DOT News

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Sugrue: Deputy Asst. Secretary For Programs

Secretary of Transportation William T. Coleman, Jr. has appointed Eleanor D. Sugrue as Deputy Assistant Secretary for Programs in the Office of the Assistant Secretary of Transportation for Policy and International Affairs.

Mrs. Sugrue comes to the department from her position as a vice president at Harbridge House, Inc., a consulting firm in Boston.

At Harbridge House she specialized in transportation, government regulation, general management, development of human resources and organizational development.

Mrs. Sugrue was associated with Harbridge House since the 1950s and held several positions including writer, editor, associate, senior associate and general partner.

Born in Sommerville, Mass., Mrs. Sugrue was graduated with an A.B. degree from Boston University in 1951 majors in English and History.

Mrs. Sugrue is the author of "Decision Point," a study of the federal role in transportation, and "Turning Point," a study of the Army recruiting organization.

Traffic Deaths Drop for Third Month in a Row

The nation's traffic fatalities continued their downward trend in October dipping more than 8 percent below the level of October 1974, and almost 23 per cent below the death total for the same month in 1973, according to U.S. Department of Transportation statistics.

Significantly, it marked the third consecutive month that the traffic fatality count was below the corresponding month of a year ago.

In August, the death toll declined almost 4 per cent below the level of August 1974, and September's decline was 5.4 per cent below the same month in 1974. The October decline was the best for any month this year.

The number of persons killed in October is estimated at 4,010, a reduction of 354 from the

(See FATALITIES, p. 4)

FAA Administrator John L. McLucas congratulates four air traffic specialists after presenting them with Outstanding Flight Assist Award certificates and checks for $400 each. They are (from right): Robert A. Hutchings, Anchorage Air Route Traffic Control Center; John L. Louthan, specialist at the London, Ky., flight service station; Toby Cooper, controller at the Tri-City, Tenn., tower; and Lester B. Massey, controller at the Phoenix, Ariz., tower.

". . . tell 'em I'm sorry"

Four in FAA Get Flight Assist Awards

"The engine's just about dead," reported the desperate pilot whose plane was dangerously off course and rapidly losing altitude over mountainous terrain at night near Anchorage, Alaska.

It probably would have ended in tragedy for the pilot, his wife and two of their friends had it not been for air traffic controller Robert A. Hutchings who works at the Federal Aviation Administration's Anchorage Air Route Traffic Control Center.

Hutchings, who is also a commercial pilot with instrument and multi-engine ratings, explained to the pilot how to backfire his engine to get it running smoothly again and then carefully guided him away from the treacherous mountains to an altitude where the plane could avoid icing and then make a safe descent and landing at Merrill Field in Anchorage.

Four Gets Awards

For his lifesaving feat, Hutchings received an Outstanding Flight Assist Award on Dec. 9 from FAA Administrator John L. McLucas at a ceremony in the agency headquarters auditorium.

Three other FAA employees who provided outstanding help to pilots in trouble also received awards. They are: Toby Cooper, controller at the Tri-City, Tenn. tower; Lester B. Massey, controller at the Phoenix, Ariz. tower; and John L. Louthan, specialist at the London, Ky. flight service station.

It was only a matter of minutes before Toby Cooper was to be relieved of his duties

(See AWARDS, p. 2)

THE SECRETARY OF TRANSPORTATION
WASHINGTON, D.C. 20590

It is with the most heartfelt feeling that I extend to each of you an abundance of good wishes for the holiday season. The many initiatives of this past year have demanded much of you, and to each, you have given much. Thus, this holiday greeting is also one of personal gratitude. There are too few such opportunities to say "Thank you." I hope that the richness and peace of the Christmas season fills your hearts and your homes, and rekindles in each of us the pride, the dedication and the resolve to make the accomplishments of 1976 even greater. My family joins with me in this wish for a very Merry Christmas and the happiest of New Years.

William T. Coleman, Jr.

McLucas is New Aviation Chief

Dr. John L. McLucas, 55, became the sixth Administrator of the Federal Aviation Administration when he was sworn in by President Ford on Nov. 24.

McLucas had been Secretary of the Air Force since July 1973, and before that, Acting Air Force Secretary since May 1973. He had been Under Secretary of the Air Force since March 1969.

Dr. John L. McLucas

Born in Fayetteville, N.C., McLucas earned a B.S. from Davidson College in 1941, a M.S. in physics from Tulane University in 1943, and a Doctorate in physics with a minor in electrical engineering from Pennsylvania State University in 1950. He has been associated with national defense for more than 30 years—on active and reserve military duty, in industry and in government.

FAA Predicts Increase in Air Passenger Traffic in FY 1976

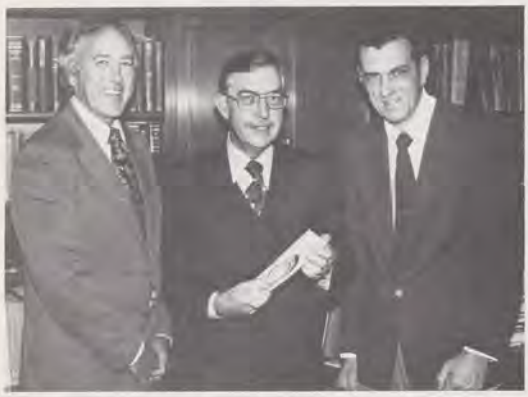
After dropping slightly in Fiscal Year 1975 because of higher operating costs and a sluggish economy, airline passenger traffic is expected to increase by seven per cent during the current fiscal year and then at a 5.8 per cent annual rate through 1982.

This forecast was made by the Federal Aviation Administration of the U.S. Department of Transportation in its latest "Aviation Forecasts."

A similar growth pattern is projected for the general aviation (non-airline) segment with the number of flight hours increasing at an annual rate of five per cent over the same time period, following a four per cent gain in FY 1976.

According to the FAA report, the number of passengers carried by the scheduled U.S. airlines should increase from 201.9 million to 310.1 million in the FY 1975–1982 time period. Domestic passenger traffic should show the largest gains, rising steadily from 184.9 million over the same period. International traffic, which has been declining since FY 1973, should level off this year at 17 million enplanements and then grow steadily to 23.5 million in FY 1982.

Revenue passenger miles logged by U.S. airlines are expected to increase at a 6.3 per cent annual rate, rising from 159 billion in FY 1975 to 251.5 billion in FY 1982. Again, domestic revenue passenger miles will set the pace, going from 127.7 billion to 205 billion while international revenue passenger miles rise from 31.3 billion to 46.5 billion during the time period.



Dr. James B. Gregory (center), Administrator of the National Highway Traffic Safety Administration, presents the first copy of the new booklet for deaf drivers to Dr. David M. Denton (left), Superintendent of the Maryland School for the Deaf. Looking on is Bernard M. Ames, a consumer affairs specialist in the NHTSA Public Affairs and Consumer Services office, who authored the publication.

Motorists' Manual

Booklet Aids Deaf Drivers

Deaf drivers are good drivers. Statistics bear this out. Yet, despite their excellent driving records, keeping their automobiles in safe operating condition and handling some of the seemingly routine situations encountered in day-to-day driving deafness poses special problems for those who cannot hear.

The deaf driver, for example, can't hear the clatter of noisy valve lifters, the screech of metal-to-metal contact when the brakes are worn out, the rumble of a blown muffler, or the squeal of a defective wheel bearing. Nor can he communicate easily, and with reasonable assurance that he will understand and be understood, when he is stopped by a policeman or is involved in an accident.

Recognizing the special problems and requirements of this group of drivers, and recognizing its obligation to provide safety guidance to all segments of the motoring public, the National Highway Traffic Safety Administration has recently published a booklet entitled "Tips on Car Care and Safety for Deaf Drivers."

This unique booklet capitalizes on one of the special aptitudes of deaf persons, their extreme sensitivity to vibrations, to explain various automotive malfunctions and how they can be recognized by the vibrations they make. It also describes how sight, smell, and the sense of touch can be used to identify automotive problems. And it provides guidance on how to handle those special situations that are encountered in day-to-day driving and which require a deaf person to communicate with hearing persons.

The booklet was written by Bernard M. Ames of the Office of Public Affairs and Consumer Services (PACS) in NHTSA. "Bernie", himself, has some unique qualifications which made his task easier. He has two deaf sons who received their driver training at the Maryland School for the Deaf, supplemented by additional experience and instruction from their father. Bernie has many friends who are deaf and has, on many occasions, addressed fraternal and student groups on problems of the deaf.

When asked by hearing drivers how can a deaf driver be a safe driver when he can't hear the siren of an emergency vehicle? Bernie usually responds with another question: "How often do you, the hearing driver, hear the siren when your windows are rolled up, your radio is blaring, and your air conditioner or heater blower is adding to the noise? My sons usually detect the lights of an emergency vehicle long before I see them or hear the siren."

Awards—*from page one*

last January 3 at Tri-City Airport tower when a distress call came from a frightened pilot not qualified to fly by instruments who had run into thick clouds and gotten lost.

His plane did not have a radar beacon transponder and he spoke with a thick French-Canadian accent which hampered communications.

It took 38 minutes to locate and radar identify the aircraft during which time Cooper calmly and reassuringly instructed the pilot on how to use his instruments. After the plane was spotted 27 miles east of the airport, Cooper convinced the pilot he could make the descent through the clouds.

With Cooper's expert guidance and assurance, the pilot, his wife and children landed safely at Tri-City Airport.

Lester Massey immediately detected an emergency in the peculiar message he received while on duty at the Phoenix tower on October 1, 1974.

The pilot asked him to relay the message "I can't understand it—tell 'em I'm sorry" to a California telephone number he provided.

Massey quickly changed the other aircraft he was working to another frequency so he could devote full attention to the call. Meanwhile, another controller called the telephone number which turned out to be that of the pilot's uncle, a psychiatrist who said his nephew had talked of killing himself by diving his plane into the ground. The uncle stayed on the phone supplying information that Massey used to try to dissuade the pilot from carrying out his intentions.

Tragedy Averted

The tension was heightened by the pilot's countdown of the time left to arrive at his final destination. Finally, when the pilot mentioned the aircraft number, Massey thanked him saying he would use that to get in touch with the owner to let him know what happened to his plane. Massey recalled that the uncle had mentioned the nephew's concern about harming other people and property.

This apparently jolted the pilot back to reality and he decided to return to Phoenix where he landed safely at the airport 46 minutes after the tense drama had begun.

On March 1, 1975, as a light snow was falling from low, overcast skies in London, Ky., John Louthan was monitoring with direction-finding equipment three unsuccessful attempts by a private pilot to land at London airport. When Louthan discovered through talking with the Indianapolis Air Route Traffic Control Center that the pilot had only enough fuel to make one more try, he suggested that he help the pilot's direction finding equipment.

With the Center's approval, Louthan radioed the pilot and gave him headings that put him directly over the direction finding equipment antenna that was to serve as the beginning of the approach pattern. He then calmly directed the aircraft's turns in the triangular approach pattern and provided descent instruction until the aircraft was at an altitude of less than 400 feet where the pilot spotted the ground and brought his plane in for a safe landing. He later said his tanks showed empty when he taxied to a stop at the gas pit.

C. Ramon Greenwood

Public Affairs Director Named

C. Ramon Greenwood has been named assistant to the secretary and director of public affairs for the U.S. Department of Transportation, Secretary of Transportation William T. Coleman, Jr., has announced.

Greenwood succeeds H. David Crowther, who has rejoined Lockheed-California Co. as director of public relations.

Since 1969, Greenwood has been vice president for public affairs of Consolidated Foods Corp. in Chicago. Before joining Consolidated Foods, he was director of public relations for Morton International, also of Chicago. He had previously been director of public relations of Georgia-Pacific Corporation's Mid-South-Southwest Division.

Earlier, he served as a reporter for the *Arkansas Democrat* in Little Rock.

He is a past national director of the Public Relations Society of America. He also served the professional organization as chairman of its accreditation board and of its corporate section.

Greenwood is married and has two children: a daughter, now on the staff of the American Cancer Society in Chicago, and a son, now a sophomore at Drake University in Des Moines, Iowa.

Hall Selects Zell As Aide

Federal Railroad Administrator Asaph H. Hall has appointed Martin D. Zell associate administrator for policy and program development.

Zell, 46, is the former assistant commissioner for transportation regulatory affairs with the New York State Department of Transportation.

Zell's transportation career has been a varied one, blending government and private industry experience. Prior to his New York DOT position, which he held for four years, Zell was director of air/truck services for Air Cargo, Inc., and spent three years as an attorney for the Interstate Commerce Commission. He worked in various traffic and sales positions for motor carrier companies and as a traffic manager for firms in Pennsylvania and Delaware. Zell's military service was with the U.S. Marine Corps.

A native of Minersville, Pa., Zell received his B. A. from Penn State University and his LL. B. from Temple University Law School. He is a member of the District of Columbia Bar and a practitioner before the Civil Aeronautics Board and Interstate Commerce Comission.

Pearl E. Johnson

Secretary Earns Scholastic Honor

A secretary in the office of R&D Plans and Resources has been selected for inclusion in the prestigious scholastic directory "Who's Who Among Students in American Universities and Colleges."

Pearl E. Johnson will be graduated from Federal City College with a B.S. in business education in June. She previously studied for a year at Lincoln Business College, Jacksonville, Fla.

Miss Johnson is active in programs concerning senior citizens and devotes considerable time to training programs for high school dropouts and persons in prison.

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This is the FAA building on the Cameron College campus, some 90 miles south of Oklahoma City, Okla. It houses the management training school offices, seven classrooms and associated conference rooms, and an electronic maintenance room for FAA equipment. The classrooms are within 200 yards of the dormitories, dining room and student lounge.

Better Bosses

FAA's Management Training School Grooms Supervisors for Leadership

By Howard Coan

The Federal Aviation Administration has trained more than 17,000 supervisors and managers in the past four years at its own facility set on a college campus in rural Oklahoma.

Classes began at the FAA Management Training School (MTS) on the Cameron College campus in Lawton, Okla., about 90 miles south of Oklahoma City, in May 1971. Since then more than 9,400 people have completed the supervisory course, more than 1,800 have finished the managerial training course, and over 5,400 have received refresher training for supervisors or managers.

Courses run every week in the year except during the nine weeks in which there are federal holidays. Almost every FAA supervisor and manager has received the initial three-week supervisory or managerial course at MTS, eliminating the training gap for these individuals that existed when MTS started.

Program Changes

In the future the Lawton facility will concentrate mostly on training new supervisors and managers, one-week refresher training for supervisors and managers every three years, and speciality courses, usually of one- or two-weeks duration, designed to meet individual job needs. The managerial course has been shortened from three to two weeks because material already presented in the supervisory course no longer has to be repeated.

In a typical week MTS conducts eight separate supervisory, managerial and specialty courses with about 20-24 persons in each course. There are 45 supervisory courses during the year.

The two basic courses provide the theory, training and techniques of supervision and middle management. Emphasis is placed on the basic skills and knowledge these individuals must acquire to do their jobs more effectively in FAA. Teaching devices such as role playing, discussions and small group workshop sessions are used to help the students solve realistic job problems.

Cameron College was chosen as the training site because its relative isolation enables FAA "students" to concentrate almost completely on their studies. FAA provides MTS pupils with living quarters, meals and a $2.50 daily expense allowance for the study period.

MTS facilities include staff offices, classrooms, dormitory, cafeteria, TV studio, video tape recorder system, closed circuit TV connections in all classrooms and even a coin-operated laundry.

Recently, Deputy Administrator James Dow made a live broadcast from the TV studio to all the classes by means of the closed circuit TV.

FAA also conducts a two-week Executive School three times a year at the Howard Johnson Motor Lodge across the street from the University of Virginia campus in Charlottesville. These sessions have 24 persons who are assistant division and assistant facility chiefs, usually GS–15 or higher, and have completed the MTS managerial course.

The Executive School concentrates on the two themes of agency management effectiveness, which can include class discussions and suggestions for improving FAA operations, and personal managerial effectiveness with an emphasis placed on adding to communication and leadership skills.

Nominations to the school are submitted by the various FAA services and offices. The next two sessions will be March 1–12 and May 10–21.

More than 1,400 employees have graduated from the Executive School since it started 16 years ago.

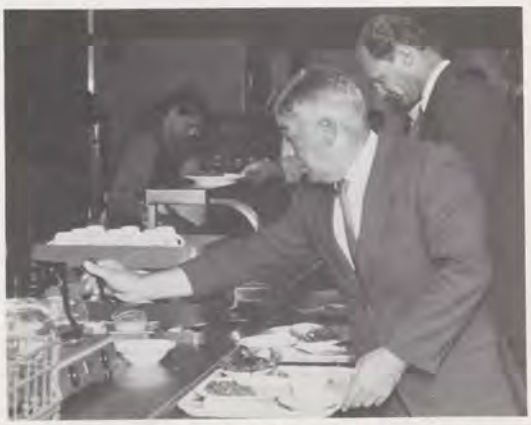
Four times a year the Department of Transportation conducts a week-long managerial training session for 30 employees, GS 13–15. The program discussion includes DOT's mission, organizational philosophy and the role of the manager.

Seminar participants are new managers, managers reassigned from one job to another and non-managerial professionals in the GS 13–15 category who have shown a high potential for managerial responsibility.

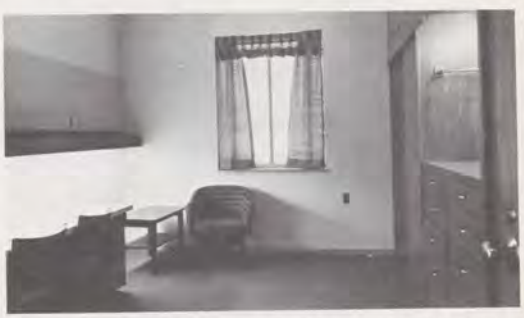
Nominations come from the training offices of the various operating administrations and OST. Upcoming sessions are scheduled for February 8–13 and June 6–11.

Other employees at the GS 11–15 level who want to develop managerial skills should discuss training opportunities with their personnel offices. Individuals also should check the Civil Service Commission's interagency booklet on available training courses for the coming months and the list of daytime and evening courses given by the Department of Agriculture.

Les Hearn, who is in the Training and Career Development division of OST's Office of Personnel and Training, advises mid-level personnel to "go to your own operating administration's personnel office and talk with the training people about developing a training plan for you."



Meals are provided FAA students in a modern, attractively decorated dining hall where cafeteria service insures no waiting and a broad selection of food. Ample seating and a "no hurry" policy provides a welcome break from the books.



Each student at the FAA management training school is quartered in a private room where study and rest can proceed uninterrupted. Rooms have different color schemes. In addition to meals and room, MTS students also receive $2.50 a day for expenses.

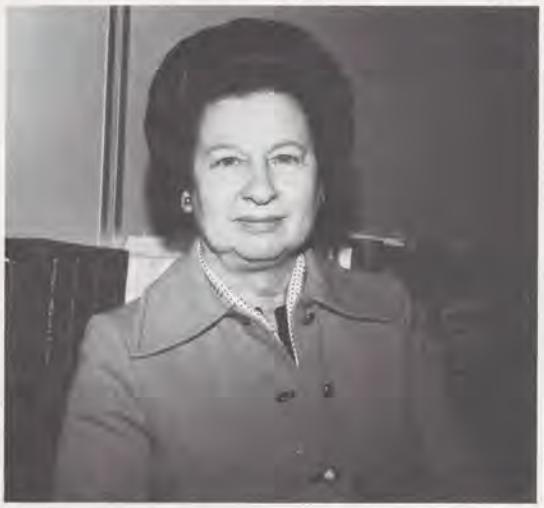
Bright and spacious, with ample work room for each student, the classrooms are equipped with the latest teaching aids. Closed circuit TV enables instruction to be carried on in several rooms from a central location. An "instant replay" TV system allows immediate review of lesson material.

Information Unlimited

DOT Librarian Directs a World of Knowledge

Mrs. Mildred Helvestine, who started 47 years ago as a librarian for the Bureau of Public Roads in the Agriculture Department, will retire as director of the DOT library on Dec. 31. Born in Chippewa Falls, Wisc., she received a degree in history and library science from Northland College in Ashland, Wisc., and a master's degree from George Washington University. Her husband, a patent attorney, worked 51 years for the Office of Naval Research and other federal agencies until his retirement last year.

(Mrs. Helvestine was interviewed by DOT News Staff Writer Howard Coan.)



Mrs. Helvestine, what was the library system like when you first started in the Bureau of Public Roads?

The system then wasn't too different from the federal library system now. We set up reference files and bibliographical lists. In fact, the library started an index to periodical literature on transportation in 1921, which is still being compiled. However, methods of improving service have been developed with easier access to information and publications by use of automated shared cataloging.

How many transportation periodicals did the library receive in 1928?

We received about 150 periodicals. Now we have about 2,500 subscriptions. At that time, you must remember, the library was mainly concerned with highways. Now we have every mode of transportation. When I began at the Bureau of Public Roads, the library had already been operating since 1902.

How large is the present DOT library?

We have the main location in the Nassif Building, where we do all the technical processing, and there is a branch in FOB–10A, serving FAA. We have 361,000 volumes including 125,000 in the FOB–10A branch. We also have 175,000 microfiche and 5,000 microfilm reels. We have microfiche copies of all reports relevant to transportation acquired on a subscription basis from the National Technical Information System, Springfield, Va.

We have 26 professional and 25 non-professional employees. The professionals include 25 librarians and one technical information specialist who works in legal reference. We have law libraries in the Nassif Building and at FOB–10A.

What do these two library divisions emphasize?

The main library takes care of all the DOT administrations except FAA. At FOB–10A they take care of information required by FAA and the National Transportation Safety Board including legal materials.

Who can use the library other than DOT employees?

The public can use most of the library's materials but can't take them out of the library. However, the law library materials are mainly for the use of General Counsel employees within the department. We don't encourage their use by law students or lawyers from outside DOT.

How does the DOT library compare with the libraries of other federal departments?

We are a new library since we were formed only six years ago by the consolidation of the libraries of the Bureau of Public Roads, Coast Guard and FAA. We rank fourth in number of volumes behind the Smithsonian, Interior and Labor. (The Smithsonian has about 800,000 volumes, Interior's Natural Resources Library about 775,000 and Labor 500,000). Agriculture's library and the National Library of Medicine are larger but they are national libraries.

What is TRISNET?

It is the Transportation Research Information System and is linked to the data base in Columbus, Ohio. We have remote control terminals in both the main library and FOB–10A branch. We can search eleven components of the TRISNET system, containing 47,000 items, for data on railroads, highways, air, and general transportation. When you use the system, you get an information display and a printout.

What kind of information is requested?

Patrons are looking for information like motor vehicle fuel consumption and reports on urban transportation, traffic systems and traffic noise. We also can get information from the Transportation Systems Center in Cambridge, Mass. They are putting references to materials from foreign countries into the International TRISNET file.

What about the use of microfilm?

We have several newspapers on microfilm going back for five or six years, including the Washington Post, Washington Star, New York Times, Chicago Tribune and Wall Street Journal. We keep the actual newspapers only for three months.

Fortune magazine is on microfilm back to 1930. Railroad Magazine and some other transportation periodicals also are on microfilm.

Are there other parts of the library DOT employees should know about?

One of our best collections is state highway maps that go back to 1920. You wouldn't find a collection like this anywhere else in the country. We also keep bound volumes of periodicals on the shelves. Engineering News Record dates back to 1901.

All employees may not know we publish four current literature lists. One is general publications on transportation. Another is a biweekly listing of writings in urban transportation research and planning. A third is a monthly listing of selected library acquisitions. In addition, a compilation of current aviation literature is published every three months for FAA.

Some employees may not know that they can request purchase of books they think the library should have. Many employees do make requests. For example, the Coast Guard recently wanted a book on the various kinds of fish in the Atlantic.

How many books do you buy a year?

We purchased 4,600 books last year, but actually added 20,700 volumes. We received many unsolicited gifts. Many patrons do research and then send us a report. When people send us a complimentary copy, they know it will appear on one of our lists so it's a bit of free advertising for them. We actually received 51,000 items during the last fiscal year, including microfiche and microfilm reels. We get microfiche primarily for use when the printed copies are out.

Where does the DOT library do its borrowing?

When an employee requests something we do not have, we do most of our borrowing from the Library of Congress, D.C. Public Library, Smithsonian Institution and the Brookings Institution. Being a federal library we also have access to materials in other government agencies.

What materials do employees want that you don't have?

They want various things, For example, the Coast Guard might want information on oceanography, ice breakers, or oil pollution. Once we had to ask the Library of Congress for information on churches and they wanted a justification for answering that request. We told them FHWA was doing a study of where highways were needed or should be improved, and they had to know the location of the churches in that area. The Secretary often wants information we have to borrow from other libraries.

Fatalities—*from page one*

4,364 fatalities reported in October 1974, and 1,192 fewer than recorded in October 1973.

The totals are based on preliminary figures reported to the department's National Highway Traffic Safety Administration (NHTSA) by the 50 states and the District of Columbia.

The NHTSA uses 1973 as a base year for statistical comparison, rather than 1974, when the energy shortage brought about changed driving habits and a dramatic reduction in traffic deaths.

Secretary William T. Coleman, Jr. said he was encouraged by the October report. "These figures appear to indicate that many motorists are cooperating with the lower speed limits, recognizing that there is a big payoff in safety as well as in fuel conservation. We also believe they indicate more rigid enforcement of the 55 mph speed limit, and an improvement in driver habits, such as use of available safety belts and precautions against alcohol abuse."

NHTSA's HOT LINE, which opened Oct. 15, has already made a national impression, with 35 to 45 calls a day from car owners with automotive safety defects to report. Manning the phones from 8 am to 5 pm are, from right: Joseph Gorham, Deborah Tate, Angel Riveria, and Jo Coddington. Standing is supervisor Drena Campbell. The HOT LINE, developed by Gil Watson, chief of NHTSA's consumer services office, provides a swift line of communication between car owners and NHTSA. The HOT LINE office is located in FOB–10A, room 834D. The national, toll-free number is 800–424–0123. Local number: 426–0123.