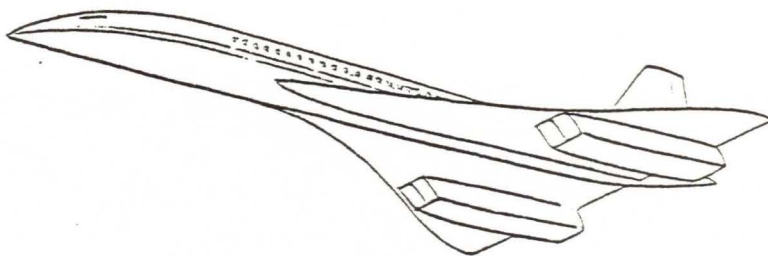


ZDC

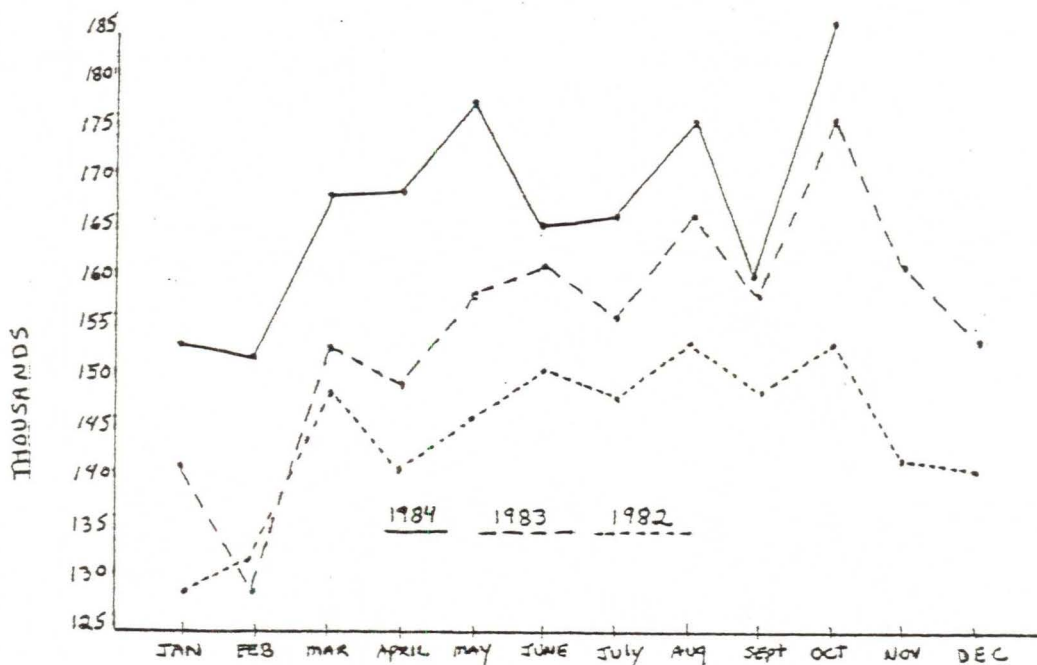


SPOTLIGHT

NOVEMBER 6, 1984

WASHINGTON ARTCC

VOL. II NO. 5



WASHINGTON CENTER CONTROLLERS ARE WORKING HARDER AND HARDER.

AVIATION FACTS

The use of the Mach scale for aircraft speeds was introduced by Prof. Ackeret of Zurich, Switzerland. The Mach number is the ratio of the velocity of a moving body to the local velocity of sound. This was first employed by Dr. Ernst Mach (1838-1916) of Austria in 1887. Thus Mach 1.0 equals 760.98 mph at sea level at 15 degrees C (59 degrees F) and is assumed, for convenience, to fall to a constant 659.78 mph in the stratosphere, i.e. above 11,000 meters (36,089 feet).

The record for the most transatlantic flights is held by Capt. John M. Winston, a senior British Airways flight engineer, who flew 1,277 transatlantic flights from May 10, 1947 to Dec. 14, 1978—a total of 20,100 hours.

The transatlantic flight speed record is 1 hour 54 minutes 56.4 seconds by Major James V. Sullivan, 37, and Major Noel. F. Widdifield, 33, flying a Lockheed SR-71A eastwards on Sept. 1, 1974. The average speed, slowed by refueling by a KC-135 tanker aircraft, for the NY-London stage of 3461.53 miles was 1806.963 mph. The solo record (Gander to Gatwick) is 8 hours 47 minutes 32 seconds by Capt. John J.A. Smith in a Rockwell 685 on March 12, 1978.

The first non-stop round the world flight was made by the USAF's Boeing B-50 Superfortress Lucky Lady II piloted by Capt. James Gallagher from Carswell AFB, Texas in 94 hours 1 minute. The aircraft was refueled 4 times on its 23,452 mile flight.

The fastest flight has been a non-stop eastbound flight of 45 hours 19 minutes by 3 USAF B-52's led by Major General Archie J. Old, Jr. They covered 24,325 miles on January 16-18, 1957, finishing at March AFB, Riverside, California having averaged 525 mph with 4 in-flight refuelings by KC-97 aerial tankers.

The SPOTLIGHT is published monthly for the benefit of all employees. All articles for publication should be submitted one week before the end of the month. The SPOTLIGHT reserves the right to edit articles for length and clarity.

Editor Loren M. Kropat
Assistant Editor Jim Hildbold

The man who can smile when everything goes wrong has already thought of someone he can blame it on.

SHOCKEY'S EXTREMELY BAD JOKES

1. Q) What is a cannibal's favorite Mexican food?
A) Re-fried beings.
2. Q) True or false, do people in Russia live longer?
A) False. It just seems longer.
3. Q) Did you hear about the housewife who made bad coffee?
A) Her husband said it was grounds for divorce.
4. Q) What can you do with stewed tomatoes.
A) Give them some coffee, it will sober them right up.
5. Q) Did you hear about the clumsy snake charmer?
A) She slipped and fell on her asp.



Congratulations



The following Washington Center employees received awards during the period from July 1, 1984 to the present.

4A	Ronald Majtyka	SAA/O
ZDC-517	Timothy Anderson	SAA
ZDC-517	Thomas Brown	SAA
ZDC-10	Charlene Goss	QWI
ZDC-550	Paul A. Hargett	Empl. Sug.
ZDC-550	Althea E. Whitehouse	Com
2D	Barbara Kelly	Com
5A	James E. McCafferty	Com
1B	Peter Holland	QWI/O
ZDC-510	Deaver Carr	QWI

The following Airway Facilities employees received awards during 1984.

Dennis Shannon	SAA
Thomas Ball	SAA
Michael Hudak	SAA
Eugene Alexander	QSI
Edward Sowa	QSI
Robert Coyle	SAA
Joseph Timko	SAA
Paul Baker	Com
Jerry Wall	Com

TRIVIA QUIZ

- A. What is the name of the official CIA supported air forces?
- B. What famous actor had a bounty of \$5,000 put on his head by Hermann Goering during WW II?
- C. What famous WW II aircraft had 2 separate pilot consoles in case the front console was lost?
- D. What famous book written by William Shirer warned of the Nazis' aggression and was also a best seller during the week of 12/7/41?
- E. What was nicknamed Bock's Car?

Answers on page 6.

PWC

In 1979 a small group of women air traffic controllers organized themselves into the Professional Women Controllers (PWC). Their purpose was to help women to progress in their chosen field.

In just over 5 years, PWC has gained a foothold in the aviation community. This organization has been working to expand understanding, cooperation, coordination, and education in air traffic control, through the entire aviation system. Each stride has been made with a positive attitude within the current system.

PWC is non-union, non-profit, and does not discriminate in its membership requirements. About 25% of its members are men. The membership roster includes FAA managers, full performance level ATC specialists, and representatives of several aviation oriented corporations.

For further information contact Christine Ruksnaitis in the C area.

Chief's Corner

Washington Center has been anything but dull during the month of October. Our traffic count reached an all time high of 7177 on a Thursday that saw a national traffic count of over 106,000; the highest in the history of air traffic control.

We also had some tough times with personal illnesses and near-tragedies. Compared to those, our two days in DARC/FDP mode were at least challenges we could respond to with competency and knowledge. And boy, did you ever respond. You can be proud of your performance under most adverse conditions.

The news media never seems to give that kind of positive activity the attention it gives to an occasional mistake in which we are involved. So perhaps the public isn't always aware of the fine efforts put forth in this facility. That's their loss. We know, and I make sure the rest of the FAA knows.

On the lighter side, the rained out Washington Center Golf Tournament was finally held on a cloudy but dry day. I was not able to participate because I was in Indianapolis that day at the Federal Managers' Association (FMA) annual "gathering of eagles." It was not as much fun as playing golf, but it was well worth the effort of attending.

Seven of our own Area Supervisors were participating in the FMA meeting. The sessions I attended were most informative. It is reassuring to know there are professionals of this caliber who are working so hard to improve all aspects of our business, from the technical to the human element. They had participation from both government and the private sector, including personnel directors from such diverse companies as USAIR and IBM. I wish I could have spent the week and attended all the daily sessions. If your supervisor was out there, see if he'll give you more details.

The last group of our new area supervisors is at Lawton undergoing Supervisory Initial Training. If they succeed, they will be back early in November and all but three of our 42 crews will finally have permanent supervisors. Not bad considering there were 18 temporary supervisors at one point just a few months ago.

All the area supervisors, new and experienced, will be undergoing 40 hours of training in the next month or so. This training is to ensure a consistency in carrying out policies and procedures so that everyone in our facility will be treated fairly and equally. Further reinforcement of this training will take place when the area managers and area supervisors attend four days of training outside the facility at a nearby location in January.

Chuck Reavis and I are going to attend a similar training session with the facility staff officers in November. As a result of all this training and reorganizing - most of which I'm sure seems remote from you and the operation - I'm confident Washington Center will be a more pleasant and comfortable place in which to work.

A reminder - if for some reason you can't seem to get help or an answer about something from your supervisor, check with him/her and arrange to stop in and see me. Again, I know I'm hard to catch sometimes. If I'm tied up or on travel, leave your name and crew number with my secretary. I'll get back to you as soon as I possibly can. Ask around - I've been doing this since I got here six (can it be that long?) months ago. I have answers to many of your questions - give me an opportunity to give you the facts; good or bad, pleasant or not. You can't operate on rumors or falsehoods. Keep them separated!



Congratulations are in order to the following specialists for satisfactorily passing Phase XI. They will return to their teams on or about November 4, 1984.

Carl Alizio 3a
David Carmichael 2a
Richard Rohde 5a
Dale Tutterow 6a
Christine Ruksnaitis 7c
Tony Henry 5d
Thomas Howerton 7e
Morris Smith 6e

We have five people in various stages of cross-training. ATCS Wayne Joseph was an FPL Controller at Fort Worth and is being cross-trained here for team 5C. Steve Hawes and Craig Gray have come to us from Lynchburg Tower and have been enrolled in Phase V training. There are two transferred ATA's who will shortly finish their academic training and begin receiving certifications in the "B" area of specialization.

Our co-op class is learning computer messages inputs and responses in the classroom and may get dy-sym area hands-on time shortly (acting as pilot remotes). Their progress has been good and this is directly attributable to the fine teaching given by Sam Mancari and Jim Consagra.

The proficiency (refresher training) classes are being properly refreshed by the team of Hughes and Dallam. Half of the Center's specialists have participated in this program.

In our extra curricular corner, we have had 24 "Operation Raincheck" visitors and over 50 pilots here for safety seminars since the last printing of Spotlight. We have also had numerous tours and 48 guests involved in the "ATC Indoctrination Course for Executives".

JERRY KATZEN

YOU ARE INVITED

ZDC Annual Christmas/Retirement
Dinner and Dance

Friday, November 30 at 7 p.m.
Dulles Marriott Hotel
Open bar, buffet dinner, dancing.

Contact any HRC representative.
Tickets are \$25.00 per couple.



NO SMOKING

Coming Soon



Trivia Answers

- A. Air America
- B. Clark Gable
- C. B-29
- D. Berlin Diary
- E. The B-29 that dropped the atomic bomb on Nagasaki, Japan on August 9, 1945.

New In The World Of ATC

ATC SYSTEM AUDIT

Martin Marietta's six month audit of the Federal Aviation Administration's National Airspace System modernization plan, which the company conducted in the first phase of its new role as systems engineering and integration contractor, revealed "several technical challenges, but no holes," Frederick H. Hudoff, vice-president and manager of the company's new Air Traffic Control Division, said.

The company and six teammates were selected early this year over a Boeing-Lockheed team for a total five-year effort under a \$325 million contract, with an option for another five years, which would raise the total to \$684 million.

The Martin Marietta team consists of approximately 400 persons, of whom 80% are professionals. Plans call for employment to peak at around 1,100 in 1986.

One of the benefits to the recently completed audit was to expedite close working relations between FAA personnel and those of the Martin Marietta team for "as many programmatic areas as possible and to provide a smooth transition into the program," Hudoff said.

ATCA

NAS UPDATE

The U.S. National Airspace System is about to become even better. The FAA's NAS Plan calls for the most sweeping overhaul and expansion since the move to automation in the 1960's. Between \$8 and \$10 billion will be spent to push aviation's rapid growth into the 21st century. This expenditure is estimated to save taxpayers about \$25 billion in reduced operating and maintenance costs during the next 20 years.

Improvements include replacing current air traffic computers, modernizing the flight service station network, and deploying new radar, communications and airport landing systems.

Right now, instrument flights between U.S. airports are controlled by aging computers, operating at 95% capacity in 20 air route traffic control centers. Not much room is left in these machines to handle the increased demand. Traffic is expected to grow from 30 million flights a year, to more than 40 million in 1990.

ATCA

In Memoriam

DON TAYLOR (C area) passed away on Sunday, November 4.

We will miss him.

ACME MARKET #6150
BERRYVILLE AV BAKER LA
08/08 13:23 6 118 151

FIRST, LET ME TELL YOU, ONCE AGAIN, THAT I STARTED CLIPPING COUPONS ABOUT 6 YEARS AGO. SINCE THAT TIME MY COUPON BOX HAS GROWN AND GROWN. I HAVE, OVER THE YEARS, FOUND ALOT OF COUPONS ON A LOT OF THINGS THAT I WILL AND DO USE. REMEMBER TOO, THAT I NOT ONLY USE MY COUPONS AT THE GROCERY STORE, BUT ALSO PLACES LIKE K-MART, DART DRUG AND DRUG FAIR, TO MENTION ONLY A FEW. I TAKE MY COUPONS EVERYWHERE!!!

TOTAL	1.88
3 @ 1/1.59	
GROCERY	5.07 TX
GROCERY	.85*TX
2 @ 1/1.59	
GROCERY	3.38*TX
GROCERY	2.79*TX
3 @ 1/2.29	
GROCERY	6.87 TX
GEN MOSE	3.79 TX
2 @ 1/1.59	
GEN MOSE	3.38 TX
GROCERY	2.18*TX
GROCERY	1.69*TX
GROCERY	.84*TX
GROCERY	1.69 TX

$$\begin{array}{r} \$33.75 \\ - \$23.65 \\ \hline \$10.10 \end{array}$$

TOTAL		32	75
GROCERY	SCP	15	CR
GROCERY	WCP	15	CR
GROCERY	SCP	30	CR
GROCERY	WCP	30	CR
GROCERY	SCP	15	CR
GROCERY	WCP	15	CR
GROCERY	SCP	30	CR
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GROCERY	SCP	30	CR
GROCERY	WCP	30	CR
GEN MDSE	SCP	25	CR
GEN MDSE	WCP	25	CR
GEN MDSE	SCP	30	CR
GEN MDSE	WCP	30	CR
GEN MDSE	SCP	30	CR
GEN MDSE	WCP	30	CR

TOTAL	24.95
CHECK TWO	24.95
SUBTOTAL	23.65
TAX PAID	1.30

NOVEMBER 6, 1984

If you would like to advertise your business in our business directory, fill in the information requested below and place this stub in the SPOTLIGHT mailbox. If possible, attach your business card.

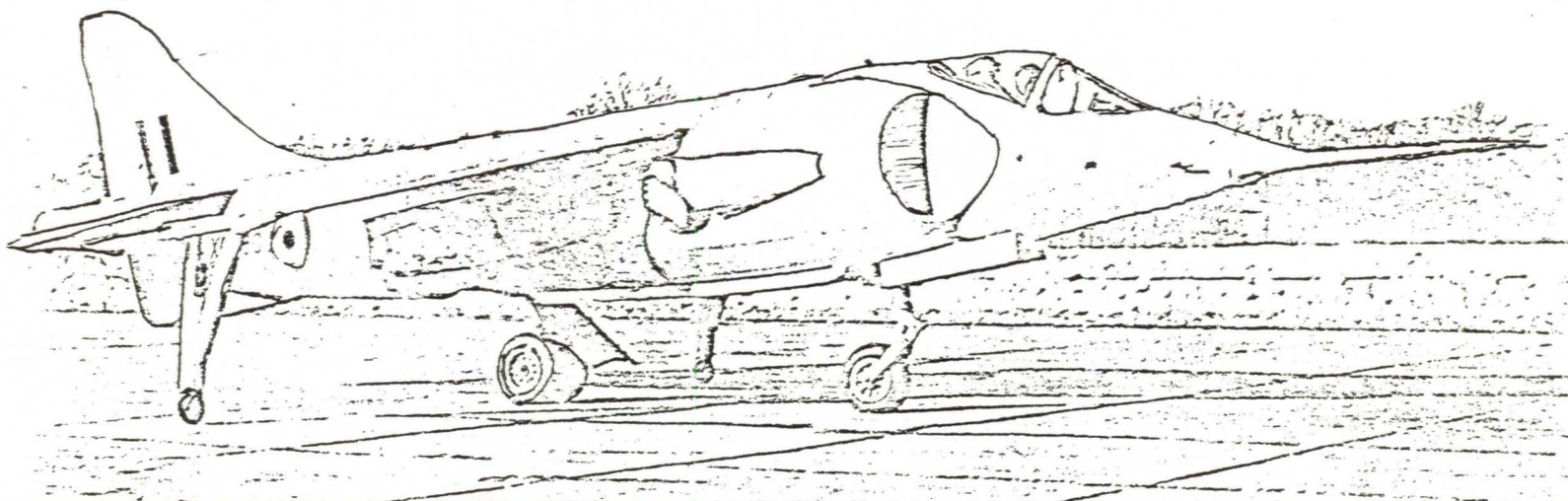
NAME OF BUSINESS _____ ADDRESS _____

PHONE NUMBER _____ TYPE OF BUSINESS _____

OWNED BY _____ COMMENTS _____

Do you give FAA employees a special discount? ☐ YES. ☐ NO. If so, what % _____

AIRCRAFT ID

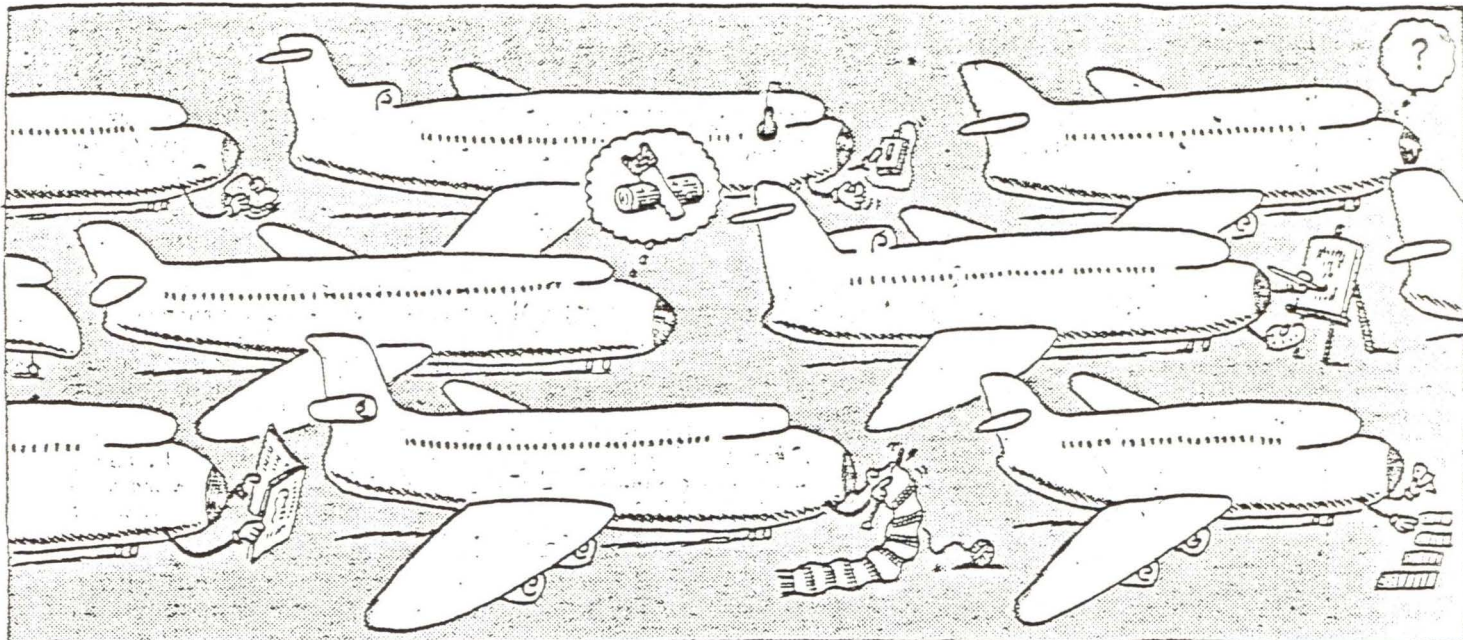


"What was that plane I saw you with?"

The winner of last month's Red Baron Award was John Rogers (F area) who correctly identified the mystery plane as the Rockwell OV10 Bronco. Pick up your free coffee (1) at the cafeteria. This month's pick should be a little harder. Remember, I need the manufacturer, model, and type. Place entries in the SPOTLIGHT mailbox. One winner will be chosen at random from all correct entries received. (Hint to Herb Ingram - it is not a B-52)

Dorsey F. Shipley

The mystery plane is...



BLACK FRIDAY?

Washington Center experienced almost a 3 hour RDP outage last Friday. This, combined with a Telco line cut in New York and some weather delays caused widespread departure delays. Over 823 departure delays were recorded for major airports in Washington Center and for the metropolitan New York airports. The average delay was 28 minutes. Washington National alone had 128 delays.

BOEING 757/767

The Boeing 757 and 767 are very clean, high powered, high flying aircraft. Like a young bull in the bullring, they are hard to slow down and get down. Their unique design includes supercritical wings and high bypass engines. ATC can take advantage of their climb performance, which is about twice that of a 727. Ideally the 757/767 cruise at Flight Level 410 or 430.

Flight Management Computers enable these aircraft to navigate automatically on the high and low altitude airway structures—and even more efficiently, to fly directly to any fix—by merely entering the designators on the pilots terminal. The computer continuously portrays the current route as a magenta line on the horizontal map display in front of each pilot. When climbing or descending, a green arc depicting the top of the climb or bottom of descent is also displayed so the crossings can be planned with great accuracy. The catch

is that in order to generate the best performance profiles, the pilot must know well in advance what is coming up.

Controllers can make a monumental difference in these features, by understanding these characteristics. Particularly, pilots need to know well in advance about crossings, arrivals, and approaches. The latter two are especially critical information items since the pilots must call them up from the database for projection on the map, in order to use the automated approach features.

Once the computerized descent profile is established, any speed change—and especially a clearance to descend more rapidly—is virtually impossible without destabilizing the aircraft. A short approach vector from a high initial approach altitude will surely result in an unstabilized profile and, if continued, a go-around.

ATCA

SPORTS

BY VIC DePAULA



PICK THE PROS WINNER

Ed Dishart won the Oct 7 pick the pros contest in a tie breaker. 5 contestants had only 3 wrong but Ed was closest on picking the total score on the Monday Night Game. Ed will receive a free lunch or dinner from the cafe, compliments of Ron Allen.



PICK THE PROS November 11

<u>Home</u>	<u>Visitors</u>
Patriots	Bills
Rams	Bears
Jets	Colts
Cards	Cowboys
Chargers	Browns BRONCOS
Skins	Lions
Chiefs	Oilers
Packers	Vikes
Falcons	Saints
Bucs	Giants
Dolphins	Eagles
Bengals	Steelers
Browns	49ers
Seahawks	Raiders

Total Score Seattle-Raiders
(tie-breaker)

Name and Crew _____

SPORTS QUOTES

VIC'S PICKS

Dick Vermeil to become the head coach at Notre Dame.

Miami Dolphins will lose only one regular season game.

West Virginia and LSU will receive major bowl bids on November 24, Cotton and Sugar Bowls.

Maryland and Georgia to play in the Peach Bowl.

CENTER GOLF

After the rain the Center golf outing was held on Thursday October 25 at Chantilly National. Steve Smith carded a 74 to win the overall competition. Ray Shannon followed with a 78 and collected a prize in closest to the hole. Don Magelitz shot an 81 but no score was given for the front nine. Tom Dolan had the longest drive and K. Ellingsworth also collected on the other closest to the hole.

NEXT ISSUE



Pro football Playoffs
Pick the Pro's
Sports trivia

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