to present research results to a wide audience. COE partners are intended to serve as a world-class pool of national resources, accessible to assist immediately the agency in performing mission critical research and development.

The Airworthiness Assurance Center of Excellence is the fourth COE established by the FAA since 1992. Funded through cooperative agreements and contract awards, 150 COE academic and industry partners and affiliates have conducted joint aviation research for FAA and NASA over the past eight years. Including matching funds on all government grant awards, these partnerships now reflect a \$60M level-of-effort. Plans are underway to establish a new COE in FY 2001. FAA Centers of Excellence are managed under the direction of **Chris Seher**, Director, Airport and Aircraft Safety R&D Division (AAR-400).

The Airworthiness Assurance Symposium details and registration materials are available on the AACE website at www.aace.ohio-state.edu. For further information regarding the Air Transportation Centers of Excellence, contact **Patricia Watts** at (609) 485-5043, or patricia.watts@tc.faa.gov.



FAMILY DAY: A NEW TRADITION



Family Day was born on August 30, 2000.

Almost 200 employees brought their children and spouses through the Security Operations Center where they received official badges like those given to the most important VIPs. Visiting children enjoyed age-appropriate learning

Fireman's hats) as well as the FAA's most unusual vehicle, the National Airport Pavement Test Machine. A K-9 Team performed a demonstration to the delight of the children. One child was heard to remark that she couldn't wait to start a career in a place where they had a Magic Show, Face Painting, and a full-size moonwalk attraction in the spacious atrium.

Often in a family's life that place called "work," where Mom, Dad, or spouse disappear to for many hours a day, is a complete mystery. If the place these family members work is the Tech Center, that mystery was recently solved by a new event called "Family Day."

The management team came up with the idea of demystifying those family members' dilemma by providing a day of fun and educational activities that also revealed just how interesting some of their families' jobs are. The Communications Management Division (ACT-70) took charge and assembled the many volunteers and events necessary to make the day a success. The first



activities, ranging from an airplane coloring contest to model rocket construction. Families shared special time together playing on the Flight Simulator, touring the ATC labs, and riding on the airport fire trucks (complete with

Despite the wet weather, a family-style barbecue was held in the Center cafeteria. Families enjoyed traditional summer fare, and a real feeling of a community picnic. All of these activities could not have been possible without the cooperation of management and the many volunteers from the Center community.

Declared a success by all involved, plans have been discussed to extend next year's Family Day to include our other base families. If the tradition continues, don't be surprised if the name is changed to "Tech Center Family Reunion!"



FAMILY DAY CONT.**DON'T FORGET**

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