



A MESSAGE FROM THE DIRECTOR



Dear
Center
Employ-
ees,

As we
end one
year and
begin
another, I
always
become a

bit reflective, thinking about what we have accomplished in the past and what we hope to accomplish in the future. These thoughts naturally reflect both my personal and work lives since the two are forever entwined. As we all know, we can never really separate our work and personal lives; the trick is finding a happy balance, with one supporting the other.

Personally, this has been a great year. My husband has retired from one career (in Boston) and is getting ready to start another one here, so we both have now become permanent south Jersey residents. For a long time I've wanted to put down firm roots in this community and my dreams have now been realized. We are both happily settling in and getting to know our neighbors and our greater community.

The Center, like the entire FAA, is currently going through some uncertainty. Although I do not yet know what impact the Presidential Executive Order creating the Air Traffic Services PBO will have on the Center, I do know that this coming year will be a year of change for all of FAA. As an agency, the FAA is striving to improve performance and become more responsive to customer needs, continually looking for better ways to carry out our mission.

One example of this is the creation of the air traffic terminal services group. FAA is in the process of determining how to better integrate some parts of ATS and ARA to focus more attention on terminal service delivery. The Technical Center has been part of the ongoing discussion and will be part of the solution of how to provide better service to our users. You have helped set a standard of excellence that will serve us well in these discussions.

My dream is for the Technical Center to be a shaper of aviation's future. With inputs from employees and other stakeholders, I am developing a strategy that will enhance our abilities to provide the

aviation technical leadership needed to meet the challenges ahead. This is going to require a lot of hard work from each of us, staying focused on not just meeting, but exceeding the needs of our customers.

Our work so far is clearly paying off. I have heard repeatedly this past year from our customers and stakeholders that this is a new Technical Center -- more people, product, and service oriented.

I'm proud of what we have accomplished this year, and I am looking forward to greater achievements in the future. Although our successes in the past year are too numerous to list here, I want to thank everyone for doing his or her part, for making the necessary personal sacrifices to make the Technical Center one of the most productive and exciting organizations in the FAA. I look forward to the coming year.

-- Anne Harlan

THE SPIRIT OF GIVING



The National Black Coalition of Federal Aviation Employees (NBCFAE) Technical Center Region held its 3rd Annual Thanksgiving Food Drive on November 14, 2000. NBCFAE Thanksgiving Food Drive Chairperson, **Angela Lewis**, along with members, organized non-perishable food collection points throughout the Tech Center, and then helped distribute the food to needy families in the Atlantic County area.

The Region received a total of \$1,000 in monetary donations from corporate

sponsors ACS, Signal Corporation, AS&T, Chicken Bone Beach Association, and from members of NBCFAE. Determined to make a difference, the Region successfully donated 50 food baskets along with 28 turkeys to 25 families of the Family Service Association in Absecon, NJ. Monetary donations were given to the Catholic Social Services, Sister Jean's Kitchen, and the Atlantic City Rescue Mission, all of Atlantic City, NJ. NBCFAE Technical Center Region, once again would like to thank the WJHTC family and the community for their support during this Thanksgiving Season.



NEW LIBRARY RESOURCES

The Department of Transportation library has announced the availability of two additional historical databases: the Civil Aeronautics Authority/Dept. Commerce and Civil Aeronautics Board Aircraft Accident Reports and the Civil Aeronautics Authority/Federal Aviation Agency/Administration Technical Reports. The time frame covered is the 1930s-1960s. The reports are one of a series of the library's historical collections being digitized for access by our customers and the general public.

The reports are full text (both digitized and PDF versions) and can be searched by date, airline, file number, keywords, or docket number. The database also contains actual images in the report. Go to the website: <http://isweb.tasc.dot.gov/Library/library.htm>, and click on ONLINE DIGITAL COLLECTIONS for access to these reports and our other historical materials.

AOS DOES IT AGAIN!

(Thanks to **Bill Porter**, AOS-520,
for submitting this article.)

On October 6, 2000, the AOS-520 Voice Switching and Control System (VSCS) team consisting of members from the FAA, Harris Corporation and Federal Data Corporation have attained Integrated Capability Maturity Model (iCMM) Level 2. This is the third AOS program to satisfy the requirements at this level.

Frannette Bourne (AOS-500 Division Manager), **Vincent Tran** (AOS-500 Deputy Division Manager), and **Steve Davi** (AOS-500 Process Improvement Lead) provided guidance and support from the division level. **Michael Gallagher** (AOS-520 Branch Manager) and his management staff developed the implementation and training process. **Teri Lowe** (ACT-200) provided training as required to the entire branch. The System Group, managed by **James Mullin**, and the Production Group, managed by **Brian Peters**, carried VSCS to iCMM level 2. A special acknowledgment to AOS-20, AOS-300, and AOS-400 for their support in the gap analysis and the Formal Appraisal Readiness Review (FARR) and to the formal appraisal team consisting of personnel from TRW/AIO, ACT, AOS and ISD Inc.

The effort involved and the dedication required was monumental to say the least. Over 70 staff personnel were involved with this accomplishment. The formal appraisal team interviewed 20 practitioners that included: 2 team leads; the branch manager; the division management team; and AOS-520 staff. The appraisal team reviewed more than 165 documents. For all of those organizations planning to attain this goal, be prepared to "plan, track & artifact" all aspects of your projects. Both understanding iCMM and self-examination of how you do business are the keys to your success.

Initially a gap analysis was conducted in February to ascertain what shortfalls the organization had in obtaining iCMM level 2. This was conducted by appraisers, from outside the organization, to help plan for a formal appraisal for certification. Shortfalls

were identified and an action plan was developed to correct them. When the shortfalls were corrected, a FARR was conducted in July. The results of the FARR were positive and demonstrated their readiness for the formal appraisal. The FAA Appraisal Team, to kickoff the formal appraisal, conducted a Questionnaire Based Appraisal (QBA). The formal appraisal was conducted October 2 through 6. Individuals and groups were interviewed for two days. On the third day, the appraisal team wrote their draft findings. On the fourth day, the draft findings were presented to all those interviewed to allow for clarification of the findings. On the fifth day, the final results were briefed to the senior managers in the morning and then to the entire team in the afternoon.

Throughout this process, a rule of confidentiality was applied. After the senior managers were briefed on the morning of the fifth day, they did not provide any indications to AOS-520 as to the results. Accordingly, for the rest of the day all of AOS-520 was nervous. They tried to get a clue (any clue) about the results but the managers remained silent (don't play cards with them). At 1430 on 10/06/00 the VSCS team was assembled and notified that all 9 applicable process areas were institutionalized at Capability Level 2. After a moment of absolute silence, the group started to breathe again and a cheer rang out that could have been heard a mile away.

Congratulations on your continued success!



BUDGETS AND FISCAL YEARS

Intercom and VOICE continue the series of articles on the budget process with a discussion of what happens at the end of one fiscal year and the beginning of the next. As you know, the government uses the 12-month period from October 1 of one year until September 30 of the following year to track its accounts. This 12-month period is known as a fiscal year.

Fiscal years are numbered by the ending year. Therefore, fiscal year 2000 began October 1, 1999, and ended September 30, 2000. As October 1 approaches every year, two important things are going on. All government agencies are working to spend the funds allotted to them for the current fiscal year. At the same time, all eyes are on Congress to see how much money will be appropriated for the new fiscal year.

You may have heard the term "lapsing appropriation." As mentioned in previous articles, when Congress appropriates funds, especially for day-to-day operations, the law includes a time limit, most often the end of a fiscal year. Thus, a lapsing appropriation is an appropriation whose time limit is about to run out. The FAA's chief financial officer (CFO) issues guidance each year on the year end closeout process. This guidance is meant to ensure that all lapsing funds are effectively and appropriately used, that the agency does not overspend its appropriation,

and that year end closeout procedures are consistent with Treasury and Office of Management and Budget direction.

One specific aspect of the CFO's year end instructions pertains to the operations appropriation, which is a lapsing account. As requested by the CFO, lines of business and staff offices report their year end unfunded operations requirements to the Office of Budget in late August. In turn, the budget office works with the lines of business and staff offices to consolidate these individual listings and create a single, prioritized list of unfunded operations requirements.

Tops on this year's list were projects to address a backlog of contractor security investigations, improve the agency's data base and analysis of flight delays, and speed up development of an improved personnel and financial system, such as the FAA's new cost accounting system. The Office of Acquisition stops accepting new procurement requests in mid-September to allow both the Office of Acquisition and the individual lines of business and staff offices time to reconcile their records and balance their books. At the same time, the budget office generates daily "balance available" reports that indicate available balances for each line of business and staff office.

Using these reports, the budg-

et office talks with individual lines of business and staff offices to identify funds that can be used on the prioritized list of unfunded operations requirements. Though this brief overview describes the year end activities at Headquarters, similar procedures are used by each regional administrator and center director in closing out the fiscal year in the field.

While the agency is working to balance its books and provide funding to year end priorities, Congress works on the appropriation bills for the coming fiscal year. President Clinton recently signed the FAA's budget bill for Fiscal Year 2001 (i.e., the year ending Sept. 30, 2001). The CFO now begins the process of allocating available funds among the lines of business and staff offices, reviewing congressional direction in the execution of programs, and establishing hiring and spending restrictions and guidance for the new fiscal year.



ACT-350 FLYING HIGH IN LOUISVILLE



The recent Operational Evaluation (OpEval II) for the Safe Flight 21 Program demonstrated the potential of Automatic Dependent Surveillance-Broadcast (ADS-B) to increase the safety on and above the airport surface. OpEval II drew large numbers of dignitaries from government and industry. Industry believes that advanced applications using ADS-B technology will increase aviation safety and reduce the potential for runway incursions. With ADS-B technology, each aircraft broadcasts its location and identity and pilots and controllers can follow the movement of traffic on their displays.

Following the highly successful demonstrations of terrain avoidance and traffic information applications in Alaska during the Capstone project, the engineering team for Airborne ADS-B in ACT-350 joined forces with other government and industry experts



to demonstrate how ADS-B technology can contribute to safety in an airport surface environment. Initiatives to reduce runway incursions are among the primary safety drivers for FAA research. Tech Center aircraft and flight crews are doing the "heavy lifting" in terms of demonstrating these new technologies for airborne applications.



FAA Administrator Jane Garvey saw firsthand the Safe Flight 21 demonstration aboard the Tech Center's instrumented Boeing 727 laboratory as it navigated on the runways and taxiways at Louisville Airport. The Center's Convair 580 airborne



laboratories taxied and then flew overhead with other aircraft from the Cargo Airlines and general aviation. While participating in the flight profiles for OpEval II, these Tech Center aircraft laboratories collected a



huge volume of valuable data which is currently being analyzed to provide metrics on the value of the new technology.



WHAT'S NEW FROM HR

The Office of Human Resource Management (AHR) has announced the Life Links website <http://life-links.faa.gov>. Benefits guidance and forms are now organized around major employee life changing events (such as marriage or becoming a parent) in one place. Life Links provides user-friendly and accurate information on a 24-hour basis and includes links to other appropriate websites as needed. Employees who are covered by a collective bargaining agreement should be aware that any provisions concerning benefits that appear in the negotiated agreement take precedence over information contained on the Life Links website.

VOICE

VOICE, the agency's internal communications advocate, now has a website, which includes helpful information, such a communications guide. You can find the guide and other helpful tips and hints at <http://interweb.faa.gov/voice>.

Don't forget -- you can catch up on what's happening throughout the FAA by calling the VOICE toll free number at 1-877-888-4325. The message is updated weekly on Wednesday.

TAKING A TRIP?

The FAA now has a website designed to provide you with the most up-to-date information when preparing to travel by air in the United States or overseas. This site includes direct, one-click links to the DOT and the airlines, as well as a host of other useful sites such as airports, the Department of State, safety and enforcement statistics, the Centers for Disease Control and U.S. Customs Service. The site also provides safety tips and things such as turbulence, child safety seats, exit row seating, cellular phones, laptops, unruly passengers, and evacuation. You can access the site at <http://www.faa.gov/testpass.htm>.

TRB ANNUAL MEETING

The Transportation Research Board (TRB) will hold its 80th Annual Meeting, January 7-11, 2001, at Omni Shoreham Hotel in Washington, D.C. The meeting includes 32 aviation-related sessions that will address multiple aspects of the air transportation industry. Future concepts, system planning, security, technologies, and operations of the national airspace system are a few of the important topics to be discussed. The full program, along with hotel reservation forms, may be found on the TRB website at: <http://www.national-academies.org/trb/meeting>.

TRB is a unit of the National Research Council, a private, nonprofit institution that is the principal operating agency of the National Academy of Sciences and the National Academy of Engineering. Under a congressional charter granted to the National Academy of Sciences, the National Research Council provides scientific and technical advice to the government, the public, and the scientific and engineering communities.

NEWS FROM AROUND THE CENTER

Jill Styczynski is the new Industrial Hygienist in ACT-640. Jill received her B.S. degree in Environmental Sciences from Rutgers University in 1995. She has worked as an Environmental Commissioner for the Township of Manalapan, an Environmental Scientist for Envirogenics, a Health and Safety Specialist for VFL Technology, and with Radian International. Jill was working with Radian on the environmental clean up project at Building 206, and was then hired through the Headquarters' NISC contract working directly for ACT-640. As the Safety Department's Industrial Hygienist, she will be busy performing air monitoring, ergonomic studies, and numerous other Industrial Hygiene functions here at the Center.

The South Jersey Professional Societies has selected **Ben Willems** (ACT-530) as this year's Scientist of the Year. Chosen from a field of 15 nominees, Ben received the award in recognition of his work on Decision Support Automation and for his success in pulling all the pieces together to operate a very complex person-in-the-loop simulation. Ben is the first human factors professional to receive this award in the South New Jersey area. Ben's plaque reads: "The South Jersey Professional Societies Institute of Electrical and Electronic Engineers, American Institute of Aeronautics and Astronautics, and International Test and Evaluation Association Take Great Pleasure in Awarding Ben Willems (Federal Aviation Administration) as Scientist of the Year for Southern New Jersey in recognition of outstanding Engineering and Scientific Accomplishments in the area of ATC Decision Support Automation Research (DSAR) that result from demonstrated technical expertise, leadership skills and professional integrity."

When asked about the award, Ben responded that "the award was really something that should go to all the folks that have worked with me on the DSAR experiment. For that experiment we had our own Generic Center on the Host Computer System, Display System Replacement, and User Request Evaluation Tool created. We ran an experiment that

included the Target Generation Facility (TGF), HCS, DSR, and URET. To assess Situation Awareness (SA), we developed a technique that hooks into the DSR tokenring and uses live data to probe controller SA by occasionally swapping the DSR display for a response display of an exact real-time DSR replication. We also monitored eye movements of controllers while they worked operational hardware and software and integrated Host-based data with eye movement data to detect which aircraft controllers focussed on during the simulations. All intra-team communications were recorded and analyzed to determine how automation changes the communication patterns between the radar and the data controller. During this project we worked with people from several contractors, IIF, ACT-510, and CAMI."

AAR-500 reports that **Michael Ramirez** (AAR-520) has accepted a job with Hewlett Packard, and is happy to return to family and friends in Puerto Rico. We wish him well and are sorry to see him go.

Kaye Jackson (ACT-4) and the Honorable Judge James Jackson are proud parents of two children, Adam and Jamie. Recently they were delighted by the recognition of the athletic and academic endeavors of their son, Adam, a 2000 graduate of Syracuse University. Adam participated in Men's Crew throughout most of his school years both at Atlantic City High and Syracuse. Syracuse University recently notified him that he had been named a member of the spring 2000 Athletic Directors' Honor Roll. In addition, since Adam had a GPA of 3.4 or higher, his name was scrolled on the scoreboard during a Syracuse University basketball game in the Carrier Dome. What a thrill! Adam also won the David D. Godfrey Award in 2000. Created in 1984 by the classmates of David D. Godfrey (1964-1983), this annual award is made to the oarsman who best exemplifies Godfrey's outstanding characteristics of leadership, dedication and friendship. Adam now resides in Connecticut and is employed by General Electric in its Information Management Leadership Program. Congratulations and good luck, Adam!

A SAFETY MINUTE

FROM THE SECURITY OFFICE,
ENVIRONMENTAL BRANCH

Holiday Cheer Can Be Unforgiving

Tis the season to be jolly, to spread warmth and good tidings amongst your fellow man, and to share in good times with your friends and coworkers. While for many people this is the best time of the year, it can also be an unforgiving time of year, especially when you do things that you do not normally do.

Picture this scenario, it's the end of the workday and you've been invited to stop by for an informal get together at the local pub around the corner for a drink to celebrate the holiday season. It's something you normally wouldn't do because your family is waiting at home. But since it's the holidays why not! So you go and have a very nice time with your coworkers and friends.

As you leave the gathering and begin to walk back to your car, which is parked at the office garage, you realize that you've possibly had too good of a time as you are really feeling the effects of the drinks you've had. So you decide to wait a few minutes in the car to let the effects of the drinks wear off before you drive - good idea! However it's cold, so you start the engine to warm the car up. As you sit in the car you begin to think of what a wonderful time you just had. And, as the car gets a little warmer you drift off to sleep. It becomes a permanent sleep as you are dead!

That's right DEAD - you've been overcome by toxic carbon monoxide fumes and the holiday cheer that you've experienced has resulted in holiday gloom for your family and friends. While this sounds like an unlikely scenario, it happens more frequently than you might think. Holiday cheer can be unforgiving as the holiday season offers opportunities for you to do things that you would not normally do. Therefore, please take extra safety precautions during the holiday season. Obviously, don't drink and drive, and whenever possible don't go out alone! The Safety Office doesn't want to be Mr. Scrooge, we just want to emphasize that Tis the Season to be Jolly & Safe!

IMAGE TECH TEAM SUPPORT EXPLOSIVES TESTING

The Aircraft Hardening Program (AAR-530) recently asked the High Speed Instrumentation Test Team of the Imaging Technology Branch (ACT-73) to support a series of tests being conducted in Maryland at the Aberdeen Proving Grounds in cooperation with the Naval Live Fire Test Group. The Tech Team used multiple cameras to document these tests, providing extensive visual data from many different angles of view. 16mm film cameras used on the tests varied in frame rate, some of which were running as fast as 5000 frames per second (400 foot rolls of film were used up in 4 seconds). Special blast-resistant chambers were deployed to house video cameras so they could be placed close to the test article. The video cameras provided instant playback of the test footage for the AAR-530 project managers.

ACT-70 Division Manager **Pat Mabis** was on hand to observe and initiated a test sequence by activating the digital sequencer, which controls the film cameras and explosive charge. Test results are being analyzed here at the Center and more important aviation security projects are planned for the early part of next year. The high speed test team stands ready for the next round of specialized imaging support.



From Left: Frank Merlock, Michael Gross, Ron Meilicke, Ernie Pappas, Robert Michael, and Pat Mabis

NJEA CONVENTION

In partnership with the New Jersey Aviation Education Council, the Center's Aviation Education Program (ACT-70) supported the largest teachers convention ever. Record breaking numbers were the topic of discussion amongst exhibitors at this year's New Jersey Education Association (NJEA) teachers convention, which brought 55,000 teachers, their spouses, and even their children on the first day alone. "NJEA officials expected a record number of participants because this year the convention workshops meet the state's new requirement that teachers get 100 hours of continuing education over five years. But even they were stunned by the overwhelming response," according to *The Press of Atlantic City*.

There was a full house in the "Technology of Flight: An Interdisciplinary Unit" workshop, which discussed how to work with students on designing and making a powered aircraft. The Center's Aviation Education exhibit had several new graphics, highlighting the work currently taking place with the Hammonton Elementary School, as well as curriculum materials, resource guides, the Gate-to-Gate CD-Rom, and much more!



Carleen Genna-Stoltzfus, Aviation Education Program Manager, thanks the following for their assistance: New Jersey Aviation

Education Council Members, Jerry Iacona, Bob Smith, Barbara Feldman, Dr. Ann Walko, Ken Davis, Rick Trader, Michele Holmes; all the Kean University students who were there to help; **Rosanne Weiss** (AAR-423); the Wackenhut Roads and Grounds folks, Horace Chanell and Mike Pettit; ACT-73's **Annette Harrell**, **Carl Genna**, Art-Z-Graphics' **Carol Martin** and **Dave Hess**; and **Carolyn Pokres** (ACT-70) for their behind the scenes support!

GUISHARD BRIEFS AAPT

On October 13, **Rodney Guishard** (ACT-330) gave a presentation, titled "Physics and Air Travel," at the Fall Meeting of the Illinois Section of the American Association of Physics Teachers (AAPT). Recognizing the significant role of physics in air transportation, Dr. Fred Zurheide, an organizer of the meeting, requested FAA's participation to bring some of the current day real world physics challenges to the audience.

The local AAPT chapter asked **Dot Buckanin** (ACT-300) to help find an FAAer to make a presentation at the Southern Illinois University Campus in Edwardsville. Approximately 60-70 college and secondary education physics teachers attended the two-day meeting.

Guishard gave a 50-minute slide presentation about the safety of air travel and the continuing research and development efforts that contribute to maintaining air travel's status as the safest mode of transportation. His presentation included current efforts in aircraft safety, security, and communications. He discussed current research efforts to better understand fire ignition and propagation within the interior of an aircraft, and to extinguish fires within and outside the aircraft.

He also talked about the new challenges presented by "fly-by-wire" digital technology and the need to protect the control system from electromagnetic interference. In addition, he provided information on the Center's efforts to develop aircraft deicing equipment and environmentally friendly sprays, the FAA's crash worthiness test facilities, and the continuing effort to improve passenger survivability during crashes.

In the security area, he discussed the FAA's laboratories and some of the work being done on mass detection and vapor detection techniques for weapons and explosives detection. He also talked about the agency's program to upgrade the current inefficient analog voice air/ground air traffic control communications system to a more efficient digital voice and data communications system.

During his presentation, Guishard attempted to convey the depth and breadth of the research and

AAPT CONT.

SUPER BOWL TRIVIA

development that contributes to air transportation, the intimate role of physics in these efforts, and the physics challenges faced by the aviation industry. **Nelson Miller**, Branch Manager of the Aircraft Safety Research and Development Branch (AAR-420), and **Lee Spanier** of the (security) Systems Development Branch (AAR-520) were very helpful in providing information and visual aids in the aircraft safety and security areas.

Other presenters at the meeting included: representatives from Boeing, who talked about the physics and computational challenges of the design of stealth aircraft; a representative from the National Imagery and Mapping Agency, who discussed that agency's efforts to establish an accurate earth reference frame as required by GPS and other positioning systems; a representative from the Argonne National Laboratory who discussed the development of synchrotron radiation for science and technology; and numerous other presenters from industry, academia, and high schools.

Thanks Rodney for helping spread the news about the good work the Center is doing. Efforts such as yours will ensure the next generation of researchers and scientists will be ready to take on future aviation challenges.

So you think you've got all the trivia down when it comes to Superbowl information? Try this quiz to see just how much you know, or memorize the stats so you can wow your buddies when you watch Superbowl XXXV.

- Who holds the single game record for highest quarterback rating in a superbowl game?
 - Phil Simms
 - Troy Aikman
 - Terry Bradshaw
 - Joe Montanna
- The Superbowl record for points in a game is 18. Only one player did it more than once, who?
 - Terrell Davis
 - Jerry Rice
 - Roger Craig
 - Ricky Watters
- Only once have two players on the same team each had 100 yards receiving, who were they?
 - Irving-Harper
 - Clayton-Duper
 - Rice-Taylor
 - Swann-Stallworth
- The quarterback with a career touchdown/interception ratio of 11-0 in a Superbowl is?
 - John Elway
 - Troy Aikman
 - Terry Bradshaw
 - Joe Montanna
- The only player to reach 200 yards rushing in a Superbowl game is?
 - Franco Harris

- John Riggins
 - Marcus Allen
 - Timmy Smith
- Since the NFL adopted a 16-game schedule in 1978 what was the worst regular-season record by a Superbowl champion?
 - 9-7
 - 12-4
 - 10-6
 - 11-5
 - Since the 16-game schedule, what was the BEST record by a Superbowl LOSER?
 - 14-2
 - 13-2
 - 15-1
 - 12-4
 - Since the 16-game schedule, only one Superbowl team had less than 10 regular-season victories, who were they?
 - Philadelphia Eagles
 - Los Angeles Rams
 - Minnesota Vikings
 - New York Jets
 - How many teams have never played in a Superbowl?
 - 8
 - 10
 - 9
 - 11
 - Which of the following teams has a losing Superbowl record?
 - Washington Redskins
 - Oakland-L.A. Raiders
 - Dallas Cowboys
 - Miami Dolphins

Answers on page 12

MAKING FLYING SAFER: THE FAA'S COE PROGRAMS



On November 14 and 15 the FAA Airworthiness Assurance Center of Excellence (AACE) held a Phase I symposium to review a significant number of research accomplishments achieved during the first three years of operation. The FAA Transport Airplane Directorate, Northwest Mountain Region, and the Boeing Commercial Airplane Company hosted the symposium at the Boeing-Longacres Training Facility in Seattle, WA.

At this symposium the nation's COE aviation community gathered to share program findings and exchange ideas that relate to aircraft safety. Program information presented by teams of experts covered the full spectrum of aviation safety. Research activities highlighted included, but were not limited to: aircraft inspection; maintenance and repair; propulsion and fuel systems safety; crashworthiness; advanced materials; validation; and non-structural systems.

The sessions included presentations by COE distinguished members representing government, academia, and the aviation industry. There are eight core universities in this COE with twenty additional university affiliates and a significant number of industry and other partners. The core university members are: Iowa State University; Ohio State University; Arizona State University; Northwestern University; University of Dayton; University of Maryland; Wichita State University; and University of California-Los Angeles.

At the symposium, AACE received recognition

and praise from prominent FAA managers. Mary Powers-King, Deputy Director, Office of Aviation Research, stated that she is a "strong proponent of partnerships with industry and academia," such as this Center represents.

Don Riggins, a manager in FAA's Northwest Mountain Region, works directly with the rules and regulations of airplane standards, and spoke of the "FAA's goal for an 80% accident rate reduction by the year 2007" and its correlation to AACE endeavors. He added that Centers provide the FAA with the "horsepower to meet our common goals, as no one can do it alone. We must work together to make it all happen effectively." Riggins also acknowledged the amount of

"fore-thought it has taken to put this program together" and commended the organization for its dedication and hard work.



Other distinguished speakers included Jack McGuire, Director of Research and Development, Boeing Corporation, and **Chris Seher**, Director, FAA Airport and Aircraft Safety R&D division. Others acknowledged at the event for their significant contributions to the program included **Patricia Watts**, Program Director for the FAA Centers of Excellence, and **Dr. Catherine Bigelow**, AACE Program Manager.

SUPER BOWL

ANSWERS

1. Phil Simms went 22 of 25 for 268 yards and three touchdowns for a 150.9 rating, the highest ever.
2. Jerry Rice had 18 points (3 touchdowns) in Superbowls XXIV and XXIX.
3. In Superbowl XIII, Lynn Swann had seven catches for 124 yards, while John Stallworth had three for 115.
4. Joe Montana.
5. Timmy Smith ran for 204 yards in Superbowl XXII.
6. In 1988 the San Francisco 49ers were 10-6 in the regular season.
7. The 1984 Dolphins and the 1998 Falcons went 14-2, but lost the Superbowl.
8. In 1979 the L.A. Rams went 9-7 but somehow made it to the Superbowl.
9. Nine teams have never been in a Superbowl: Cleveland, Baltimore, Jacksonville, Seattle, Arizona, Detroit, Tampa Bay, Carolina, and New Orleans.
10. The Dolphins have a 2-3 record. They won Superbowls VII and VIII, but lost VI, XVII, and XIX.

DON'T FORGET

Please try to get *Intercom* submissions (articles, photos, ideas) to Terry Kraus via email by the second Tuesday of every month.

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