

news

NHTSA



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Editor M. J. Noll

November 1976

The ESV Conference: A Resounding Success



Secretary William T. Coleman's vibrant keynote address got the Sixth International Technical Conference on Experimental Safety Vehicles off to a rousing start. The four-day conference was chaired by Howard Dugoff, Associate Administrator for Research and Development (right).

Over 450 international participants attended the Sixth International Technical Conference on Experimental Safety Vehicles (ESV). The conference, hosted by the Department of Transportation, was held in Washington, D.C. from October 12-15, 1976. These international conferences conducted under NATO's Committee on the Challenges of Modern Society and under Memoranda of Understanding between the U.S. Government and the Government of France, Great Britain, the Federal Republic of Germany, Japan, Sweden and Italy, bring together government and industry automotive experts to discuss technical progress in meeting the challenging requirements of the International ESV Programs. In addition to the representatives from the signatory

nations, transportation experts from Canada, the Netherlands, Denmark, Yugoslavia and the Commission of European Communities also participated.

Secretary Coleman officially opened the conference by unveiling the Calspan and Minicars safety vehicles at the Sheraton National Hotel, and by presenting the conference keynote address at the International Conference Suite of the State Department. The Secretary continued his participation in the conference activities by performing as host for the official United States Government Reception conducted in the Benjamin Franklin Room of the State Department.

The National Highway

(See ESV Conference on page 3.)

Accidently Speaking

Brakes and Tires Are the Culprits

Internationally, highway safety has become a growing concern. And NHTSA is involved. Following is one of several articles in this issue depicting what we are doing in this area.

How can vehicle inspection be made more effective? Through NHTSA's efforts in international cooperation we may now be getting some answers.

Mr. Frank Grenier, Team Leader and Safety Standards Engineer from TSP, recently returned from London with data that confirms our own findings. The two big culprits by far in automotive vehicle accidents are the brakes and tire systems. This data will further enhance our efforts in upgrading vehicle inspection standards.

Mr. Grenier traveled to London as a NHTSA participant in the Seventh Plenary Meeting of the International Motor Vehicle Inspection Committee (CITA) which was held October 13 to 15. CITA's mission is two-fold: to develop internationally acceptable criteria for used vehicle safety performance and inspection, and to develop criteria for vehicle safety inspection techniques and/or acceptable equipment for implementation of these techniques.

"The understanding and attitudes of the participating nations regarding the importance and potential safety benefits that an effective vehicle safety inspection program can accomplish is most encouraging," Mr. Grenier said.



Frank Grenier, TSP

"When data from in-depth accident investigations carried out by all participants was exchanged, we found that the results from our own U.S. studies were remarkably similar to those of some other European nations."

Along these lines, Mr. Grenier cited a British study, which included an in-depth accident causations analysis of 2,130 vehicles, as being especially significant. Its results indicated that 8 percent of all automotive accidents were caused by mechanical defects. This British Transport and Road Research Laboratory study further isolated the main culprits in automotive defect accidents as the brake and tire systems. Of the 8 percent of vehicle accidents resulting from automotive defects, 2.7 percent were the result of faulty brakes and 2.7 percent the result of tire failure.

In an United States study conducted by the University of Indiana, the findings were strikingly similar. From 5 to 7 percent of automotive acci-

dents were found to be caused by mechanical defects. Of this percentage, 2.9 percent were due to faulty brakes and 1.5 percent caused by tire failure. These two items, brakes and tires, are called our "emphasis safety systems." TSP has been emphasizing these in the minimum safety vehicle inspection programs during the last two years.

Further the percentage spread between the British and U.S. studies for tire failures can be readily explained. It has been shown that worn tires manifest as a defect when the pavement is wet or raining. The percentage in the English studies would naturally be higher as the annual rainfall in in England (based on the number of days) far exceeds that in the United States.

CITA has been given the responsibility for motor vehicle inspection by the Committee on the Challenges of Modern Society (CCMS), an international organization founded by the North Atlantic Council in November 1969. Mr. John Burke of P&E has been our NHTSA CCMS Coordinator since 1974.

Countries represented at the Seventh Plenary Meeting of CITA were Austria, Belgium, Denmark, Finland, France, Germany, Holland, Ireland, Israel, Italy, Japan, Luxembourg, Morocco, Norway, Spain, Switzerland, Sweden, Tunisia, Yugoslavia, the United States of America, and the United Kingdom.

ESV Conference

(from page 1)

Traffic Safety Administration was well represented during the conference. Mr. Howard Dugoff, Associate Administrator for Research and Development performed as Chairman during the four-day conference. NHTSA Administrator John W. Snow, presented the U.S. Government status report on ESV program progress and supporting research and development activity. Dr. Kennerly Digges performed as Chairman of the crashworthiness seminar and Mr. Lynn Bradford chaired the accident avoidance Seminar. Mr. Donald Mela and Mr. Arthur Hirsch functioned as U.S. focal points and coordinators for the accident analysis and biomechanics seminars respectively. Dr. Charles Duke, Deputy Administrator, led the final panel discussion on "Future Vehicle Safety Research and Development." A highlight of this was Mr. Hamilton Herman's briefing on the conclusions of the Federal Task Force Report on Motor Vehicle Goals Beyond 1980.

Perhaps the words of Secretary Coleman best summarize the success of this international program - "The International ESV Program is a concrete example of what can be accomplished when we, through international cooperation, work together to final solutions to a serious mutual problem--deaths and injuries on our highways."



NHTSA Administrator John W. Snow presents the U.S. status report on ESV program progress and supporting research and development activities to an intent audience.



Secretary Coleman finds the RSV vehicles to his liking. This one was developed by Minicars, Inc. during Phase II of the RSV program. Calspan Corporation also displayed its RSV vehicle at the conference.

Who's Who in NHTSA

Her Story Is Well Worth Telling

It is only after several conversations with Jane Prather, secretary to the Associate Administrator, TSP, that one will learn the extent of her background, the depth of her experience, the recognition she has achieved and the multi-facets of her personality. For with Jane it is a case of the questioner becoming the one questioned. This is not, one soon realizes, that she means to evade or to pry but rather that Jane is far more concerned about the other person than she is about herself and far more interested in today and tomorrow than yesterday.

But her record is impressive and well worth the telling.

Jane, a native of Sebring, Ohio and a graduate of Dyke Business College in Cleveland, enlisted in the WAVES during World War II. She rose to the rank of Chief - one of the first WAVE Chiefs in the U.S. Navy. She married while in the service and resigned some three years later when her first child was born. Jane and her husband, Frank, were to have four children before his early, untimely death in 1959. Managing her home, rearing her children, caring for her husband whose health was never strong, she nonetheless continued to attract the attention of officials at the higher levels of military, political, and governmental circles here in Washington with the quality of her work.



Jane Prather

Jane has been a part of some of the most important events in this latter part of the 20th Century.

The Nuclear Age? Yes - Jane was there. Secretary in the office of Rear Admiral Hyman G. Rickover, she was eye-witness to the development and eventual launching of our first nuclear submarine, the USS NAUTILUS.

The Eisenhower Era? Yes - Jane was there as a secretary to the Inaugural Committee, working nights instead of the more prestigious day position she was offered so that her family and home would not be neglected.

The Space Age? That glamorous and exciting period of space exploration? Yes - Jane was there, too, at NASA. We were just then beginning to put our first men into space. The agency was in its infancy and the astronauts were to become our nation's heroes. Jane, a widow by this time, was a part of all this and in recognition of her work she was selected to represent

NASA at the 1964 World's Fair in New York City.

A two-time recipient of an Outstanding Service Award since she joined DOT, her first job in 1967 was as secretary to Colonel John Paul Stapp, the principal scientist of the then National Highway Safety Bureau. Col. Stapp's name, if not now, may someday be legend. It was he who, in 1954, made the historic rocket sled rides at Holloman AFB, New Mexico. These rocket sled rides determined the best basis then for measuring human tolerance to acceleration. During these tests Col. Stapp voluntarily subjected himself to up to 400 accelerations while stopping from a speed of 632 miles per hour in 1.4 seconds. As the Bureau's chief scientist, he was directing other safety research programs when Jane became his secretary. Recalling those years, she remembers the work as stimulating and considers Col. Stapp "a real personage - an outstanding scientist."

Jane mentions her career accomplishments as casually as she does her outside interests. An advocate of physical fitness, she was one of those who helped get the exercise program for women employees underway when the DOT exercise room was opened to them five years ago and for two years was chief instructor. The ballet is a lifetime love and to the discipline of the art she still attends class once - sometimes twice - a week and

is secretary to the Potomac Ballet Company.

Jane owns her own home in Camp Springs, Maryland and has with her her two younger sons. Keith is now a Physical Education Major at Maryland and Dennis is working on his Master's at American University. Pam and Randy, the older two, are married and parents themselves, making Jane the young grandmother of three lively little boys. Ask the inevitable, does she spoil them? Of course, she replies. Doesn't everybody?

CFC Campaign

At presstime, the NHTSA News has been informed that the Combined Federal Campaign was extended until November 8. Fred Vetter, the NHTSA Campaign Coordinator, said the extension was to give the rest of DOT time to catch up with us! He was proud of the NHTSA employees who had given or pledged \$35,000 to reach 94% of our goal by October 26. NHTSA was leading the next best performance by 19 percentage points.

Although pleased with the amount of contributions, Mr. Vetter was hoping that the extra two weeks would give those who had not contributed an opportunity to help NHTSA reach 100% participation. He pointed out that the \$35,000 was the gift of only 2/3 of our employees, but nevertheless, a remarkable record of generosity and concern for our less fortunate neighbors.

Final score in a later edition.

Personnel

Welcome Aboard

Annie Jenkins, Clerk-Typist, AD, 10-10.

Mary Kimble, Clerk-Steno, TSP, 10-10.

'Bye and Good Luck

Edwin Waterbury, Mech. Engr., TSP, 10-8.

Velona Navalta, Clerk (DMT), Region IX, 10-15.

Leland Summers, Physiologist, RD, 10-15.

Brenda Urban, Clerk-Steno, Region VI, 10-16.

Congrats on Promotion

Richard Charles, EO Specialist, OCR, 10-10.

Lauraline Clark, Contract Specialist, AD, 10-10.

Diane Diffenbacher, Sec. (Typing), RD, 10-10.

Robert Doherty, Asst. to Exec. Secretary, Exec. Sec., 10-10.

Geneva Funderburk, Sec. (Typing), TSP, 10-10.

Lena Gardiner, Mgmt. Anal., AD, 10-10.

James Hofferberth, Dir., Office of Crashworthiness, MVP, 10-17.

Joseph Young, Mgt. Anal., AD, 10-10.

Salvatore Nicolosi, Contract Specialist, AD, 10-10.

Dennis Pastorelle, Oper. Research Analyst, P & E, 10-10.

Cheryl Sanders, Oper. Research Analyst, P & E, 10-10.

Charlotte Uram, Trial Attorney, OCC, 10-10.

Adrienne Williams, Clerk-Typist, P & E, 10-10.

David Zisser, Trial Attorney, OCC, 10-10.

A Time for Giving Thanks

If I am thankful for my toys,
I must be glad to share.
If I am thankful for my friends,
I'll show them that I care.

If I am thankful for my home,
I'll help to make it gay;
I'll try to like what others like
And not just my own way.

The "thank you's" that come just from lips
God has a right to doubt.
I'm trying this Thanksgivingtime
To act my "thank you's" out.

—Edith May Cummings

'Round About NHTSA

Congratulations to the new parents. Mr. and Mrs. Stan Feldman became the proud parents of an 8 lb., 1 oz. baby boy on October 28. This is their first child. And if you should see Stan coming in these mornings yawning, have pity on the new papa.

graffiti

Passing on curves is best left to judges of beauty contests.

—Anonymous



Flotilla Fantasy: A Sailor's Recollection

The following account of the Fall Flotilla was spun out of whole sailcloth by Bill Eason, who experienced it aboard the good ship *Halcyone*, captained by Doug Pritchard. Only the barest revisions have been made in order to preserve its authentic weekend-pirate flavor. The names of the crew remain unchanged to the peril of their professional reputations.

The 1976 DOT Fall Flotilla got underway September 25 with Oxford, Maryland, for their port of call. Composed of boats owned and manned by Departmental personnel, this fall's armada comprised five sail boats, two power boats, seven captains, and 25 seamen, all salty to various degrees.

The winds were very kind to the sailboats in the flotilla, blowing at

about 15 knots and providing full speed for most of the trip. The first decision problem of the otherwise easy sailing occurred about an hour after the start: whether to cut through Knapps Narrows, a thin and shallow channel, and risk running aground and becoming stuck for several hours, or to go around Blackwalnut Point, which requires extra hours of sailing. After much interboat discussion by radio as to the time of high tides, currents, wind, and how much ego risk to take, the shallow-draft boats went through the Narrows without incident and the *Halcyone* and the *Psyche*, both of deeper draft, elected to go around the Point.

When the *Halcyone* arrived at Bouy C9 off Blackwalnut Point, it found itself right in the middle



An expensive (about \$1,500 a foot) racer which passed the Flotilla on the way to Oxford. The large billowing sail is a spinaker, and is used only when there is a stern wind. Usually, sailboats travel obliquely to the wind, to take advantage of its changes as quickly as possible.

of the Annapolis sailing race with 167 sailboats trying to round that bouy at the same time. Captain Pritchard took the helm, and, with a boat 6 feet off port, another about 5 feet off the bow, another 6 feet from the stern and yet another with a glassy-eyed captain coming at ram speed dead end to starboard, he managed to escape in one piece. His crew (Conrad Cooke, John Diehl, Bill Eason, and Bob Henderson) were much impressed. The *Psyche*, in the meantime, had gone way outside the bouy and was not in the jam.

The *Spray* (Captain Bob Brumback and sole crewman Harold Thursby) came out of the lower Potomac and after rounding Point Lookout ran into a stiff wind coming down the bay. After pointing up the bay, but almost being pushed down it, for several hours, they came about and put into a

gunkhole [A sailor's endearment for a resting place near the (ugh) land. --Ed.] on the Potomac for the night with a good supply of bloody marys to keep them warm, instead of making the Oxford run.

The *Untenshu* (Captain Woody Driver and the motley crew of Art Casanova, Stan Scheiner, and Bren Reilly) left early Saturday morning, motored down the Potomac, and stopped--literally--out of gas 10 feet from the Solomons Marina dock. They say they got out and pushed, as they can walk on water, refueled the boat, and made Oxford just in time to hear the sailing race cannon signal the end of the race.

The *Psyche* (Captain Chuck Baker; swabs Bob Cook, Scott Shadle, and Harry Sheppard) is noted (with much bragging) as one of the fastest sailboats around; and indeed, on the trip down, *Psyche*



The *Mystic Whaler*, a popular sight in the Chesapeake Bay. She plies between Annapolis and Baltimore during the summer, laden with tourists.

outran almost everyone, even going around Blackwalnut Point. She arrived at Oxford at about the same time as the boats that had cut through Knapps Narrows.

The *Thetis* (Captain Dick Carter; deckhands Dick Ibison and Dave Snyder), although smaller, outran the *Psyche* on the return trip with a following wind. Alas, the final outcome of the race of the century will never be known, as poor winning *Thetis* lost her dinghy and had to come about to retrieve it.

The *Nandy* (Captain Jim Hofferberth and tars Tim Holt, Bill Liu, and Lee Stuki) got off to a planned late start and launched not too distant from Oxford. She arrived there after most of the flotilla and the sailboat racers had and, because of the confusion, never managed to find the rest of the group. We understand they had a good time on their own in the city.

The *Tramp* (Captain Bruce Buckheit; windjammers Bob Doherty, Lennie Graves, and Joe Young) apparently had a nice relaxing sail to

Oxford. Upon arrival about 5 p.m. they decided to take a nap and join the others around 8 for a look at the town. Needless to say, they woke up in the middle of the night and the sidewalks had been rolled up. They will never know what they did, or didn't, miss.

The *Carol Lynn III* (Captain Bob Forthofer and gobs Steve Brown, Bob Knaff, Bob McDonald, and Bill Scott), in turn, had a smooth power cruise to Oxford. She is said to be so big that rather than go over the waves, she flattens them out. She was the biggest and, thanks to considerable work by the captain, the best refurbished boat at the Oxford dock. In fact, there were special conducted tours for cute landlubbers, complete with cocktails on the aft deck.

Most of the flotilla arrived at Oxford between 4 and 5 p.m., tied up at the nearly deserted dock, and spent a leisurely half-hour walking through the serene two-block-long metropolis. The sailing racers suddenly descended

(See Flotilla Fantasy on page 8.)



A tiny segment of the crowded Oxford harbor, which stretches far to the left and right. Woody Driver's boat, the *Untenshu*, lies hemmed in, just out of sight, in the foreground.



Captain Doug Pritchard, standing, rules the helm of the *Halcyone* with firm fingertips and a wandering gaze. Bob Henderson, seated, likes to relax, too.

Flotilla Fantasy

(from page 7)

on the harbor like a swarm of white bees; one of them rafted alongside a flotilla boat, and within 5 minutes the deserted harbor became a forest of masts. The David-sized flotilla had met its Goliath, for a battle of tall sea-tale telling in a strange language of jibs, mains, sheets, draft, helm, and references to "her"—not meaning the wife or, for that matter, a girl. Old salts and baby-faced Annapolis plebes engulfed little Oxford, plundering her for a well-paid-for bounty in good food, drinks, and a new ballast of souvenirs. All was quiet by 5 bells [Hm! According to our dictionary, you can take your pick of 2:30, 6:30, and 10:30, a.m. or p.m. --Ed.] with the boats poised for instant morning action.

Getting the flotilla out of the boat marmalade the next day was like extracting the bottom sardine from a full can, but all accomplished it without splintering more than a few nerves.

And so the Fall Flotilla came to a tired but happy end. As the sun slowly rose over the again serene Oxford and we sailed away, we knew that we will sail there again another day.

Flotillas are usually held twice a year; the next one will take place next spring. There are always a few openings for oakum pickers and deck scrapers . . . so sharpen your marlinspike, and keep an eye open for a notice in the NHTSA News.

Burke Presents CCMS Report To Ambassador Volpe

During a recent visit to Rome, John R. Burke of P & E presented U.S. Ambassador to Italy, John A. Volpe, a copy of the "U.S. Evaluation Report on the CCMS Road Safety Pilot Study Follow-up."

The six-year effort, 4-year study and 2-year follow up, was initiated in 1970 when Mr. Volpe was Secretary of Transportation and has been cited as one of the most successful CCMS efforts. Russell E. Train, Environmental Protection Agency Administrator and the U.S. Representative to NATO's Committee on the Challenges of Modern Society (CCMS), described the pilot study in a "Kansas Law Review" article as the "most effective international exchange of information on road safety ever undertaken."

In addition to his involvement in the initiation of the study, Ambassador Volpe was reminded that the Government of Italy led the Emergency Medical Services Project and that Fiat was very active in the Experimental Safety Vehicles Project under the Road Safety Pilot Study. Ambassador Volpe requested additional copies of the report because he believed they could be useful in certain phases of his work with the Government of Italy.

Mr. Burke's stopover in Rome was made between a European Conference of Ministers of Transport (ECMT) Road Safety Com-

mittee meeting in Paris and a United States Economic Commission for Europe (ECE) meeting in Geneva.

John Burke and NHTSA Executive Secretary William H. Marsh each received a Secretary's Award for Meritorious Achievement for their work on this CCMS program. (See the last issue of NHTSA News for details.)

Job Openings

For complete details, see the official vacancy announcements.

Secretary (Steno), GS-318-7, RD. Opens: 10-27, Closes: 11-26. NHTSA 77-28.

Mechanical Engineer, GS-830-11, MVP. Opens: 10-29, Closes: 11-18. NHTSA 77-29.

Industry Economist, GS-110-13/14, RD. Opens: 11-1, Closes: 11-19. NHTSA 77-30.

Mechanical Engineer, GS-830-14/15, RD. Opens: 11-1, Closes: 11-19. NHTSA 77-31.

General Engineer, GS-801-15, RD. Opens: 11-1, Closes: 11-19. NHTSA 77-32.

Industry Economist, GS-110-14/15, RD. Opens: 11-1, Closes: 11-19. NHTSA 77-33.

Safety Standards Engineer, GS-801-14, MVP. Opens: 11-14, Closes: 11-24. NHTSA 77-34.

Safety Standards Engineer, GS-801-14, MVP. Opens: 11-4, Closes: 11-24. NHTSA 77-35.