DOT News

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Plan Ahead

Departmental Savings Bond Campaign Starts

At the 10-day mark, the Department's 1976 Savings Bond campaign is picking up speed and promises to top last year's rate of participation, department coordinator Bradford Stanerson said.

This year's drive was set in motion March 31 by Transportation Secretary William T. Coleman, Jr., who met with agency program coordinators and canvassers in a special session at DOT headquarters.

With him was Francine I. Neff, Treasurer of the United States.

Last year the Department placed second among all government agencies, with a participation rate of 81 per cent. The feat resulted in Vice President Rockefeller presenting the Department with the Treasury Department's Liberty Bell

(See BONDS, p. 2)

Coleman Opens Highway History Art Exhibit

Secretary of Transportation William T. Coleman, Jr., has formally opened "Highways of History," a DOT Bicentennial exhibit of 109 oil paintings, in the lobby of the Old Pension Building, Fifth and G Streets, NW.

The exhibit depicts the development of highway transportation in the United States over the course of four centuries. It was prepared by the Federal Highway Administration.

The paintings were done by Carl Rakeman, an artist of the then Bureau of Public Roads (now FHWA) between 1939 and 1945. Since that time they have been stored at various locations, but during the past two years they were collected, restored and newly framed.

The series opens with a painting showing the introduction of horses into the New World in Florida in 1530, and continues through the era of Indian trails, colonial roads, the coming of the steamboat and railroad, to the present time.

Each picture carries an explanatory text panel.

The exhibit is open to the public Monday through Friday, from 10 a.m. to 5 p.m. It will continue through September 30. There is no admission charge.

Charles F. Bingman (center) with Secretary of Transportation William T. Coleman, Jr., following Bingman's swearing in as deputy administrator of the Urban Mass Transportation Administration. Others are, from left: Mr. Bingman's brother, Clyde (he's director of financial management at Dulles International Airport), his sister, Janet, and Robert E. Patricelli, Urban Mass Transportation Administrator.

Bingman is New UMTA Deputy Administrator

Charles F. Bingman has been named deputy administrator of the Urban Mass Transportation Administration (UMTA).

Mr. Bingman, who has more than 20 years of experience in the Federal government in organizational, policy and program management positions, comes to UMTA from the U.S. Office of Management and Budget (OMB).

While in OMB he played a key role in the creation of a number of new Federal agencies, including the Federal Energy Administration, the Energy Research and Development Administration, and the Consumer Product Safety Commission.

Prior to his OMB service, Mr. Bingman held several management positions with the National Aeronautics and Space Administration. He was special assistant to the associate administrator for organization and management; deputy director of the organization and management planning division; and director of manned space flight management programs.

Mr. Bingman has a business administration degree from the University of Wisconsin, and an M.B.A. from the Univeristy of Wisconsin where he was graduated magna cum laude. He was a member of the first class of the Federal Executive Institute in Charlottesville, Va.

"Third Century America:" DOT Will Be There

When the U.S. Bicentennial Exposition of Science and Technology opens May 30 at the Kennedy Space Center, Fla., the Department of Transportation will be there.

All seven of DOT's operating administrations will have a specialized exhibit area within the 9,000-square foot Departmental dome.

On display will be a variety of vehicles and equipment that use the latest technology to improve the safety and efficiency of transportation and minimize harmful effects on the environment.

In addition to DOT, 15 Federal agencies and approximately a dozen industrial exhibitors are combining forces to give visitors a glimpse at "Third Century America," the official theme of the exhibit.

The Federal Highway Administration will have a 26-foot van containing noise monitoring equipment used by engineers to help design highways to minimize noise.

There will also be an impact attenuator—crash barrier—which soaks up the forces in an automobile wreck and cushions motorists from the full effect of the impact.

The National Highway Traffic Safety Administration display will include an ambulance with the latest emergency service equipment and a van that registers vehicle speed on the highway and photographs cars, drivers and license plates.

Visitors will get a look at an alcohol interlock, a computerized device which tests a drinking driver's reaction time and prevents the car from starting if the driver flunks the test.

Also on view will be portable breath analyzers that measure alcohol content of a driver's blood. A one-minute film will show airbag testing in autos.

The U.S. Coast Guard will have a buoy for nighttime ship guidance that recharges its batteries by solar energy.

There will be a 21-foot pleasure boat cut in half lengthwise to demonstrate a variety of safety devices recommended by the Coast Guard.

People concerned with the environment will see an oil "fingerprinting" kit, a device about the size of an attache case, that uses ultraviolet light to display patterns given out by different types of oil, permitting the possible identification of polluters.

The Coast Guard exhibit will also have a two-minute videotape of an airborne oil surveillance system to detect oil spills and a one-minute film of the vessel traffic control system to guide ships in harbors.

The Federal Aviation Administration exhibit will contain the

(See EXPO, p. 2)

Little Guys

Secretary Asks Air Commuter Line Subsidies

Continued air service to small communities would be assured under a new subsidy program sent to Congress by Secretary of Transportation William T. Coleman, Jr.

The program is an amendment of the Aviation Act of 1975, now awaiting Congressional action.

"For more than a decade, regulated airline service to small communities has continued to decline," Secretary Coleman said. "We've spent more than a billion dollars in federal subsidies since 1960 to ensure services to these communities. But these efforts have failed, and regulated airlines have dropped nearly a third of the points they once served."

In most cases, the points abandoned by the large airlines had received service from commuter airlines. At 200 airports, the Secretary said, commuter airlines provide the only available service.

Commuter airlines, virtually unknown until 15 years ago, today account for about 6.7 million passengers annually while providing service to 400 airports without subsidy at passenger fares "generally lower than those of regulated airlines," Secretary Coleman said.

The legislation, he said, should increase materially the quality of air service in the United States.

(See AIR, p. 2)

Sprechen Sie Deutsch?
Parlez Francais?
Habla Usted Espanol?
Lei Parlo Italiano?

If you have a way with words—words in a foreign language, that is—the OST International Secretariat would like to borrow a bit of your expertise.

The office has a number of French and Spanish speaking persons on call and is looking for people who can read and translate letters written in other languages.

The job is purely voluntary and experience shows that most of the letters can be translated in 10 minutes of or less.

If you are interested, please contact Jean Herz, x64375.

Secretary of Transportation William T. Coleman, Jr., opens the 1976 U.S. Savings Bond campaign in DOT by filling out a payroll deduction form presented by departmental program coordinator Bradford Stanerson. In 1975 DOT had 81 per cent participation, placing it second from the top (Treasury was first) among government agencies. The drive will continue through April.

Bonds—*from page one*

Award for excellent employee participation.

In a memorandum to all employees Secretary Coleman said bonds offer benefits to purchasers that are unmatched by other securities. "A full guaranteed 6 per cent return on investment when held to maturity and thereafter is only the beginning," the Secretary said.

The 81 per cent participation means that 79,158 DOT employees bought bonds amounting to a total of $39 million.

"It is not true that most people buy bonds to satisfy their supervisors and the canvassers, and then cash them in at the first opportunity," Mr. Stanerson said. He said the great majority continue their bond allotments in force.

Bond purchasing for Federal employees is a simple matter, Mr. Stanerson said. All that is required is a few minutes spent filling out a payroll deduction form. The rest is automatic.

The leader in the 1975 bond drive was the military side of the U.S. Coast Guard which scored a participation rate of 83 per cent. Next came the Transportation Systems Center with 74 per cent, followed by the Federal Aviation Administration with 72 per cent.

The others were: Coast Guard civilians, 71 per cent; National Highway Traffic Safety Administration, 68 per cent; Federal Highway Administration, 68 per cent; St. Lawrence Seaway Development Corporation, 68 per cent.

Also: Office of the Secretary, 57 per cent; Federal Railroad Administration, 45 per cent; and Urban Mass Transportation Administration, 43 per cent.

Air—*from page one*

"It will liberalize the present exemption from economic regulation which allows the commuter to thrive so successfully and also ensure that the Civil Aeronautics Board does not impose restrictive economic regulation on commuter airlines in the future," Secretary Coleman said. As air service throughout the country improves, he added, the "feeder" traffic generated by small communities should increase.

Newly elected officers of the Buzzard Point Speaker's Club are, from left: J. C. Bernhartsen, educational vice president; LTJG W. J. Gamble, secretary; CAPT R. C. Hill, president; Mrs. A. J. Mims, treasurer; W. E. Henshaw, sergeant-at-arms; and CDR J. J. Janda, administrative vice president. The club meets each Tuesday at noon in room 5103, Trans Point Building. For details call Mr. Janda, 61531.

Anderson Named FHWA Safety Chief

Howard L. Anderson, who started his Federal career 27 years ago as an engineer trainee in the Bureau of Public Roads, has been named associate administrator for safety in the Federal Highway Administration.

In announcing the appointment, FHWA Administrator Norbert T. Tiemann said this was a first step toward establishing a single focal point within the administration for increasing safety on all public roads and streets.

Mr. Anderson will be responsible for management of all highway safety programs regardless of the source of funding, accident data collection and analysis, and motor carrier safety activities. He will also determine short- and long-range highway safety improvement needs and the development of programs to meet these needs.

Creation of the new post is the result of a two-year review of FHWA's management of its highway safety programs.

Mr. Anderson received a B. S. in civil engineering in 1949 from the University of California, Berkeley, and is a 1971 graduate of the Industrial College of the Armed Forces.

Expo—*from page one*

functioning equipment of an air traffic control center. A talking mannequin in a barnstormer's outfit will explain the development of aviation.

Another part of the FAA display will be videotape and color photos of future aeronautical technology, including collision avoidance and wake vortex detection systems.

The Urban Mass Transportation Administration will display an eight-passenger, rubber-tired personal rapid transit vehicle, run by computer. This is a prototype of the vehicles now in use in Morgantown, W. Va.

Videotapes will show computer programs that in graphic form simulate the layout of an urban transit system and the interrelationships between transportation and population shifts.

The Federal Railroad Administration exhibit will feature a newly-developed hotbox detector, a model of a linear induction motor research vehicle being tested by DOT, and a model of a tracked air-cushioned vehicle developed for the Department.

A film on train crash testing will be shown.

The St. Lawrence Seaway Development Corporation exhibit will have photos of locks and ice control devices, and a videotape of a computer program that simulates seaway traffic control.

Henry L. Newman, director of the Federal Aviation Administration's Southwest Region, congratulates Oklahoma City air traffic controller Eugene Traynor, the first civilian controller to be awarded the Air Force Communications Service "Aircraft Save Award." Traynor was honored for simultaneously guiding five Air Force fighters, all with emergencies, to successful landings at Tinker Air Force Base last November. Representing the Air Force was Maj. Gen. J. G. Randolph, Commander of the Air Logistics Command.

By the Numbers

Cool Controller Saves AF Pilots

Eugene Traynor, a Federal Aviation Administration controller at the Will Rogers Tower/Tinker RAPCON (Radar Approach Control) facility, is the first civilian air traffic con- Force Communications Service troller to be awarded the Air "Aircraft Save Award."

Heretofore, the honor had been reserved for military controllers displaying superior performance in emergencies.

Traynor was working in the RAPCON, located on the Tinker Air Force Base reservation, Nov. 11, 1975, when, in rapid succession five aircraft of a flight of six F-105 *Thunderchief* jet fighters inbound to Tinker declared emergencies.

Two of the planes had electronics problems, and five of the six were dangerously low on fuel. To further complicate matters, the precision approach radar (which gives controllers aircraft descent information, as well as directional guidance to the runway) failed because of a thunderstorm in the area.

Traynor took each emergency in priority order and vectored all six planes to successful landings using surveillance radar, which lacks the aircraft descent information and accuracy of the precision radar equipment.

Normally, the precision radar is used for such approaches and aircraft are handled one at a time while on the final approach course.

However, because of the critically short fuel supplies, Traynor handled all five simultaneously, trailing one behind the other via radio instructions and radar monitoring.

The entire sequence took place during poor weather and limited visibility which kept the pilots from seeing each other or the runway until just before landing.

Traynor received the certificate denoting the honor, a wallet-sized duplicate of the certificate and a lapel "save" pin in the shape of an Air Force fighter plane.

The award was made by FAA Southwest Region Director Henry L. Newman on behalf of Brig. Gen. Rupert H. Burris, Commander of the Air Force Communications Service.

Traynor also received a letter of congratulation from FAA Administrator Dr. John L. McLucas.

General Burris cited Traynor's "outstanding service to the U.S. Air Force," and commented that "his professional ability and cool head averted a multiple USAF aircraft disaster."

(Air Force authorities said the *Thunderchief*, which is no longer in production, is valued at $7 million each.)

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25,000 Visit Clinics Yearly

Here's to Your Health

A secret scale where the timid can sneak a peek in privacy. A computer located in Chicago that instantly analyzes the condition of your heart while you lie on a table in DOT headquarters in Washington.

Space-age chemical testing of your body's vital components. Desensitization of your allergies.

All of these medical services, and more, are available to DOT employees, and civilian and military personnel of the U.S. Coast Guard to help them maintain their health.

Two health units, one at the department headquarters building in rooms 6227 and 6301, the other at the Trans Point building in room 3403, offer services under a three-decade-old law which provides "for promoting and maintaining the physical and mental fitness of employees of the Federal government."

The departmental health units are fully staffed from 7:30 a.m. to 4 p.m., with a registered nurse remaining on duty for emergencies until 5:30 p.m.

In the military health unit, part of the headquarters clinic, doctors and nurses are Coast Guard military personnel, with one exception, a nurse from the Department of Health, Education and Welfare.

Preventive Medicine

In the civilian health clinic, the doctors and nurses are civilian employees of the U.S. Coast Guard. Rear Admiral William A. Cherry, Chief of Medical Services, Capt. Bohdan G. Giel, Chief of Professional Services, and Capt. Frederick A. Jordan, Military Health Unit Physician, are U.S. Public Health Service doctors assigned to the Coast Guard. There is one civilian physician, Dr. Harry S. Weitzman.

At the DOT health units, as in other government clinics, special attention is paid to preventive medicine. This is the identification of a condition before it becomes a health problem.

This means that you can get flu shots, have diabetes tests performed, or eye examinations to detect glaucoma.

The glaucoma test procedure followed by the DOT clinic is a spin-off of space-age research. It is quick, painless, and accurate. Gone are the stinging eye drops that left you with fuzzy vision for about an hour or so after the test.

Here the health unit uses a glaucoma testing machine called a tonometer that doesn't cause pain or discomfort. From the tonometer a high-velocity micro-jet puff of air strikes the patient's eyeball for a fraction of a second, indenting it. The time the eye takes to rebound to its original shape is calculated electronically to give a super-accurate evaluation of the condition of the eye.

The puff of cold air feels so much like a cool drop of water that people instinctively dab at their eye.

Another space-age device in the health units is an electrocardiogram machine hooked up to a remote computer in Chicago by telephone data transmission circuits. If the heart under test shows a defect the medical unit staff knows it instantly.

The defect shows up because damaged heart tissue has greater electrical resistance than normal tissue. Since the tiny current can't pass as easily through this area as it can through the healthy surrounding tissue, this fact is displayed on a strip of graph paper.

The medical center computer in Chicago, electronically comparing normal data for a person of the same age, physical characteristics and height, and measuring the electrical signals sent by the EKG hookup at DOT headquarters, helps the doctor to determine what the patient's heart condition is.

This EKG telephone-line hookup does not take the place of a doctor and his staff, but it does provide top-quality medical information on individual heart action which helps free the doctor as much as possible so that he may care for other patients.

What is the recommended procedure in an emergency when an employee's life may be on the line?

The employee's supervisor, or co-workers, while making that urgent call for help, can do much to aid the stricken individual. The clinic staff needs as much information as possible about the case.

Tell All

Is the victim in shock? Having trouble breathing? Is there a pulse? What does the victim look like? Is there a lot of pain, and where is it? Is the person conscious? Can the person speak? How old is the victim? Do you know if the person has ever had the same experience before? Any signs of bleeding?

Equally important is telling the clinic staff the location of the emergency and the number of the closest phone.

There's an "emergency bag" ready to go instantly, and a wheelchair and stretcher.

As soon as a call comes in to the health unit reporting an emergency the action starts.

Based on the patient's condition and vital signs, the nurse or doctor taking the call decides whether to bring the victim to the clinic or to the hospital. If to the hospital, the D.C. fire department rescue squad is called.

HM1 Sherney Alexander adjusts the x-ray machine in the DOT clinic. The clinic's radiological lab is equipped to perform examination of the chest, extremeties, general areas of the body and skull. A chest x-ray is part of every annual physical examination. The clinic keeps a file on all x-rays made there.

This man is having an electrocardiogram examination in the clinic, but the data is being transmitted instantaneously to a computer in Chicago where it will be interpreted and flashed back to Washington. Florence L. McCarthy, RN, uses a space-age tonometer to test the eyes of HM3 John Schiller for glaucoma.

There was the day when a man's life was saved by alert medical personnel. He was being given a routine injection of an anti-allergy drug and began to slip down onto the floor, unconscious and in a state of shock. Instantly, the nurse attending him called a doctor, who administered a shot of adrenalin. The patient lived.

"So far," says head nurse Marie Walsh, "we haven't had any babies born in the building. But we almost have. We've rushed expectant women to the hospital just in time, beating the stork by seconds in some cases."

Civilian employees over age 40 are eligible to receive complete physical examinations free of charge. Those in grade GS–14 and above, can receive the exam at any age.

Influenza protection programs are geared to provide maximum benefits to DOT personnel and are administered every autumn. Special "screening" test programs are also offered, including glaucoma and diabetes tests. If treatment is indicated, civilian employees are referred to their own physician.

Civilian health clinics, by law, are not permitted to make a diagnosis nor can they prescribe treatment.

"But," says Chief Warrant Officer George Beal, administrative officer for both civilian health units and the military facility, "we do all we can within the law to care for DOT civilians. This includes administering shots of vitamins and allergy-control medication requested in writing by the employee's doctor."

About that "secret scale". It's for people who might suffer from timidity or embarrassment. Or for medical reasons requiring weight data without clothing, or to maintain a truly accurate log of weight loss in dieting.

Just ask a nurse in room 6227 at the civilian health unit. The only person other than yourself to know your weight will be the nurse, and she won't tell.

Mrs. Donna Boswell searches the files for a patient's record. The clinic sees about 25,000 patients a year and a file is kept on each. CWO George E. Beal, military and civilian clinic administrator, gets medical information from Chicago via automatic telephone data circuit.

Flying is their Business

Aeronautical Center Has Varied Roles

Thomas J. Creswell was appointed Director of the FAA Aeronautical Center, Oklahoma City, Okla., in September, 1973. Prior to that he was Director of the FAA's Alaskan Region. Mr. Creswell went to the Alaskan Region from FAA headquarters in Washington where he had been Director of the Office of Training. He has a degree in general engineering. He began his Federal service in 1948 in the Navy.

Mr. Creswell, what and where is the FAA Aeronautical Center?

The Center is a research and support organization of the Federal Aviation Administration. It is located in Oklahoma City, just west of Will Rogers International Airport. The buildings at the Center, valued at approximately $50 million, are leased from the Oklahoma City Airport Trust.

The Management Training School, at Cameron University, Lawton, Okla., is also part of the Center.

What are some of the research and support functions performed?

The Center is responsible for centralized training of FAA employees and managers, maintenance and modification of the agency's aircraft, centralized logistics and supply services for the agency's airway facilities and its aircraft, engineering support for the airway facilities, and for a large part of administrative computer services.

For civil aviation, it conducts aeromedical research, maintains medical and certification records on airmen, and handles the U.S. Civil Registry on aircraft. Also, the Center furnishes housing and administrative support for FAA's Flight Inspection National Field Office (FINFO), DOT's Transportation Safety Institute, and the Coast Guard Institute.

The Center also provides aircraft maintenance, material, and training services for the Air Force, Navy, Army, Atomic Energy Commission, Forestry Service, General Services Administration, and the Weather Service.

How large is the Center?

Including the tenant organizations, total permanent employment is about 4,000. If we include employees in resident training, which average about 1,350 at any one time, there will be about 5,350 employees.

What about the logistics responsibility of the Center?

Our FAA Depot is responsible for supply and technical support for establishment, operation, and maintenance of more than 15,000 field facilities and offices, foreign and domestic.

In addition, 82,000 types of items are shipped directly from commercial sources, General Services Administration, and the Defense Supply agency. Support is also given to agency aircraft and to local Center activities.

Is all this housed in one area?

Yes. A 15-acre building houses the major portion of the material distribution, quality control, and cataloging activities in addition to a complete electronic, electrical, and mechanical shop.

Depot shops and laboratories handle anything from steel fabrication to complex microcircuitry.

How big is this Depot operation?

The Depot controls about 180,000 line items and has an inventory of $135.5 million. The Center spends about $45 million a year in purchases.

What type of research is underway at the Center?

Our research concerns the human factor causes of aircraft accidents, accident prevention, and making accidents more survivable. This is done by CAMI —the Civil Aeromedical Institute.

How about the present pattern of such research?

Cabin and cockpit safety is a major concern. Researchers have been testing passenger face masks, amount of toxicity in certain flammable substances, impact tolerance and protection, ditching equipment and how practical it is, hypoxia, and the effects of drugs and alcohol on airmen.

Some of the research investigates air traffic on-the-job stress and controller selection.

Isn't airmen medical certification part of the FAA program?

Yes. This involves reviewing almost a half-million airman physical examination reports yearly on some 800,000 active airmen.

Are all airmen and aircraft records maintained and housed at the Center?

Yes, but it is more than just records. Examinations are written for about 34 categories of airman ratings, from ground instructor to flight navigator and pilot.

Others are written for certification of mechanics, parachute riggers, and so on. Such exams are given in the regions but graded here.

You also keep aircraft records?

All U.S. registered civil aircraft have records at the Center. That means records for more than 200,000 aircraft.

You mentioned aircraft used by the agency?

We maintain about 90 such aircraft. The Aircraft Services Base works on DC-3s, large jets such as the DC-9, Boeing 727, Convair 880, Sabreliners, Jet Commanders, Learjets, and so on.

What about resident training?

Our technical training is conducted by the FAA Academy, which each year trains about 18,000 resident students. We have electronic training for our technicians and engineers, training for field inspectors who assure airworthiness of aircraft and competence of airmen, and training for pilots who operate flight inspection aircraft.

Also, we conduct flight training for FAA inspectors on aircraft from light single and twin engine prop planes, to light jets and heavy transports.

Beyond all this, the FAA Academy offers a variety of correspondence courses.

What about air traffic control training?

There are two types of air traffic control training offered—terminal (or tower) and en-route center which handles traffic between takeoff and landing.

And you offer resident training in electronic equipment?

This is one of our biggest training efforts. This is for the people who install and maintain navigation, traffic control, and communications facilities.

You mentioned inspectors who fly with airplanes?

All FAA inspectors are required to receive initial and recurrent flight training in certain aircraft. Recurrent training is given every six months for jet inspectors. Training is also given to flight inspectors and maintenance inspectors.

Isn't it true that the Center has trained thousands of foreign students in the last decade?

International students have been studying at the Center since the late 1940's. More than 5,000 persons from more than 115 countries have studied at or visited the Center.

Who is the Drunk Driver? NHTSA Sketches a Portrait

Who is the person most apt to cause a fatal highway accident involving excessive drinking?

Most likely it will be a 25-to 35-year-old male who is a heavy or problem drinker who prefers beer to other alcoholic beverages.

He probably has a high school education and drives an older car. Single, separated, or divorced, he displays overly aggressive drinking habits, and poses the greatest threat to highway safety during the early morning hours on weekends.

This is the portrait sketched by National Highway Traffic Safety Administration investigators who studied alcohol related accidents in Boston, Baltimore, Albuquerque, and Oklahoma City.

The NHTSA initiated a series of Alcohol Safety Action Program Projects (ASAPs) in the four cities more than three years ago.

These accident studies were designed to give a more accurate picture of the alcohol/accident problem; a gauge of the effectiveness of the ASAP programs; and a clearer identification of the problem drinker most likely to be involved in an alcohol-related crash.

The Boston study indicated that 39 per cent of the fatal accidents examined involved alcohol directly, a combination of alcohol and other drugs, and other drugs alone.

In this total, investigators found that 26 per cent of the accidents involved alcohol alone, nine per cent alcohol plus marijuana, and four per cent alcohol with marijuana, barbiturates and other drugs.

Drinking was cited as the primary cause of 42 per cent of the fatal accidents analyzed in the Baltimore study, with excessive speed accounting for an additional 15 per cent.

Sixty-three per cent of the fatally injured drivers, who were judged most responsible for the accidents, had positive blood alcohol concentrations ranging from a low of .07 per cent to a high of .41 per cent.

The average reading of .20 per cent, NHTSA said, was twice the legal limit recognized for a driving while intoxicated charge.

In Albuquerque, NHTSA accident teams first studied 3,800 police reports of alcohol-involved accidents. They found 60 per cent of these accidents occurred on weekends, and 67 per cent at night.

Special investigation of 220 of these accidents revealed that 90 per cent of the alcohol-involved drivers were responsible for the accident.

Twenty-three per cent had invalid driver's licenses, 63 per cent were considered problem drinkers, and almost one in four admitted using drugs while drinking and driving.

Effectiveness of the ASAP program in Oklahoma City was noted by the investigators who compared alcohol involved fatal accidents there with Tulsa which does not have such a program.

Although the volume of such accidents in both cities were not significantly different, 75 per cent of the "most responsible" drivers with alcohol involvement in Tulsa were problem drinkers, compared to only 44 per cent in Oklahoma City, the investigators said.