Editorial write up

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Editorial write up

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I am a great fan of spending time building characters before starting the plot. 1. Label your main charactersâ ¦ fears and desires larger.2. Write a narrative around the root of each of these fears and desires. What was the moment that generated the scar, or euphoria?3. Repeat this process for ten fears and desires. The purpose of this exercise is to bring your characters to life. Think about how you behave regularly. We are faced with millions of choices every day and every choice collides with unconscious fear against desire. Even simple thoughts like what to eat for dinner. Desire to taste vs fear to increase weight. Choices as if being honest with our spouse about our sexual desire for fear of being romantically rejected. If you can build the source of each of these fears and desires for more characters and then put them in a room together with the goals they want to achieve, they will play each other as ping pongs. The idea is that if you develop them well enough, they will have their agendas and you will only be the way. If you have to "think" too, then your characters are not alive and there are good odds that they all sound a lot like you, not like themselves. Once I have my character bibles, I make a skeletal plot; Just one sentence per scene. (Because the characters' bibles are made, the characters inform the scheme.) Then I move into a deep scheme, similar to what the screenwriters call treatment. Paragraph per scene. This gives me the time to really dig into the plot and make most of my big changes here, which saves VERY time when I move into writing chapters. Then I begin with the first chapter, knowing that it will be the chapter that will be rewritten more. I don't start with the exhibition, look out, I start by dropping the characters in the middle of a conflict. “John tried the wedding ring in his pocket while Mandy put it in the alley that night. He had already killed three people in the last hour and John was the last one to block them on the path towards freedom â ¬ CONFLITTO where both the protagonist and the antagonist have a reason to fight for their lives, in a figurative or literal sense. I use the chapter to create the style and rhythm I'm looking for in this particular piece. Then I move chapter by chapter, trying to stick to the profile, but without fear of moving away if the characters tell me they have plans to explore. I hope this helps you! Oh, yeah, and "seat your ass in the chair and do your damn job." When I'm stuck, I'm looking at the sign I hung up on the wall. It's something that once told me a business coach and I never forgot it. While the 120-ton space shuttle is surrounded by nearly 4 million pounds of rocket fuel, it esala fumivisibly eager to challenge gravity, onboard computers take command. Four identical machines, which run the same software, extract information from thousands ofmake hundreds of millisecond decisions, vote on every decision, check us 250 times a second. A fifth computer, equipped with different software, is ready to take over if the other four malfunctions.At T â 6.6 seconds, if the pressures, pumps and temperatures are nominal, the computers give the order to turn on the main engines of the shuttle â each of the three engines firing 160 milliseconds apart, tons of supercooled liquid fuel pour into the combustion chambers. its launch pad, grounded only by bolts. While the main engines reach a million pounds of thrust, their discharges narrow into flame blue diamonds. Then, and only then, at T minus zero seconds, if the computers are convinced that the engines are working properly, they give the order to ignite the full rockets. In less than a second, they reach 6.6 million pounds of thrust. And at the same time, computers give the order to detonate the explosive bolts, and 4.5 million kilos of spacecraft rise majestically from its launch pad.It’s an incredible display of hardware skill. But no human being pushes a button to make it happen, no astronaut jockeys a joy stick to set the shuttle in orbit.The right thing is software. The software gives the order to gimble the main engines, executing the dramatic belly that the shuttle makes immediately after clearing the tower. The software strangles the engines to make sure the boat doesn’t accelerate too fast. It tracks the shuttle’s location, orders the rockets to retreat, makes minor course corrections, and after about 10 minutes it directs the shuttle into orbit more than 100 miles higher. When the software is satisfied with the shuttle’s position in space, it instructs the main engines to shut down “weightlessness starts and everything starts to float.But it’s not the amount of work the software does that makes it remarkable. What makes it remarkable is how well the software works. This software never crashes. It never needs to be restarted. This software is bug-free. It’s perfect, perfect as humans have achieved. Consider these statistics: the last three versions of the program, each with 420,000 lines, had only one bug each. The last 11 versions of this software have had a total of 17 errors. This software is the work of 260 women and men who live in an anonymous office building opposite the Johnson Space Center in Clear Lake, Texas, southeast of Houston. They work for the “on-board shuttle” group, a subsidiary of Lockheed Martin Corps, and their skill is renowned around the world: the software shuttle group is one of only four teams in the world to win the coveted Level 5 ranking of the Software Engineering Institute (SEI) of the federal governments, a measure of the and the reliability of the way they do their work. In fact, the six based its normsIt starts from watching the shuttle group on board do its job.The group writes software so well because it’s what it’s supposed to be. Every time he turns on the shuttle, their software controls $4 billion equipment, the lives of half a dozen astronauts, and the dreams of the nation. Even the smallest mistake in space can have huge consequences: the orbiting space shuttle travels at 17,500 miles per hour; a bug that causes a timing problem of only two-thirds of a second pushes the shuttle three miles off course.NASA knows how good the software must be. Before each flight, Ted Keller, senior technical manager of the on-board shuttle group, travels to Florida where he signs a document stating that the software will not endanger the shuttle. If Keller can’t leave, a formal line of succession dictates who can sign for him. Bill Pate, who has worked on spaceflight software for the past 22 years, says the group understands the stakes: “If the software isn’t perfect, some of the people we go to meetings with could die.In the History of Human Technology, Nothing Virtually everything from the International Monetary System to large power plants, mixers and microwaves runs on software. In offices, elevators, lights, water, air conditioning are all controlled by software. In cars, the transmission, the ignition advance, the air bag, even the door locks are controlled by software. In most cities, that’s how the traffic lights are. Almost all the more complicated written communications of a postcard depend on software; every phone conversation and every night parcel delivery requires it.Software is everything. “It’s like pre-Sumerian civilization”, says Brad Cox, author of NeXT Steve Jobs computer software and a professor at George Mason University. “The way we build software is at the hunter-gatherer stage”.John Munson, a computer engineer and professor of computer science at Ida University Oh, isn’t that generous. “Cave art”, he says. “It’s primitive. We’re supposed to teach computer science. Software can power the post-industrial world, but software creation remains a pre-industrial business. According to SEI studies, almost 70% of software organizations are stuck in the first two levels of SEI sophistication: chaos, and slightly better than chaos. The situation is so serious that some software pioneers from companies like Microsoft have moved away to teach the art of creating software (see “Drop and Code me Twenty!”). Mark Paulk, a senior member of SEI Technical, says the software’s success makes its weaknesses even more dramatic. Powerful. We depend critically on it, Paulk says. “However, everyone complains about how the software is, with all the flaws. If you bought a car with 5,000 defects, you’d be very upset.In this heat of the software, the on-board shuttle group stands out as an exception. Ten years ago, the shuttle group was considered world class. Since then, it has reduced its error rate by 90%.To be so good, the shuttle group on board must be very different â the antithesis of the pizza-and-roller-hockey programmers who have captured the public imagination. To be so effective, the board group must be very common, indistinguishable from any creative enterprise focused, disciplined and methodically managed.In fact, the group offers a series of textbook lessons that apply both to programmers, in particular, and to producers, in general. A look at the culture they’ve built and the process they’ve perfected shows what software writing has to become to fulfill its promises, and illustrates what almost every team-based operation can do to improve its performance and achieve near-perfect results.Software for Grown-Ups” continues today. Grind, grind, grind. We’ll never make it. Did I say that? Why do we always underestimate our shipping programs? I just don’t understand. At 9:30; out at 11:30 Domino for dinner. And three diet cokes. “No, it’s not the shuttle group on board. It’s Douglas Coupland, the “Microserf”, a real imaginary story of life in the software aisle. And it is the dominant image of the software development world: sporty T-shirts and distracted looks, squeezing too much heroic code in too little time; rollerblades and mountain bikes hidden in the corners; pizza boxes and Starbucks mugs discarded in conference rooms; duels by Smashing Pumpkins, Alanis Morrisette and the fugitives. It is the world made famous, romantic, even unavoidable by the stories of Sun Microsystems, Microsoft and Netscape.It is not the story of the shuttle group on board. Their accommodations are a studio in white collar pedestrians. The thing that strikes most is their ordinary appearance. Aside from the occasional tip of shuttle heirlooms, you could be in the offices of any small business or government agency. Everyone has their own small office, and offices have desks, computers and scarce personal belongings. People wear moderately elegant clothes to work, clean but not flashy, definitely not grungy.It’s a strictly 8 to 5 place... there are night nights, but they are the exception. The programmers are intense, but low-profile. Many of them have spent years working for IBM (which owned the shuttle group until 1994), or directly on the shuttle software. They are adults, with spouses and children, and live beyond their amazing software program.This is the culture: the shuttle group on board produces software for adults, and the way they do it is to become adults. It might not be sexy. Don't be an ego-trip programmed, but...the future of software. When you’re ready to take the next step â when you have to write perfect software instead of software that’s pretty good â then it’s time to grow up. Ted Keller, 48, the group’s senior technical director, looks and sounds like the principal of a small private school. It is Keller’s job to make sure that the software is delivered on time, with all its capabilities, regardless of grass field battles. He is a compact, bald, somewhat unofficial and persnickety man, a quality that any astronaut would find reassuring. He has a kind, geeky sense of humor, not so much with strangers, but with his crowd. It comes out at a meeting between members of the software group and their NASA counterparts. It takes place in a small suspended conference room with 22 people and a ceiling projector. Several times, from the back of the room, Keller makes a very clear observation about the speed of code delivery, or the detail of some specifications, and the room lightens up with laughter. Otherwise, the one-hour meeting is sober and revealing, a short window on culture. For one thing, 12 of the 22 people in the room are women, many of them senior managers or senior technical staff. The shuttle group on board, with its stability and professionalism, seems particularly attractive to women programmers. For another, it is an exercise in order, detail, and methodical reworking. The match is a classic NASA performance â a rehearsal for an almost identical match several weeks apart. It consists of walking through a huge data package and viewing â charts that describe the progress and status of software line by line. Except for the occasional by Keller, the tone is businesslike, almost formal, the view â graphics that flash as fast as possible, a nuance of acronyms, charts and graphs. What’s going on here is the kind of nut and bolt work that defines the unit for group perfection â a unit that is aggressively intolerant of ego-driven hotshots. In the culture of the shuttle group, there are no superstar programmers. The whole approach to software development is intentionally designed not to rely on any particular person. And culture is just as intolerant as creativity, individual coding flourishes and styles that are the signature of the software world all night long. âPeople ask, doesn’t this process stifle creativity? You have to do exactly what the manual says, and you have someone looking over your shoulder,â says Keller. âThe answer is And that’s just the point â you can’t have people clearing their way through software code flying a spaceship, and then, with people living according to it, trying to patch it once its in orbit. âHouston, a problem”, can do for a good movie; it is not way to write software. “People must channel their creativity to change the process,” says keller, “do not change thetight narrow group practices can make the mermaid song of the rock n roll software world hard to resist. Quinn Larson, 34, had been working on shuttle software for seven years when he left last January to work for Micron Technology in Boise, Idaho, automating the manufacturing of Microns memory chips. At Micron, Larson was given the task of automating the saws cutting the wafers of the finished chip to the right size. Fuck the show, destroy the precious wafers. “It’s up to me to decide what to do”, says Larson. “There were no meetings, there was no recordings.” He had freedom, he was a real kick. But in Larson’s way of thinking, culture didn’t focus, well, on the right things. “Speed was the biggest thing”, he says. “Engineers would say, these are our top priorities, and we need to get them as quickly as possible.” He didn’t get it is that the engineers didn’t seem too concerned about how well the finished software actually worked. âBasically, they wanted fast software â just put out the door. âLarson started again in mid-August. âThe people here are only the highest caliber,â he said on his first day of work. New to Clear Lake. It’s the process How do they write the right things? The answer is, it’s process. The most important creation of the group is not the perfect software they write â it is the process they invented that writes the perfect software. It is the process that allows them to live normal life, to set the deadlines they actually encounter, to stay on budget, to deliver software that does exactly what it promises. It’s the process that defines what these encoders in the flat plains of the southeastern suburban Houston know that everyone else in the software world is still groping for. It is the process that provides a template for any creative enterprise that is looking for a method to produce consistent – and constantly improve – quality. The process can be reduced to four simple propositions:1. The product is as good as the plan for the product. At the group of on-board shuttles, about a third of the software writing process takes place before someone writes a line of code. NASA and the Lockheed Martin group agree in minute detail on everything the new code should do â and commit to that paper-based understanding, with the kind of specificity and precision usually found in projects. Nothing in the specifications has changed without agreement and understanding from both sides. And no coder changes a single line of code without specifications carefully delineating the change. Take the software upgrade to allow the shuttle to navigate with Global Positioning Satellites, a change involving only 1.5% of the program, or 6,366 lines of code. The specifications for that change 2,500 pages, a volume more often than a phone book. The specifications for the current program fill 30 volumes and perform 40,000 pages. “Our requirements are almost pseudo-code,” says William Williampruett, which manages the software project for the nasa. "They say that we have to do exactly this, do exactly so, given the conditions and circumstances." “This careful design process is enough alone to put the shuttle in a class itself, says John Munson of the University of Idaho. Most organizations launch into even large projects without planning what the software has to do in the details of the model. Therefore, after programmers have already started writing a program, the customer is changing his design. the result is a chaotic and expensive programming, in which the code is continuously modified and infected by errors, even during the design. "Most people choose to spend their money at the wrong end of the process," says munson. “In the environment of modern software, 80% of the cost of software is spent after the software was first written “they don’t get it correctly” the first time, so they spend time whipping it. in the shuttle, they do it well the first time. and do not change the software without changing the project. That's why their software is so perfect. the best teamwork is a healthy rivalry. Within the software group, there are subgroups and subcultures. the central group is divided into two key groups: programmers "people who sit and write code" and the auditors "people who try to find defects in the code." the two outfits refer to separate items and work under opposite orders. the development group should provide completely error-free code, so perfect that the testers do not find faults. the testing group should punch the code with flight scenarios and simulations that reveal as many defects as possible. the result is what tom peterson calls "a friendly and adversary relationship". "They compete for those who find mistakes," keller says. "Sometimes they fight like dogs and cats. developers want to capture all their errors. the verifiers get angry, «Hey, surrender! You're taking time to test the software! Developers also started their formal code inspections in carefully moderate sessions, a strict correction they hope will confuse the testers. Verifiers, in turn, claim to deserve merit for some errors found before even starting to test. "From the point of view of the verification group," says pat mclellan, a senior manager, "we are aware that if no independent verification group existed, the developers would tend to be more laxist. only the presence of our group makes them more careful. «The results of this friendly rivalry: the shuttle group now finds 85% of its errors before the start of the formal tests, and 99.9% before the delivery of the program to NASA.3. the base ofis the basis of software. Here's the software. And then there are databases. data.The software, two huge databases, encyclopedias in their completeness. One is the history of the code itself with each annotated row, showing each time it has been changed, because it was changed, when it was changed, what was the purpose of change, what specifications document change. Everything that happens to the program is recorded in its main history. The genealogy of each line of code – the reason it is so – is immediately available to all. The other database – the error database – stands as a monument to the way the onboard shuttle group does its job. Here is recorded every single error made during writing or working on software, dating back almost 20 years. For each of these errors, the database records when the error was discovered; which series of commands revealed the error; who discovered it; what activity was going on when it was discovered: tests, training or flight. It tracks how the error was introduced in the program; how the error managed to overcome the filters set at each stage to detect errors “why was it not detected during the design? during development inspections? during the verification? Finally, the database records how the error was correct and if similar errors can be slipped into the same holes. The group has accumulated so many data on how it does its work that has written software programs that shape the code writing process. As computer models that predict time, coding models predict how many errors the group should make in writing each new version of the software. True to form, if programmers and testers find too few errors, they all work until reality and predictions coincide. "We never let anything go," says Patti Thornton, senior manager. "We do exactly the opposite: Let everything bother us. "4. The trial is so pervasive that you take the blame for any mistake. If there is a defect in the software, there must be something wrong in the way it is written, something that can be corrected. Each error not found in the design phase has passed at least in part. Why? Is there something wrong with the inspection process? Do you need to add a question to a checklist? It is important to note that the group avoids blaming people for mistakes. The process takes on the "e" fault is the process that is analyzed to find out how and why a mistake has passed. At the same time, responsibility is a team concept: no one is the only one responsible for writing or inspection of the code. "We are not punished for making mistakes," says Marjorie Seiter, a senior member of the technical staff. "If I make a mistake, and others review my work, then I am not alone. Ted Keller offers an example of the return of the approach, whichthe remote control arm of the shuttles. shuttle.Crew training software”, says Keller, “that allows astronauts to manipulate the arm, and manage the payload. When the arm reached a certain point, it just stopped moving. â The software got confused due to a programming error. As the remote arm’s pulse approached a full 360-degree rotation, the faulty calculations suggested that the arm had passed a full rotation – which the software knew was wrong. The problem had to do with rounding up the answer to an ordinary math problem, but it revealed a cascade of other problems. â Even though this wasn’t critical,â says Keller, â we went back and asked what other lines of code might have exactly the same kind of problem.â They found eight such situations in the code, and in Seven of them, the rounding function was not a problem. âOne of them involved the high-gain antenna pointing routine,â says Keller. âThis is the main antenna. If he had developed this problem, he could have cut off communications with the ground at a critical time. This is much more serious.â The way the process works, it doesn’t just find bugs in the software. The process finds errors in the process. Only a software problem The B-2 bomber would not have flown on its maiden flight â but it was just a software problem. The new Denver airport has been months of late opening and millions of dollars on budget because its baggage management system didn’t work well – but it was just a software problem. This spring, the new Ariane 5 rocket of the European Space Agency blew up its maiden launch due to a small software problem. The government’s major federal agencies â from the IRS to the National Weather Service â are set up with projects that are years overdue and hundreds of millions of dollars in budget, often because of simple software problems. Software is becoming more and more common and more important, but it doesn’t seem to be more and more reliable. While the rest of the world struggles with the basics, the group of on-board shuttles edges getting closer to the perfect software. They certainly have a lot of advantages over the rest of the software world. They have only one product: a program that flies a spaceship. They understand their software intimately, and they get more familiar with it all the time. The group has a client, a smart one. And money is not the critical constraint: the $35 million-a-year budget groups is a trivial slice of NASA’s pie, but based on dollars per line, it makes the group among the nation’s most expensive software organizations. And that’s the point: the shuttle process is so extreme, the unit for perfection is so concentrated, which reveals what is needed to achieve tireless execution. The most important things which makes the shuttle group â carefully planning the software in advance, writing no code until the design is complete, making no changes without supporting prints, maintaining a completely accurate accurate code â are not expensive. The process is not even rocket science. His standard practice in almost all engineering disciplines except software engineering. Nestled on a wall in the conference room, an informal slogan from the on-board shuttle group captures the essence of keeping focused on the process: “The sooner you fall behind, the longer you’ll have to catch up”.Charles Fishman (fish@nando.net) is a writer based in Raleigh, North Carolina. Carolina.

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