

FAA APPROVES BLAST RESISTANT CONTAINER

For the past several years, the FAA has been working with industry to develop blast-resistant luggage containers used by air carriers on wide-body commercial aircraft. Current luggage containers are made primarily from aluminum and other lightweight materials. New containers are being designed using blast-resistant, lightweight, high-strength materials.

As part of that effort, in 1996 the FAA, working directly with the airlines through the Air Transport Association (ATA), Society of Automotive Engineers (SAE), and International Air Transport Association (IATA) container certification experts, developed a draft technical specification for hardened containers. This technical description provides potential container manufacturers with the specifications required in a hardened container.



On January 17, 2002, Telair International (Rancho Dominguez, CA) became the first company to obtain FAA Technical Standard Order (TSO) approval and pass FAA security requirements as a blast resistant luggage container, or hardened unit load device (HULD).



The Los Angeles Aircraft Certification Office provided the TSO approval for the Telair design, while the Aircraft Hardening Program located in the Aviation Security R&D Division at the Tech Center performed the security evaluation. Galaxy Scientific Corporation (Egg Harbor Township, NJ) satisfied the FAA's security requirements for their HULD design in 1998.



Galaxy Scientific HULD

CONTAINER (CONT.)

To obtain security approval, a candidate blast resistant container design is subjected to three different tests, including fragmentation testing to establish penetration resistance requirements are satisfied, and shock holing to establish that materials are strong enough to withstand shock loads from an explosive detonation in close proximity to the material surface. Also, a full-scale explosive validation test is conducted in which the container is positioned within a wide-body aircraft cargo hold and loaded with an explosive device, which is then detonated. To pass this requirement, the container must maintain its integrity and cause minimal damage to the sur-

rounding aircraft structure and systems.

The explosive threat that is required to be contained by the HULD exceeds the charge size specified in the Criteria for Certification of Explosives Detection Systems to provide a margin of safety. In addition to the security requirements, HULDs are also required to conform to existing airworthiness and airline operational requirements. Current focus has been on the LD-3 classification of container, which are the most common type of passenger luggage container currently used on wide-bodied aircraft. The Aircraft Hardening Program has conducted 41 explosive validation

tests of various HULD prototypes since 1992.

Acquisition and deployment of HULDs is currently at the discretion of individual air carriers and considerations include such factors as unit weight and cost as compared to standard containers.

Nelson Carey has been the project manager for the effort. The rest of the Aircraft Hardening Team involved in these activities include AAR-530's **Howard Fleisher, Ray Schillinger, Eric Katz, and Judy Huggard-Gallagher.** **Ken Hacker** (AAR-500) was the program manager when a lot of this work took place.

TECHNOLOGY TRANSFER AWARD NOMINATION DEADLINE EXTENDED



Nominations for the FAA's Technology Transfer Awards have been extended until the close of business on March 29, 2002. These awards are designed to recognize FAA's scientific, engineering, and technical employees responsible for inventions, innovations, or other outstanding scientific or technological achievements that contribute to the mission of the FAA or the Federal Government, and individuals and organizations that promote the transfer of science and technology.

Only FAA employees are eligible to be nominated and to receive awards. Nominations can be made by anyone. For a nomination package or for more information on the awards program, contact Maryann Heide at (609) 485-4434 or on email at Maryann.CTR.Heide@tc.faa.gov or visit the web site at: www.its.tc.faa.gov/technologytransfer/tech-transawards.htm.

CELEBRATING THE FIRST FLIGHT



On December 17, 2001, the 98th anniversary of the Wright Brothers first flight, **Carleen Genna-Stoltzfus** and **Barbara Para** visited the English Creek Academy located behind the English Creek Shopping Center. Their goal that day was to familiarize the over 100 children with the Wright Brothers and their accomplishment of powered flight.

The program began with a short movie starring Charlie Brown and the Peanuts characters describing, in a child's language, what exactly happened on December 17, 1903. After the movie, Carleen and Barbara went into the kindergarten class of 21 students taught by Miss Jane & Miss Ginelle.



The students saw a replica of the Wright Brothers' Flyer and then discussed what the first flight meant to everyone living in the 21st century.

Carleen and Barbara gave the children "goody" bags with balsa wood gliders, stickers, an information sheets on the Wright Brothers, a Dot-to-

Dot booklet, and many other items. Hands on activities included the construction of "Candy Airplanes," using lifesavers for wheels, a stick of gum for the wing, a roll of sweet tarts for the fuselage, and a rubber band holding everything together. "Air Bear" made an appearance during the program, handing out "Air Bear"

coloring books. The students had a good time assembling a paper airplane



that they attempted to "fly" through a hoop and land on a runway. Students earned their future pilot wings.

Thanks to Air Bear **Rosanne Weiss** (AAR-424), as well as the staff at English Creek Academy who provided such a great learning environment and all the children who made the program worthwhile.



LONG-TERM HEALTH INSURANCE



FAA employees will be able to sign up for long term care insurance this year.

The Office of Personnel Management has selected Metropolitan Life and John Hancock to provide the coverage. The two companies have formed Long Term Care (LTC) Partners to oversee the program.

The program will offer a flexible package that pays for a variety of services, including nursing home care, formal and informal care in the home, assisted living facilities, adult day care, hospice and respite care. Applicants will be able to customize the insurance to meet their needs.

OPM and LTC Partners will provide educational materials — including a plan booklet, brochures, newsletters, satellite broadcasts and Internet resources — introducing the concept to employees and helping them decide whether to purchase a policy.

Employees will be responsible for the entire premium; there will be no government contribution. Employees may continue to carry their coverage even if they quit their jobs or retire as long as they continue paying the premiums.

Relatives of employees — spouses, children at least 18 years

old, parents, parents-in-law and stepparents — may sign up for coverage as well. Federal annuitants, survivor annuitants and individuals receiving compensation from the Department of Labor will also be eligible. These applicants will have to answer additional health-related questions, might have their medical records reviewed and might need to submit to an interview. These are the same procedures for those who purchase individual policies in the private market.

OPM has announced an early enrollment opportunity for employees who do not need to review the educational materials. The early open enrollment period runs from March 25 to May 15. Applicants will be offered a limited choice of benefits during this period. The cost of coverage for early enrollments has not been determined, but will be based on an employee's age on the date that the application is received.

Coverage becomes effective May 1 or on the first of the month following acceptance, whichever comes later. There will be no payroll deductions available for employees electing an early enrollment. They will be billed directly or may use automatic bank withdrawal for payment of the premiums.

For those who wish to wait until they can review the educa-

tional materials, OPM will conduct an open season running from July 1 to December 31, with staggered 60-day enrollment periods within the open season. Coverage becomes effective October 1 or on the first of the month following acceptance, whichever comes later.

The cost to these employees also has not been determined, but will be based on their age as of July 1, 2002. Employees who enrolled during the early open enrollment period will be able to switch to payroll deductions during this open season.

For more information, visit the OPM website at www.opm.gov/insure/ltc or the LTC Partners Web site at www.ltcfeds.com. Or call the toll-free number established by LTC Partners at 1-800-582-3337 (1-800-LTC-FEDS).



NJ FIRSTS IN WOMEN'S HISTORY

Did you know that New Jersey is known for many "firsts" when it comes to Women's History. Since March is Women's History Month, what better time to explore some of those firsts. The list below is just representative of NJ's rich history. To find out more, visit the Women's Project of New Jersey on the web at: <http://www.scc.rutgers.edu/njwomenshistory/WPNJ.htm>.

1715 -- In this year, in London, Sybilla Righton Masters (unknown -1720) of Burlington Township, received what was probably the first patent granted to an American colonist, a patent for a machine to prepare Indian corn by stamping rather than grinding. Under English Common Law, because she was a married woman, the patent was obtained under her husband's name.

1778 -- The legendary Molly Pitcher (Mary Ludwig Hays McCauley, 1754-1832) brought water to the troops at the Battle of Monmouth (June 28, 1778) and reportedly took her husband's place after he was wounded. She was awarded a state pension in 1822.



1821 -- Jarena Lee (1783-unknown), the first known woman preacher of the African

Methodist Episcopal Church, began leading prayer meetings in

Snow Hill. During her career, she preached in many New Jersey towns.



1869 -- Antoinette Brown Blackwell (1825-1921) of Somerville, the first ordained woman minister in the

United States, helped to found the American Women's Suffrage Association and also served as vice-president of the New Jersey Woman Suffrage Association.

1874 -- Phoebe Coffin Hanaford (1829-1921), one of the first female ordained ministers in the U.S., began a pastorate at the Universalist Church of the Good Shepherd in Jersey City.

1895 -- Mary Philbrook (1872-1958) became the first New Jersey woman lawyer to gain admittance to the bar as a result of an enabling act of the New Jersey legislature.



1909 - Alice Huyler Ramsey (1886-1983)

of Hackensack drove her Maxwell from New York City to San Francisco, the first woman to make a cross-country trip in an automobile.

1916 -- Elizabeth Coleman White (1871-1954) was instrumen-



tal in developing the nation's first cultivated blueberry. It led to the commercial production of blueberries.

1924 -- Margaret Creswell (1899-1978) became the first woman employed by a police force in New Jersey, in Atlantic City.

1928 -- Former suffragist leader, Republican Lillian Feickert, of Plainfield, was the first woman to run for a U.S. Senate nomination from a major party.

1930 -- Dorothy Harrison Wood Eustis (1886-1946) founded The Seeing Eye in Morristown, the first American school training guide dogs for the blind.

1935 -- Effa Manely and her husband Abe purchased a Negro League team in Brooklyn, New York. A year later they relocated the team to Newark, New Jersey. They owned the team until 1948. Ms. Manely was active in all aspects of managing the team, and treated her ballplayers as family. The Newark Eagles won the Negro World Series in 1946 under her leadership. In 1947, the Cleveland Indians owner Bill Veeck bought the contract of Larry Doby from the Manleys for \$15,000. Doby was the first African American player in the American League.

Ms. Manely also was active in the civil rights movement. In 1934, she helped organize a boycott of Harlem stores that refused to hire African American sales-clerks and in 1939, while treasurer of the Newark chapter of the

WOMEN'S HISTORY (CONT.)

National Association for the Advancement of, she held an "Anti-Lynching Day" at Ruppert Stadium where the Eagles played.

Ms. Manely died in 1981. Her gravestone states: "She loved baseball."

1936 -- Archaeologist Hetty Goldman (1881-1972), the first female professor at Princeton University, was appointed to the Institute of Advanced Studies in Princeton.

Mary Herbert Roebling (1905-1994) of Trenton became president of the Trenton Trust bank, the first woman to serve as head of a major commercial bank. In 1958, she was named the first woman governor of the New York Stock Exchange, and in 1978, she helped found the Women's Bank of Denver, the nation's first chartered bank established by women.



1941 -- African American historian and teacher, Marion Thompson Wright, (1902-1962) of Newark, wrote her path-breaking doctoral dissertation, "The Education of Negroes in New Jersey" to become the first black historian to receive a Ph.D. from Columbia University. She documented the varied patterns of school segregation that existed in the state in spite of an 1881 law outlawing racial discrimination in public schools. Her study helped to provide hard data for NAACP's court challenge to the "separate but equal" doctrine that was overturned by the Supreme Court in 1954 in *Brown v. Board of Education of Topeka, Kansas*.

1943 -- Jessie D. Read, MD (1903-1978) of Westfield, became one of only 13 female physicians to serve in the U. S. Army during World War II.

1952 -- Dr. Virginia Apgar (1909-1974) of Tenafly developed the Newborn Scoring System -- the Apgar System -- for quickly evaluating the medical condition of newborn infants. She was the first full professor of anesthesiology at the College of Physicians and Surgeons at Columbia University.

1974 -- A New Jersey court ruled that Little League was a "public accommodation" and had to admit females. As a result of the New Jersey ruling, the national organization announced on June 12 that females would be allowed to participate in Little League with males.

COE STUDENT OF THE YEAR VISITS ACT

FAA Center of Excellence (COE) Student-of-the-Year, Dr. Tasha Inniss, visited the Tech Center on February 19. **Patricia Watts, Nelson Miller, Satish Agarwal, Michel Hovan**, other members of AAR-400, as well as members of the Tech Center Federal Women's Program met with Dr. Inniss throughout the day.

During a driving tour, Tasha became familiar with some of the Center's research facilities, such as the wind tunnel and the fire test facility, and she observed actual testing of the Pavement Test Machine. Tasha also met with **Dr. Michel Hovan** and discussed the

impact of flocks of birds on aviation safety.

Nannette Kalani-Gordner (ACT-320) conducted a tour of the Aviation Weather Lab (ACT-320), an area of particular interest to Tasha. The impact of weather on aviation procedures was a major component of her Ph.D. dissertation and the work she is currently doing for the FAA. This segment of her agenda also included demonstrations by **Tom Weiss** (ACT-320) of the production version of the Integrated Terminal Weather System (ITWS). "The grounds and facilities of the Tech Center are quite impressive," said Tasha,

who is planning a return visit, as "it's impossible to see it all in one day."



Dr. Tasha Inniss visits the Weather Lab during a meeting with ACT-320's Nannette Kalani-Gordner and Tom Weiss.

STUDENT (CONT.)

Dr. Inniss earned a Ph.D. in applied mathematics from the University of Maryland, a core member of the Center of Excellence for Operations Research (NEXTOR). Her doctoral dissertation was entitled, "Stochastic Models for Determining Airport Arrival Capacity Distributions."

Through this research, Dr. Inniss developed statistical models to estimate airport arrival capacity distributions (ACDs) during inclement weather conditions. Said Tasha, "These ACDs are required inputs into a class of stochastic ground holding models, which determine the optimal amount of ground delay to assign to incoming flights. A method for adjusting the amount of assigned ground delay in a dynamically changing Ground Delay Program was also developed."

Due to the timeliness of her dissertation research, Administrator Jane Garvey presented Tasha with the FAA Centers of Excellence Student-of-the-Year Award at the NEXTOR Airport and Airspace Congestion Workshop conducted at the University of Maryland in March 2001.

In carrying out her doctoral research under the direction of Dr. Michael Ball, Co-Director of NEXTOR and ACD sponsoring staff, Dr. Inniss worked at length with the Collaborative Decision Making team and interacted extensively with both the FAA and the



air-

Administrator Garvey presents Dr. Inniss with the COE student of the year award.

lines on a regular basis. This experience prepared Dr. Inniss to serve in her current capacity as a Visiting Researcher in the Investment Analysis and Operations Research Division under the direction of Norm Fujisaki (ASD-2) and Bob Bernard (ASD-400).

According to Dr. Inniss, "I am continuing research begun in my dissertation by analyzing the effectiveness of certain weather decision support tools. In general, I am learning how to perform investment analysis and am assisting with the evaluation of FAA Mission Needs Statements." Tasha also is a Clare Boothe Luce Professor of Mathematics at Trinity College.

Additionally, Dr. Inniss is currently assisting the FAA in student recruitment and outreach efforts. She joined Pat Watts during a briefing to FAA Headquarters HR/Training representatives presenting COE accomplishments and opportunities. She is now working with Pat and FAA Headquarters organizations to use the Air

Transportation Centers of Excellence academic partners to help the agency in recruiting MBA and other students to meet various organizational staffing and research needs. FAA COE partnerships include over one hundred academic and industry members and affiliates throughout the country.

To date, the agency has established five COEs in the following research areas since 1992:

Computational Modeling of Aircraft Structures; Airport Technology (formerly Airport Pavement); Operations Research; Airworthiness Assurance; and General Aviation. Future COE topic areas are currently under consideration. For further information about FAA COEs or the Student-of-the-Year awards, contact Patricia Watts, AAR-400, e-mail patricia.watts@faa.gov, telephone number, 609-485-5043.

2001 STUDENT OF THE YEAR

In the January issue of *Intercom*, we ran an article on Brent Brown, the 2001 COE Student of the Year. The article ran without a picture. Here's a photo of Brent.



HEADQUARTERS HEADLINES



Runway Incursions Down in 2001.

The FAA has reported that the number of runway incursions nationwide dropped in 2001, reversing a long-term trend. Significantly, the two most serious types of incursion also decreased, along with the total rate of runway incursions.

The FAA has led an industry-wide effort to improve runway safety through increased education, training and awareness, and has targeted resources to reduce incursions. As part of that effort, the FAA has delivered a new technology called the Airport Movement Area Safety System (AMASS) to eight airports to help prevent runway accidents. The system will be installed at another 26 airports over the next year.

The FAA recorded 381 incursions last year, down from 431 in 2000. The numbers are preliminary, but are not likely to change significantly. Under the FAA's new method of measuring incursions by four levels of severity, from A to D, there were 50 higher risk (category A and B) incursions in 2001 compared to 68 the previous year. The incursion rate dropped to .59 per 100,000 takeoffs and landings in 2001 from .64 the year before. Category A and B incursion numbers improved from an average of 19 percent of the total between 1997 and 2000, to 13 percent in 2001.

Of the less serious incursions, there were 127 category C incursions in 2001 compared to 149 the previous year and 202 category D incursions in 2001 compared to 214 in 2000. Of the category A incursions, there was one accident in 2001 that did not result in any fatalities.

The FAA Office of Runway Safety is charged with measuring the severity and frequency of runway incursions to identify risks in the aviation system. The office is working to improve data collection and has developed metrics to demonstrate the overall effectiveness of the program. Work continues on measuring airport complexity and its impact on runway incursions, improving airport signs, lights, and markings; and research into causal factors.

A runway incursion is defined as any occurrence on an airport runway involving an aircraft, vehicle, person, or object on the ground that creates a collision hazard or results in a loss of required separation with an aircraft taking off, intending to take off, landing, or intending to land.

Commercial Aviation Forecast.

On March 12, at its Commercial Aviation Forecast, the FAA predicted that airline passenger traffic will continue to decline this year, followed by a strong recovery in 2003.

The latest Forecast also sees airline passenger traffic returning to more normal levels of growth by FY 2004, expanding at an aver-

age annual rate of 4.0 percent for the next ten years, reaching 1.0 billion passengers in FY 2013. That is three years later than predicted in last year's Forecast, and the slippage is due largely to the recession last year and the terrorist acts of September 11.

The FAA said airline passenger traffic fell 1.8 percent in FY 2001, which ended September 30, 2001. The major impacts from the events on September 11 occurred in the fourth quarter of Calendar Year (CY) 2001, which is the first quarter of FY 2002. Therefore, there will be relatively large differences between FY and CY growth rates for 2001 - 2003, and the FAA is reporting data on both a FY and CY basis for those years.

For general aviation, there will continue to be declines in the short term as the industry copes with the effects of recession and September 11. In the longer term, business flying is expected to grow, with the number of jet aircraft increasing an average of 3.5 percent annually while flying hours are forecast to be up 4.1 percent. However, the outlook is much less robust for personal or sport flying, which is expected to grow less than 1.0 percent in the long term. The number of student pilots fell 6.6 percent in FY 2001 and is expected to decline further in 2002 and 2003.

The Forecast is available at www.api.faa.gov/apo_pubs.htm.

HEADQUARTERS HEADLINES (CONT.)

Zaidman And Moore Announce Retirement: Steve Zaidman, the Associate Administrator for Research and Acquisitions (ARA-1), and Alan Moore, Director of Airway Facilities (AAF-1), have announced their retirements. Zaidman is leaving in about a month after 34 years of Federal service, most of it with the FAA. He is going to work for Computer Sciences Corporation (CSC). Moore, who came to the FAA - and to Airway Facilities -- in 1974, has not announced his post-retirement plans. He intends to retire in June.

FAA Announces Operational Flight Information Services Data Link. Pilots are now able to receive up-to-date weather information in the cockpit following the FAA's approval for VHF Data Link Mode 2 (VDL-2) avionics to support Flight Information Services Broadcast.

When aircraft are properly equipped, pilots can receive text messages, including routine and special weather reports, Terminal Area Forecasts, and Pilot Reports issued by the FAA or the National Weather Service at no cost. There also will be graphic products such as NEXRAD maps, and other flight information services products available through a subscription service.

The FAA is providing Flight Information Services Data Link service under a government-industry agreement with two vendors,

Honeywell, Olathe, KS, which made its system available in January and ARNAV, Puyallup, WA, whose system is scheduled to come on line later this year. The FAA is providing the spectrum and the vendors are providing the supporting air/ground infrastructure.

To receive the service, users need to purchase two pieces of equipment, a radio receiver that costs about \$5,500, and a cockpit multi-function display, about \$7,400.

Additional background and information on Flight Information Services Data Link may be found at the following website:
www.faa.gov/aui/ipt_prod/FISDL/

Excellence in Aviation Award Nominations. The FAA has issued a call for nominations for its 5th Annual Excellence in Aviation Awards. Through the Excellence in Aviation Award, the FAA formally recognizes significant accomplishments of its external research partners. This special distinction is intended to augment the ability of the government to recognize superior external research efforts and to highlight benefits of such activities.

The Excellence in Aviation designation is a highly competitive, non-monetary award that is presented annually to individuals and/or institutions following an evaluation of documentation which clearly shows how their past research benefits the aviation community today. Nominees must be

able to show significant impact and benefit of extended aviation research efforts and application of improvements within the aviation industry. The nomination period is open through May 31.

Nomination forms are available on the web at <http://research.faa.gov/aar/docs/EXAV02nom.pdf>.

Last year, the FAA selected Dr. Max Shauck of the Baylor University Institute for Air Science as the winner of the 2001 individual FAA Excellence in Aviation award. The National Institute for Aviation Research (NIAR) at Wichita State University received the institutional award for continued contributions in aviation research and education.

Currently chairman of Baylor University's Institute for Air Science, Dr. Shauck, in collaboration with industry and the FAA, is involved in critical environmental research that is helping to reduce harmful emissions through the use of renewable clean-burning aviation fuels.

NIAR is a core member of the FAA's Centers of Excellence in Airworthiness Assurance and in General Aviation. NIAR's ability to partner with industry, academia, and government has made it a model for cooperative aviation research in fields such as crashworthiness, composites and advanced materials, structures, aerodynamics, aircraft icing, propulsion, flight control, and human factors.

A SAFETY MINUTE

FROM THE SAFETY OFFICE

ENVIRONMENTAL BRANCH (ACT-640)



What's Your Sign?

You see them on sidewalks, hanging out at the entrances, looking out from glass windows. They are fixtures around many of the hallways at the Center. For the most part they stand quietly, giving direction to those who need it. When you see them, they are never at a loss for words. Mmm, who is it that we could be speaking of? Well, its not a "who" but a "what" that has the attributes mentioned above.

Specifically, we are speaking about signs. Yes that's right, I said



signs. You may never have thought about it, but signs are posted on sidewalks, entrances, windows, and hallways in virtually every building on Center.

Now you may be wondering who made the signs and how did they get posted? The answer may surprise you. Many of the signs that are composed of wood or metal, made and painted for indoor/outdoor use, and are made to endure all kind of weather are created right here by the Center's talented people in our wood and paint shops.



Quite often the paint and carpenter shops are tasked with creating and posting the numerous signs located throughout the Center. This is no easy task. In many instances, it is left up to the carpenter and artistic ability of the painter to design a sign that is appropriate for its requested loca-

tion. The results speak for themselves. Throughout the Center, there are signs of every size, shape, and color that draw your attention to a clear and concise message!

Since most signs provide information or direction regarding a safety issue, it's important that Center personnel become familiar with the proper procedures to have a sign made. The initial step is to submit a Work Request to the Trouble Desk, x54122 or send an e-mail request to 9-ACT-Troubledesk.

If the sign addresses a safety issue, you must first contact the Center's Safety Engineer, **Greg Forrest** at x54821 to review the intended message of the sign. With Greg's concurrence a Work Request is then initiated that tasks the shops to begin their artistry.

Hopefully, we have painted a clear picture of what the procedures are to have a sign made, and who is responsible for creating and displaying them.

Remember, when you're a part of the big picture everyone looks good!



NEWS FROM AROUND THE CENTER



In the News: AAR-400's **Dr. Cathy Bigelow** was featured in the latest *Georgia Tech Alumni Magazine*. In a 2 1/2-page write-up, the magazine identified Cathy as a "pacesetter," and not only discussed her work at the Center, but also her passion for creating stained glass art. Truly a renaissance woman.

AAR-500 Welcomes New Employee. **Thomas Jerdan, Jr.**, has joined AAR--500 as a security specialist. He was born in Atlantic City, NJ, and has lived in the Laureldale section of Hamilton Township for the past 22 years with his wife Marie and four daughters. Tom is a 26 year veteran of the Atlantic City Police Department, retiring as a sergeant. During his tenure with the Police Department, he served 22 years as a member of the SWAT entry team. Tom was also a member of the academy staff, the motorcycle patrol, and the dignitary protection team. He also served as a member of Donald Trump's protection detail. After his retirement from the Police Department, he became Director of Emergency Medical Services for the Galloway Town-

ship Ambulance Squad. He then joined the Wackenhut Security Team -- Wackenhut is the security contractor for the Tech Center.

Bikin' News: **John Wilks** (ACT-221) is very proud of his sons Matthew (14) and Ryan (12). They have been riding motocross dirtbikes for two years and have taken to dirt riding faster than he imagined. The boys started riding Honda XR100 trail bikes in March of 2000 and within six months moved up to 80cc 2-stroke motocross racing bikes.



Matthew

They have become very comfortable on their bikes and have been catching some "Big Air" while riding at the New Jersey Off-Road Vehicle Park in Chatsworth, NJ. The boys recently entered their first sanctioned "Hare Scramble" race. The object of a Hare Scramble race is to complete as many laps as possible in one hour riding on a variety of terrain including motocross tracks and woods trails. Ryan placed fourth in the 85cc 10-11 age group while Matthew came through some tough competition with a top ten finish in



Ryan

the 85cc 12-15 age group. The boys hope to enter more races this year and do well. John also rides with the boys on his Honda CR250, but said it's hard to keep up with the kids!

Boeing Tech Expo: The Boeing Company will hold a Technology Exposition and Exchange on April 3-4, at the Boeing Conference Center, 1200 Wilson Blvd., Arlington, VA. The purpose is to exchange information between Boeing and its Government customers on advanced research and development concepts. There will be exhibits and demonstrations of technologies, processes, advanced systems and much more. Attendance is limited to U.S. Government employees. Please visit the Boeing website site for more information and to register. That website is www.boeing.com/techexpo.

THE CLASS OF 2005

The people who started college this fall across the nation were born in 1983. They are too young to remember the space shuttle blowing up.

- Their lifetime has always included AIDS.
- The CD was introduced the year they were born.
- They have always had an answering machine.
- They have always had cable.
- They cannot fathom not having a remote control.
- Jay Leno has always been on the Tonight Show.
- Popcorn has always been cooked in the microwave.
- They never took a swim and thought about Jaws.
- They can't imagine what hard contact lenses are.
- They don't know who Mork was or where he was from.
- They never heard: "Where's the Beef?", "I'd walk a mile for a Camel", or "de plane Boss, de plane".
- They do not care who shot J. R. and have no idea who J. R. even is.
- McDonald's never came in Styrofoam containers.
- They don't have a clue how to use a typewriter.

VOICE

Don't forget, you can contact VOICE at via cc:mail at 9-AWA-AOA-VOICE or Internet at: 9-AWA-AOA-VOICE@faa.gov.

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