

# DOT News

October 13, 1978

Published for the Employees of the U.S. Department of Transportation by the Office of the Secretary

Volume 2 Number 14

## For DOT's Night People, the Sun Never Sets



While others sleep, 287 headquarters personnel work "after hours" at DOT, performing a variety of essential services. Here a security guard patrols a lonely hallway.

Monday through Friday, DOT "opens for business" at 7:30 a.m. when the Coast Guard reports for duty, and remains open until 5:30 p.m. when the last offices close.

Except for a few key officials and others who occasionally work overtime, the Department has closed for the day. And it is never open on Saturday or Sunday. Right? Wrong!

In all three DOT buildings—the Nassif, FOB-10A and Trans Point—essential services are being maintained 24 hours a day, seven days a week.

In an unobtrusive suite of offices on the seventh floor of the Nassif building, behind a door marked "Flag Plot—Situation Room", the Coast Guard is on duty around-the-clock, 365 days a year. The most distant Coast Guard ship, station, plane or involvement is tied to headquarters by teletype, phone lines and radio satellites.

Flag Plot and the Situation Room, a part of the Coast Guard's office of operations headed by RADM Norman C. Venzke, are under the direct command of CAPT. George H. Garbe. Included in the same complex are the National Response Center and the headquarters telecommunications center.

Flag Plot and NRC share the same workspace but each has different responsibilities and communications consoles.

NRC is the central point for reporting and coordinating response to oil and hazardous material spills and major transportation accidents.

Flag Plot concerns itself with Coast Guard operational matters—disasters at

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Security guard Rebecca Dickie "hits a clock" during a pre-dawn round.

## Eagle II's Flight to Glory

*the scene was familiar  
but this time VanHorn knew  
things would be different*

For John VanHorn, chief of FAA's general aviation district office in Portland, Me., the scene was more than just a little bit familiar.

There he was, for the third time in the last three years, prodding and probing the deflated carcass of a man-carrying balloon, its gondola and related equipment, checking it all against FAA airworthiness standards.

This year it was the now famous Double Eagle II which was to soar into aviation history as the first balloon to successfully cross the Atlantic.

"I had a gut feeling this was going to be it—that they were going to make it," VanHorn said. "The equipment was in A-1 shape, and I already knew Ben Abruzzo and Max Anderson from last year, when I participated in inspecting their Eagle I."

VanHorn, who is no balloonist but does hold a commercial pilot certificate as well as single and multi-engine pilot licenses, first became involved in transatlantic balloon flights in 1976 when he briefed Ed Yost, skipper of the Silver Fox, on FAA balloon regulations and air traffic procedures.

In Yost's unsuccessful attempt, he covered 2,740 miles in 107 hours, setting a record that remains intact for time aloft in a balloon.

In September 1977, VanHorn headed the airworthiness inspection team for Eagle I. With Abruzzo and Anderson aboard, Eagle I flew 2,950 miles in 64 hours only to come to grief five miles off the coast of Iceland.



Photo: Kathy Swanson

Eagle II before launch.

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## New White House Fellow at DOT

DOT's White House Fellow for the next months is not one of the boys. Definitely not.

She is Teresa M. Schwartz, who is on a year's leave of absence from George Washington University where she is a law professor specializing in civil procedure, torts and product liability.

She is tall, trim, and feminine, with a quick smile and easy manner that masks but does not conceal a dynamic personality. Her gestures complement her

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Teresa M. Schwartz



Karl S. Bowers



John S. Hassell

## Bowers Sworn In as Administrator Of FHWA; Hassell is Named Deputy

In a joint ceremony at DOT headquarters on August 31 Secretary Adams swore in Karl S. Bowers as Federal Highway Administrator and John S. Hassell, Jr., as Deputy Administrator.

Bowers, 36, has served as acting administrator since May 1, and previously was deputy administrator, a post to which he was appointed in June, 1977.

Hassell, 35, succeeds Bowers. He had been FHWA associate administrator for planning since August 1977 when he came to the agency from the Georgia Department of Transportation. In the Georgia DOT he had been chief of the systems research branch and, later, chief of the policy and planning section.

"Karl Bowers has done a superb job here at the department. I know he will continue to work tirelessly and effectively for the nation's highway programs and transportation goals," Secretary Adams said at the ceremony.

Bowers served three years as the first Chairman Emeritus (1976) and State Highway Commissioner of the South Carolina State Highway and Public Transportation Commission before joining the U.S. Department of Transportation in 1977.

He is a graduate of Virginia Southern College, Roanoke, Va., and also attended the University of South Carolina and Armstrong College in Savannah.

Hassell is a graduate of the Georgia Institute of Technology, Atlanta, where he received bachelor's and master's degrees in civil engineering. His education was interrupted by two years service as an instructor in the Army Engineer School, Fort Belvoir, Va.

Hassell is a registered professional engineer and a captain in the army reserve.



Secretary Adams steps down from the lofty cab of an 18-wheeler parked alongside DOT headquarters recently. The truck, and a similar one, has been modified according to criteria developed under DOT's joint industry-government program for fuel economy.

## DOT's Truck Fuel Economy Program Saved 1.7 Billion Gallons of Fuel

It would take a fleet of 19 to 20 supertankers or about 80 standard sized tankers to carry the 1.7 billion gallons of fuel saved since 1973 under a voluntary program managed by DOT.

The Joint Government-Industry Voluntary Truck and Fuel Economy Improvement Program encourages private industry to discover ways to get more "go per gallon."

The program includes 200 of the nation's largest motor carriers, vehicle and engine manufacturers, industry suppliers, trade press, labor groups, DOT, the Department of Energy and the Environmental Protection Agency.

"A very gratifying aspect of this program is that it is entirely voluntary. There are no government regulations involved. The decisions are made where they should be made—in the free enterprise marketplace," Secretary Adams said at a recent press conference.

"The Motor Vehicle Manufacturers Association keeps us informed on truck

with a height of 122 feet and contained 160,000 cubic feet of helium. Last year's attempt was in a balloon 55 feet in diameter and 96 feet high with 101,000 cubic feet of helium.

The gondola used in the successful 2,700-mile crossing was the same one used in last year's attempt.

and truck component sales," said W. Harry Close, chief of NHTSA's office of heavy duty vehicle research which manages the fuel program for DOT.

Information on component sales, along with data from program members on fuel saved through use of these components in actual operations, enables Close to estimate fuel savings on a national scale.

The savings come in large part from the increased use of diesel engines, which are 35 per cent more efficient than gasoline engines, "demand" controls on engine cooling fans which permit them to be idle more than 90 per cent of the time, radial tires and improved streamlining.

The savings are estimated for new trucks purchased between 1973 and 1977. Additional substantial savings possible through retrofitting older trucks, improved dispatching, interchange and routing or driver techniques have not been estimated.

In addition, Secretary Adams said, sticking to the 55 mile-per-hour national speed limit by truckers saves another 400 million gallons a year.

"If we were to get 100 per cent compliance with the national speed limit in the trucking industry, we would save more than a billion gallons a year," the Secretary said.



With hand outstretched, Deputy Secretary of Transportation Alan Butchman welcomes (from left) Ben Abruzzo, Larry Newman and Max Anderson at JFK International Airport on their return to the U.S. after being the first to fly the Atlantic in a balloon. Butchman presented them with FAA's Extraordinary Service Medal, awarded for outstanding contributions to flight.

## VanHorn Gave Eagle II Sendoff

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In October of that year, VanHorn okayed the similarly named balloon Eagle for a transatlantic attempt. Crewmen Dewey Reinhard and Steve Stephenson ditched off the Newfoundland coast after only a few hours of flight.

Double Eagle II was launched from Presque Isle, Me., at 8:42 p.m. on Aug. 11 and landed in a wheat field near Paris at 7:50 p.m. on Aug. 17, making crewmen Abruzzo, Anderson and newcomer Larry Newman the first balloonists to conquer the Atlantic.

Other FAAers from the New England Region involved in the historic flight and its preparation were Jules Arel, chief of the Houlton, Me., flight service station, and Tom Killion, FAA's air traffic representative from Loring Air Force Base, Me.

Arel was involved in the flight plan of the balloon because it was to fly through FAA's air space jurisdiction enroute to the open sea.

Killion was concerned because the balloon departed virtually within the air traffic area of Loring AFB.

Describing the balloon, VanHorn said Double Eagle II was 65 feet in diameter

## When the Sun Goes Down Someone's Always on Duty at DOT

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sea, maritime law enforcement search and rescue, to name some duties.

"Twenty minutes after 10, on Saturday night, January 20, Flag Plot got a call from the Washington Red Cross asking for help in flying 60,000 pounds of food to Cincinnati," said LCDR Ross Bell, senior duty officer and deputy chief of the Flag Plot staff. "The Red Cross was taking care of about 15,000 people, refugees from the heavy snows that covered the area."

Flag Plot swung into action. Phone calls were made and within hours, Army trucks moved the food to nearby Andrews AFB where a Coast Guard C-130 Hercules from Norfolk, Va. flew it to Cincinnati.

During that same tour of duty, Flag Plot received notice from the Weather Bureau that an ice pack up to 15 miles long was flowing down the Potomac, threatening to cause a flood near the Kennedy Center.

Other Flag Plot log highlights showed that 26 survivors of motor vessel "Eva Marie" had taken shelter on an oil drilling platform; that one person was dead, two missing and 22 or 23 accounted for in a kayak outing accident in California; and that the Coast Guard Cutter "Couragous" had seized the fishing vessel "Happy Hour" with five tons of marijuana aboard. The unhappy crew of the "Happy Hour" later succeeded in scuttling their ship while it was in tow.

Between Flag Plot and the NRC, the Coast Guard Commandant is instantly informed of all major developments affecting the Coast Guard.

Flag Plot and the NRC have hot lines linking them with the State Department, FAA, the National Military Command Center in the Pentagon and the Atlantic Search and Rescue System, to name a few of the 100 "buttons" on the communication consoles.

Flag Plot is also the central communications point for alerting key DOT personnel in emergencies.

Comparable to the Coast Guard communications center is FAA's Communications Control Center on the 10th floor of FOB-10A. This is the principal command control element for FAA and

includes the Crisis Management Center and the Management Operations Center (MOC).

Manned day and night, the FAA communications complex can also be tied in with other major government communications nets.

How well this works was demonstrated in mid-September when four convicts commandeered a small private plane after shooting an escorting guard while on a recreational trip to Dickson, Tenn.

For the next six-and-a-half hours, the FAA Communications Center was the central point in a hectic air and land chase.

The network linked the National Military Command Center, FBI headquarters, five FBI offices, several local police departments in the Dickson area, the state police in Tennessee and Arkansas, and all appropriate FAA elements in FAA's Southern, Southwest, Central and Great Lakes regions.

The convicts were captured soon after the plane ran out of fuel and the pilot made a crash landing on a dirt road. Thanks to FAA communications, the plane was never out of sight of law officers.

Operating out of the MOC, the FAA administrator can convene a teleconference with all of FAA's regional offices, including those in Alaska, the Pacific and Europe—all in a matter of minutes.

The Crisis Management Center is designed not only to cope with hijackings, threats of bombs aboard aircraft or other aircraft related emergencies but also natural calamities such as earthquakes, major floods, forest fires or other civil disasters.

### Aircraft for Rescue

"FAA is involved in this broad range of natural emergencies because in almost all cases, initial, and maybe long-range rescue work is carried out by aircraft," says James M. Davis, chief of the control center.

One of the least known after-hours activities takes place in DOT's computer suite which extends from the northwest to the northeast corners of the second floor of the Nassif building. The center is operated by FHWA under Larry R. Shute.



Donald L. Lester operates a linotype machine in DOT's print shop in the basement of the Nassif building. A night crew of 25 printers takes over from the day staff at 4:30 p.m. and works till 1 a.m. Monday through Friday.

Here Group A, which provides computer services for all DOT agencies, except Coast Guard, works two shifts, from 7:30 a.m. to midnight, and one normal-hour shift on Saturday.

This group does the department's payrolls, general accounting, program analysis, engineering design proposals and personnel matters, to mention a few.

Group B, operated for the Coast Guard, works three shifts a day, seven days a week. In addition to Coast Guard military pay and allowances, this section processes information on recreational boating accidents, vessel violations, merchant vessel register, merchant seaman locator system and AMVERS.

AMVERS, which stands for automated mutual assistance vessel rescue system, keeps tabs on the location of ships of all nations which subscribe to the service. In emergencies, Flag Plot, using AMVERS data, can direct nearby ships to a vessel in distress.

Around the corner from the computer center, in the east wing, two printing planners, Ralph Sunderland and Arthur G. DenHartog, report for work at 4:30 p.m., Monday through Friday. They'll be on the job until 1 a.m., as will Lieutenant (his name, not his rank) "Lou" Harvey and his staff of 25 in the printing plant on the P-2 level of the Nassif building.

Aside from its in-house location, the DOT printing plant has the added advantage of being a "secure" shop, where confidentiality can be assured. Such was the case when the press release and other documents related to the decision to allow the Concorde SST to land in the U.S. were being printed. Because of the delicate international implications, the staff was sequestered overnight until the public announcement was made, at noon. Even the phones in the printing plant were disconnected.

The most visible nighttime presence in the three DOT buildings is the guard force. Small in number—three in FOB-10A, two each in Nassif and Trans Point—there seems to be more of them because they are on constant patrol.

One of their main responsibilities is the prompt reporting of fire, fire hazards such as office machinery and coffee pots left on, water leaks and other malfunctions.

As the night wears on and the morning approaches, a new day begins as cafeteria workers arrive at 6 a.m.

All in all, on the average weekday night, some 287 people are busy at a wide variety of jobs in the three DOT buildings while the daytime staffs are for the most part unaware of their presence and roles.



CWO Keith Tennier (left), officer in charge of the Coast Guard telecommunications center, and senior chief radioman Richard Fahy read one of the 700-plus messages that come in and out of the center each day. The Coast Guard facility handles messages for OST and the other agencies in the DOT, except FAA.



Orville Brockman (left) and Victor Vanderpool, duty officers at FAA's communications center in FOB 10A, follow developments during the recent civil disturbance in Nicaragua. They were concerned because FAA-controlled airspace in Panama was being entered by aircraft carrying leaders of the uprising and political prisoners.

## NAFEC Engineer Takes Advanced Training at USC

Rodney C. Guishard, a supervisory electronics engineer at FAA's National Aviation Facilities Experimental Center (NAFEC), near Atlantic City, N.J., has been selected for advanced training at the University of California, Berkeley, starting in September.



Rodney C. Guishard

The 11-month Air Transportation Systems Specialist program provides training in planning, design, operation and interrelationship of transportation facilities and systems.

A graduate of Howard University with a degree in electrical engineering, Guishard served as an officer in the Air Force for four years before joining FAA in 1971.

He was assigned to NAFEC from Washington in May 1975.

## To Work on the Hill

### Zucker Named Congressional Fellow

Norbert Y. Zucker, a transportation planner for FRA, has been selected by the Civil Service Commission for the 1978-79 Fellowship in Congressional Operations Program.

Zucker, who was selected from a field of more than 60 candidates, will spend close to a year working on the Hill with senators and congressmen and their staffs on a wide variety of government matters.

The Congressional Fellowship Program, which started in 1953, is a professional level intern program which draws its candidates from the academic community, journalists and federal agency executives.

The goals of the program include broadening public understanding of Congress and the policy making process, and providing practical experience in congressional politics for future leaders in government.

Recent Congressional Fellows from DOT include: Thomas M. Jones, newly appointed acting director for policy development, UMTA; Samuel W. P. Rea, Jr., UMTA; Francis J. Turpin, newly



Pierre E. Collins, an air traffic controller at FAA's National Aviation Facilities Experimental Center (NAFEC), explains a study designed to reduce aircraft fuel consumption to Secretary Adams. The effort, jointly conducted by NAFEC and NASA, is exploring the fuel saving potential of different aircraft landing approaches. Making allowances for such variables as headwinds or tailwinds, project engineers estimate that fuel consumption can be trimmed by more than 10 per cent if pilots follow the prescribed landing procedures. The recommendations worked out by NAFEC and NASA apply only to high-performance jet aircraft of the kind used by air carriers.

## New White House Fellow at DOT

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words which are well chosen and projected with casual grace.

She is also tough and able—she survived a selection process that started with 2,026 candidates last fall.

A Civil Service panel selected 110 of these to appear before a dozen regional panels, which distilled the number to

32 finalists. This group was brought to the Cross Keys Inn in nearby Columbia, Md., this spring for an intensive week-end-long final selection process that included 12 private 25-minute interviews with teams of two interrogators.

She was one of 15 selected to be White House Fellows.

"The White House Fellow program was proposed 14 years ago by John W. Gardner, who was then president of the Carnegie Corporation and who later founded Common Cause. Mr. Gardner was the chairman of this year's finalist panel," Schwartz said.

With her selection she becomes a member of a prestigious club of 199 former Fellows, plus 14 who are just ending their year's tenure. She succeeds Thomas M. Downs who has been assigned other duties in DOT.

Schwartz received a B.A. in history in 1965 from Stanford University. She entered George Washington Law School in 1968 and finished first in her class of 260 in 1971. At GW she was active in the consumer law clinic program and wrote for the law review.

She recently completed serving as chairman of the National Advisory Committee for the Flammable Fabrics Act and as a member of the Advisory Committee on Rules for the U.S. Court of Appeals for the District of Columbia. She is a member of the D.C. Bar.

"Swimming and reading are my 'official' recreations but my chief non-professional interest is my five-and-a-half year old daughter Joanna," she said.

Her husband, Dan, is an attorney with the Federal Trade Commission.

### Treasury to Push Direct Pay Deposit

If the Treasury Department has its way, you might be seeing the last of your pay check. And you'll be glad to see it go.

This fall, Treasury will turn up the burners on a campaign—called Bank-on-Us—to get employees to have their paychecks sent directly to a banking institution.

Robert W. Gordon, DOT liaison officer with Treasury, said the system assures deposit of the pay check on time, eliminates the danger of theft, accidental loss in the regular mail system or through negligence, and standing in check-cashing lines.

Agency payroll offices have all the details.

## DOT's Hispanic Heritage Week Is Big Success

Business sessions and band concerts set the tone and tempo at DOT's celebration of National Hispanic Heritage Week September 11-15.

Deputy Secretary of Transportation Alan Butchman opened the week's activities with a brief speech in DOT's master meeting room on the second floor of the Nassif building. He reaffirmed the department's commitment to provide equal opportunity for Hispanics and to recognize their special needs and concerns.

He was followed by Dr. Armando Rendon of the Institute of Latino Studies at American University.

The lively beat of Latin music added a south-of-the-border rhythm for the pleasure of noon-time crowds in the Nassif plaza. On Wednesday, September 13, Victor Savinon's jazz band performed and the next day the Coast Guard band played a concert featuring Hispanic music from several countries.

The Coast Guard band also played a noon concert of Latin music at Farragut Square on September 15, and at two District high schools with large Hispanic enrollments.

Shortly after noon on September 14 awards were presented in the Nassif courtyard to three men for encouraging DOT's employment of Hispanics during the past year. They were Bolivar Perez Rios, with the FAA in San Juan; Manuel E. Cantel, with FAA's regional office in Atlanta; and Ralph C. Vaca of the 12th Coast Guard District in San Francisco.

Seminars on minority banking and Hispanic businesses were held in the DOT headquarters building on September 13 and 14.

Other highlights of the week's activities included exhibits in DOT headquarters and the FAA building, and a series of Latin-oriented films shown at noon in the FAA auditorium.

National Hispanic Heritage week has been observed under a Presidential proclamation since 1968.

### It's Not Too Early For Holiday Plans

Christmas vacation in October?

But, it's not a bit too early to start thinking about all that annual leave you've been piling up.

Civil Service's "use or lose" rule wipes out all leave in excess of 240 hours on January 13, unless leave has been scheduled and approved in writing before December 3.

Even if you can't take the leave, because of the press of government business, or sickness, the fact you have permission, in writing, will protect your leave.

Even if you are on sick leave awaiting a disability retirement determination, annual leave must be scheduled to avoid risking forfeiture.