



CROSSCURRENTS

ST. PAUL DISTRICT
U.S. ARMY, CORPS OF ENGINEERS

Vol. 4, No. 5

JANUARY 1981

Reservists save two lives: Corps employee part of rescue crew

by Robert T. Smith

The weather was bad. They were flying over the Pacific Ocean, trying to find a crippled sailboat with a man and his daughter aboard. The plane had just about enough fuel to return the plane to base.

Returning could easily have meant the death of the two on the sailboat.

The five Twin Cities area men hadn't counted on any excitement when they were at Howard Air Force Base in Panama recently.

They figured it would be a routine two weeks of reserve duty as members of the Air National Guard's 133rd Air Force Tactical Air-lift Wing in the Twin Cities.

Martin Dahl and Dale Basham are Northwest Airlines pilots; Roy J. Shetka, an engineer with the Army Corps of Engineers; Gerald Gould and Vincent Ashton are full-timers in the guard.

They were sleeping at Howard about 7:30 a.m. when the call for help came: a 37-foot sailboat, traveling in 15-foot swells, had a smashed rudder and was helpless in the sea. The broken rudder had caused a hole in the boat, and they were taking on water. Aboard were Anton Ewing, 68, and his daughter, Lisa, 18, of Miami.

The guardsmen were briefed on the rescue operation and within an hour, they were in the air. They were manning a C130 Hercules, a four-engine turbo-prop transport.

A radio report from Lisa on the stricken sailboat, Vanadis, gave them a general location--about 65 miles northeast of Cocos island

"It took us an hour and 15 minutes to get there and there was nothing," said Basham, the copilot. "At this point, we still had radio contact with Lisa and she was even a bit jovial. She gave us a new area."

Lisa was using a sextant to try to discover where the sailboat was, but a dark rainy day is not good for taking sun readings.



The rescue crew sighted the crippled sailboat. (Photo by Tech. Sgt. Robbie Roach)

Because of the heavy cloud layer and the rain, the guardsmen set up a search pattern only 500 feet off the sea. They flew in rectangles in the new area. Nothing. Then they lost radio contact with Lisa.

They tried another area, and still another. Nothing.

"We began to run short of fuel," said Basham. "We'd been at it for about three hours and we needed enough to get back."

It wouldn't have helped the Ewings to have the guard plane ditch in the ocean.

"But then we thought we'd stick around some more and push it to the limit," said Basham.

They tried some more patterns, then flew through a line of rain showers. Not far ahead they noticed an opening in the clouds.

"We broke out on that and there they were," said Basham.

(See page three)



From the editor's desk

Please help Crosscurrents by contributing articles and photographs. Let us know what is happening to you, your co-workers, and your office. Our staff is interested in office operations and various projects. The personnel at the field offices and installations are especially encouraged to contribute to Crosscurrents; by letting us know what is happening at field sites brings us all closer together.

The final deadline for submitting all articles to the next issue of Crosscurrents is Jan. 26. (Blanche Hom)

A mention of thanks

The following letter of appreciation was received recently from North Central Division Engineer Brig. Gen. Scott B. Smith after his visit to the St. Paul District in mid-December.

"This is to express my appreciation for the arrangements you made for my visit to the St. Paul District this past week. I was very impressed with those members of your staff whom I was fortunate enough to meet. I thought all the briefings and site visits were appropriate and were impressively done.

"I am delighted to have joined the NCD team, and look forward to a long and pleasant association with the members of the St. Paul Engineer District."

New NCD chief visits district

The newly appointed North Central Division Engineer Brig. Gen. Scott B. Smith visited the St. Paul District on Dec. 15-17 to view the district's activities and operations.

District staff members briefed Brig. Gen. Smith on various projects including mobilization plans (MOBEX), Red River of the North investigations, Great River Environmental Action Team (GREAT) study, Lock and Dam 1 Rehabilitation Project, Minnesota River Valley, Wisconsin River, Headwaters Reservoirs, Bassett Creek, Sheyenne River, Big Stone Lake and Whetstone River, Roseau River, Wild Rice River--South Branch and Felton Ditch, Grand Forks--East Grand Forks, Fargo--Moorhead Urban Study, Chaska, Rochester, Winona, Prairie du Chien, Pembina, Grafton.

Appreciation is extended to the following: Bob Mike, Bill Banks, Lyle Nicklay, Lynn Cuyler, Wayne Knott, Charles Crist, Tom Raster, Mike Schwalbe, Carl Stephan, Stan Kummer, Al Bjorkquist, Don Powell, Al Kraft, Doug Baird, Herb Nelson, Martin McCleery, Dale Mazar, Bill Spychalla, John Forsberg, Bob Penniman, Bill Slocum, Jim Gagnon, Greg Schroeder, John Plump, Bill Goetz, Dave Parsons, Dennis Cin, Starkey Grove, Harold Taggatz, Peter Fischer, Larry LaPoint, Pat Vickman, and to all of the others who participated in Brig. Gen. Smith's visit.

Tax Problem?

When all else fails... ~~fax~~ fails...

If you've contacted the IRS with a Federal tax problem but had no results, call **IRS Taxpayer Assistance** and ask for the **Problem Resolution Office**. The number's in your telephone directory.

A public service message from the Internal Revenue Service.

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Phone: (612) 725-7505

District Engineer
Public Affairs Officer
Editor

Colonel William W. Badger
James E. Braatz
Blanche Hom

Rescue saves two

(From page one)

Now the problem of getting a raft and survival kit to the Ewings. The kit, among other things, had a radio and some tools.

The guardsmen flew 200 feet from the sea and dropped a raft and survival kit toward the Vanadis. They missed.

They had another set, so this time, to make sure, they flew at 100 feet and were right on target.

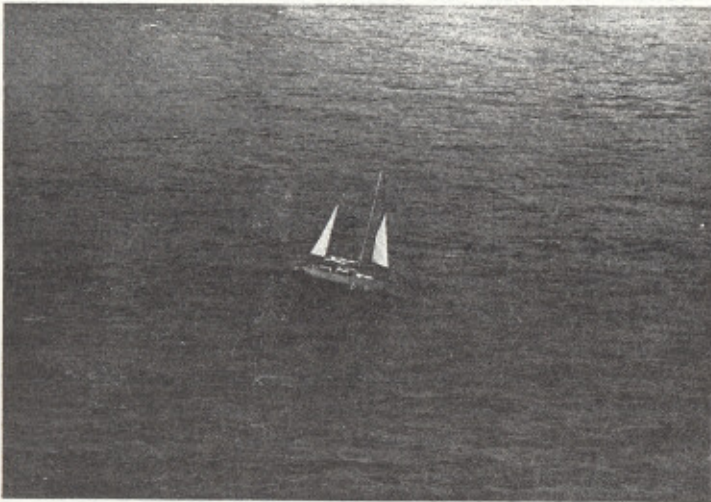
With the tools, Ewing managed to patch the hole in the boat. No more taking on water. And he also managed to get the rudder to work a bit. More importantly, thanks to the guardsmen's directions, he knew where Cocos island was.

About 1:30 a.m. the next day, the Vanadis was taken in tow by the Texaco Hanover, a tanker.

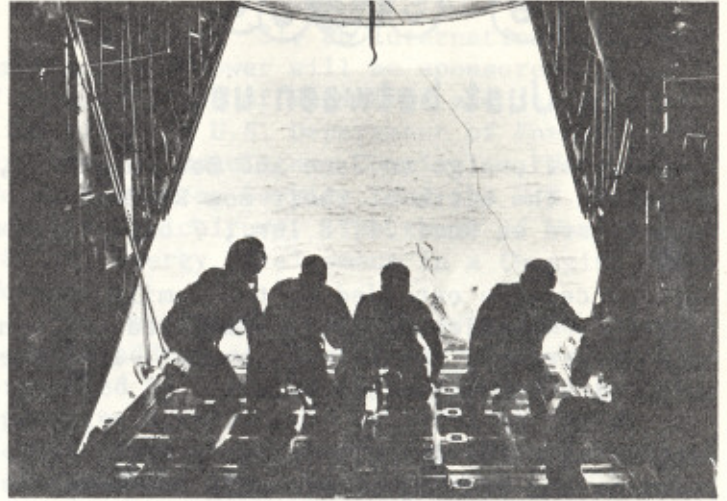
Outside of a scare, Ewing and Lisa were all right.

Thanks to some Twin Cities rescuers who decided to stick around and push it to the limit.

Extracted from "The Minneapolis Tribune,"
December 1980.



The crippled Vanadis edged near the survival equipment dropped by the rescue crew. (Photo by Tech. Sgt. Robbie Roach)



Survival equipment was dropped out of the aircraft to the victims by the rescue crew. (Photo by Tech. Sgt. Robbie Roach)



The rescue crew was interviewed at Howard Air Force Base, Panama, by television's PM Magazine cohost Steve Doyl (far left). In flight suits (from left to right) were Capt. Roy (Jake) Shetka, Maj. Dale Basham, Senior Master Sgt. Gerald Gould, and Maj. Martin Dahl. PM Magazine will broadcast the feature in February. (Photo by Staff Sgt. Scott Bayer, Minnesota Air National Guard)

ENERGY.
We can't afford to waste it.



Just between us

Congratulations go to Jane and Bob Engelstad, ED-GH, on the birth of their son Randall Gavin, born on Nov. 21, 8 lbs., 7 oz.

Condolences are extended to the family of Edward J. Maciejewski, Dredge Gaillard, Duluth Area Office. He passed away on Dec. 12 after being with the Corps since 1974.

Sincere sympathy is extended to Franklin Ryder on the passing of his wife recently. Franklin retired from the district as chief of the Regulatory Functions Branch in May 1976.

Get-well wishes go to Don Daly, Sandy Lake Recreation Area, who was hospitalized recently.

Federal Women's Program news

by Denise Blackwell, CO-RF

"A Crime of Violence: Sexual Assault Myths and Attitudes" will be the topic for the January YWCA Continental Breakfast. Barbara Leigh McGrath, the community education coordinator for the Sexual Offense Services (SOS), will be the guest speaker. The breakfast will be held at the St. Paul Downtown YWCA on Jan. 28 at 7:30 a.m. Breakfast is \$3 per person and advance registration is required. For more information or to register, call 222-3741.

The FWP is sponsoring a training workshop entitled "Financial Planning." The presentation will be held on Jan. 12 in Room 1033 from 12 noon to 1 p.m. The workshop will be conducted by representatives from Strommen and Associates, Inc., a St. Paul consulting firm specializing in effective financial planning.

Congratulations go to Yvonne Larson who was selected in an upward Mobility position in the Planning Branch. Yvonne was hired as an engineering aide with the goal of being promoted to a civil engineering technician. Good luck, Yvonne!

Incentive awards

Meritorious Civilian Service Award:

Lynn M. Harris, EP

Outstanding Performance Rating & Quality Increase Award:

Charles Crist, ED-PB

Alan W. Kraft, EP-D

Outstanding Performance Rating & Sustained Superior Performance Award:

Fred Vogele, DC-M

Special Act Award:

Peter Farmer, ED-PB

Library services available

by Jean Schmidt, AS-L

The following articles appeared recently in periodicals received by the St. Paul District Technical Library. These articles are of general reading interest and can be obtained through the library.

"The Big Blow Up: Part II," Vol. 36, No. 11, November 1980; Public Relations Journal, pp. 38-42. Describes how Weyerhaeuser and the Corps of Engineers handled the Mt. St. Helens publicity crisis.

"River (the Missouri) in a Straitjacket," Vol. 86, No. 12, December 1980; American Forests, pp. 22-5, 61-2.

"Thirsty California--All This Water Won't Be Enough," Vol. 3, No. 1, January 1981; Geo, pp. 96-122.

"The U.S. is Entering a New Era in Water Supply Management," by Gen. John W. Morris; Vol. 50, No. 4, December 1980; Professional Engineer, pp. 13-4.

"Israeli Technology Today," (151-15), January 1981; Scientific American. Describes scientists and engineers as the nation's most valuable resource.

If you need information related to a specific topic, the library staff will assist you in identifying books or periodicals. Please come in to Room 1120 or call 725-5921.

Test discontinued for summer clerks

by Richard Laddusire, EP-E

The Group I Clerical Test will no longer be administered for summer employment by the Office of Personnel Management or agencies. Notices of rating from a previous written test cannot be used to rank candidates. The selection procedure requires an agency to rank candidates according to priority groups based on veteran preference. Remember, a veteran will receive preference over a non-veteran.

Applications for summer clerical jobs will be accepted between March 15--April 15, 1981. Contact Becky Daniels at 725-7539 or Valerie Miskel at 725-7514.



SEVERAL SPEECHCRAFTERS RECEIVED AWARDS for completing an eight week Toastmasters International Speechcraft course recently. Presenting the awards were Speechcraft coordinator John Blackstone (far left), ED-GH, and Heritage Toastmasters president Fred Kelley (far right), ED-PB. Receiving awards were (from left to right) Al Fortune, Postal Service; Jean Schmidt, AS-L; Vera Golenzer, ED-ER; and Todd Mendell, ED-PB. Not pictured is Dan Reinartz, ED-GH. (Photo by Lynn Cuyler, EM)

Weird ways we were

by John Blackstone, ED-GH

I grew up in a weird family. I figured that out because my parents would eat anything served on a plate as long as it didn't wiggle too much!

We always planted eggplant in our garden and the biggest thing around our house each spring was digging up parsnips. You may not be aware of this but a real parsnip connoisseur leaves them in the ground all winter, then digs them up in the spring. Personally, I always hoped that Bugs Bunny or the gophers would eat them first but my dad always won; lucky me?

I'll tell you something I bet you never thought of, let alone eat. A peanut butter sandwich with tomato preserves. Just the thought of that concoction has kept me regular for 33 years.

Well, needless to say, I am a person with a very ordinary appetite; meat and potatoes, pancakes and eggs, or potato chips and an egg salad sandwich will satisfy my simple palate. No need of blue point oysters or veal \hat{a} sago-noise for me. I even use cream and sugar in my coffee or at least I used to.

I used to need cream and sugar to make coffee drinkable, otherwise the bitter taste made it unpalatable. One day it came to me in an experience I haven't forgotten. I was handed a cup of black coffee. "Here, drink this," my friend said. Without thinking I drank the coffee and it tasted like it has always smelled, sweet and robust.

I don't need to be hit over the head with a two by four to get my attention. I did learn something from that experience besides drinking my coffee black.

I'm willing to try things to see what they are like before I decide what I think about them. This applies to almost everything but peanut butter sandwiches with tomato preserves.

It applies to people and situations. Perhaps this has been the case for you with Toastmasters. Maybe you are not sure whether or not such an outfit is for you.

Well, I'm sure that the last time you were in Dayton's Oval Room or Hubert Whites you tried on those clothes to see how they fit before you took them home.

I invite you to do the same with the Heritage Toastmasters Club; try us on next Thursday at noon in the PEDC rooms, sixth floor, and see if we fit you.

Weiberg wins 1st place in contest

The following essay was written by Perry Weiberg, L/D 1, who was the first prize winner in the recent essay contest sponsored by the Federal Executive Board. Perry was awarded a \$500 U.S. Savings Bond.

DON'T LET THE CRITICS FOOL YOU-- GOVERNMENT EMPLOYEES WORK FOR YOU

Marion lost her husband, David, when he was 52. She was shocked and saddened by the tremendous loss. She numbly told the local funeral director that David had mentioned several times throughout the years that he wanted a military funeral with a 21-gun salute. The funeral director made the necessary arrangements at a time when she couldn't think clearly. Now, several years later, when Marion visits David's grave at the National Cemetery, she is at peace. The grounds keeper is always pleasant, and she is free from worry about vandalism or perpetual care. As she looks at the white marker, she can now smile. The American flag and bullets from David's funeral are tucked safely away in the cedar chest. David served the country, and now the country was serving her. David would have been very proud.

Marvin delayed working on his income tax return. As the April 15th deadline neared, he decided to get busy. The forms were easy to follow until suddenly he had a question. Without the answer, he couldn't finish the tax return. Thank goodness he had written down the phone number that he had heard on the news last night. The gentleman who answered the call cleared up the question in a matter of a minute. He also told Marvin to please call again if any other problems came up. After the phone conversation, Marvin finished the return easily and on time.

Mary and Mark were locking their new boat through the lock and dam for the first time. They were grateful for the information the lockman gave them on safe lockages. Mary watched the lockman give first aid to a woman on another boat who had burned her hand on the boat motor. She was glad to learn that the locks and dams were also first aid stations should she or Mark ever need help. On the way down the river, Mark pointed out a barge with a full load of grain. Mary had never been able to see barges on the river, and she now understood this method the farmers use to export and import products. She told Mark she

wanted to watch a barge go through the lock and dam sometime soon.

Jill wanted to surprise her husband, Jim, with plans for an inexpensive vacation. She knew there wasn't much money left in the budget for a vacation so she called the Corps of Engineers for advice. The woman who answered her call had much park and recreation information. She even offered to chart a route for her and help plan the vacation. Jill surprised Jim with a well-planned route into Northern Minnesota that fit the budget.

Margaret is 44 and lives alone in a small apartment in Chicago. She is an only child whose parents died a number of years ago. Two years ago she was involved in a serious fall that left her with a severe back injury. She can only be up walking for short periods at a time and can't return to her teaching job at the school. Margaret does some paper work for the school at home, but her income is supplemented by Social Security. She is grateful for the help because, without Social Security, she would not be able to remain in her own apartment.

John has a meeting at 11:00 with Ray, his Veterans Services Officer. John was discharged recently from the United States Army and is looking forward to this meeting. Ray is going to counsel him on getting a career he will like and be able to advance in. If he needs to further his education, perhaps he will need loan assistance. John's not worried Ray can help him with that, too.

Jan recently graduated from Miller High School. She longed to go to college for engineering, but her parents told her they were unable to afford a college education. They even doubted they had enough extra to pay her tuition at a local technical school in another program. Ten years later, Jan is living in Europe and she is an outstanding engineer. She's the first to admit that joining the Armed Forces was the smartest move she ever made. She has received a fine education and has traveled to faraway places that before she could only dream about. She is going home to attend her 10 year class reunion next month. Jan can't wait to see the look on her parents' faces when she shows them the bars reflecting her recent promotion to Captain. She just knows they will be very proud of her.

All of these events have something in common. The bond throughout each story involves federal services and federal employees helping someone like you. Federal employees

(See page seven)



Mr. and Mrs. Perry Weiberg (left) received the award from Thomas Ransom, chairman of FEB. (Photo by Lyle Nicklay, AS-P)

Relieve job stress

Job pressures getting you down? To minimize both physical and mental strain (and to increase your efficiency), try these:

- * Plan more stopping points. This relieves tension and gives you time to reach clear decisions.
- * Alternate difficult and easy tasks. You lose efficiency when you do one hard job after another. Result: fatigue builds up.
- * Make your waiting time productive. Doing short odd jobs while waiting to start or continue a major assignment will cut down the volume of work at day's end.
- * Change tasks every two hours or so, if possible. Long stretches at the same job becomes monotonous and induce carelessness.
- * Try changing the pace, if you can't change the task. It will give you a chance to relax and relieve the boredom of a tedious job.
- * Set sub-goals. They are tension breakers as you move toward your major goals.

From "Information Bulletin," Vol. 13, No. 80-16; Pacific Ocean Division.

can be your next door neighbor or someone you may pass on the street. They are men and women who surround you in your day-to-day life. Federal employees are actually a mirror of ourselves. The person behind the counter or on the other end of the phone is someone just like you--performing services we all really need. They are available on the job to assist you when you need it.

Every year the Internal Revenue Service collects billions of tax dollars to be distributed to federal agencies. We as Americans would have a difficult time putting a price tag on a problem or a life saved. We are fortunate we don't have to. By combining a small portion of everyone's financial resources, the federal government and its employees are able to solve our problems quickly and inexpensively. Every day, federal employees work to solve problems similar to those encountered by Marion, Marvin, Jill or John. Federal employees are striving for you in a well planned system that works. Regardless of how well planned a system is, it will not be effective without skilled, conscientious individuals.

We know we are getting a fair value from our tax dollars. Our food and medications are researched by the Food and Drug Administration to assure they are of high quality and perform the way the products should. Our forests are watched day and night by the Department of Forestry. Our children are in a public school system that is carefully monitored by the Department of Health, Education and Welfare.

The Armed Forces protects us by land, air and sea. The United States Postal Service provides worldwide communication. We vote on officials to help govern and pass laws that meet our needs.

I'm sure a list of responsibilities shouldered by our federal employees would be many miles long. We can be confident that they can handle them. After all, they have been doing a good job for over 200 years.

From "The Eagle," December 1980; the Federal Executive Board of the Twin Cities.



It looked good on paper: epilogue

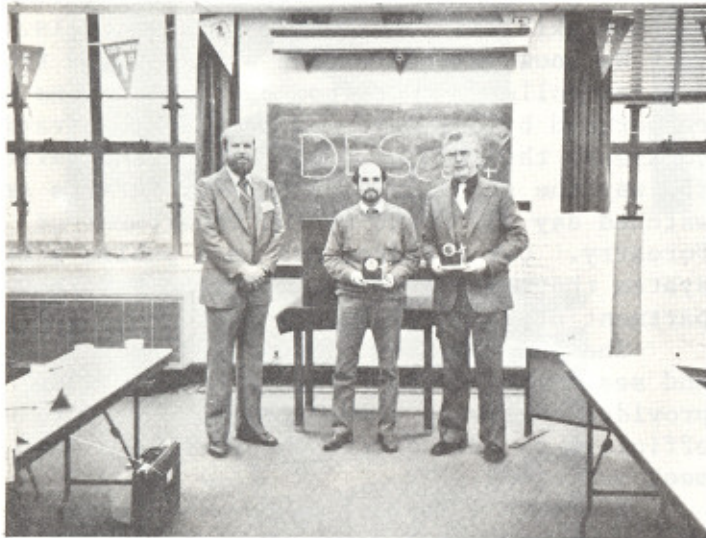
by Dave Marshall, ED-D

Well, after all the advertising "hype" with cartoons, Crosscurrents layouts, and flyers that actually flew, I was pleased to learn that the annual St. Paul District Holiday Party was a success.

It's unfortunate, however, that so few people were able to hear "Jingle Beavers." The great amount of time, talent, craftsmanship, and plain old hard work by David Ekstrand, ED-D; Lori Kroyer, ED-D; Henrik Strandkov, CO-RF; and myself produced the humorous script.

Well, I'm afraid that's gone forever; but fortunately, I can share the lyrics of the song with you.

Also, a special mention of thanks go to Bill Banks, AS-P; Lyle Nicklay, AS-P; and Bill Vennemann, ED-D, for their time and cooperation in helping us.



SPEAKER OF THE DAY AWARDS were given to Speechcrafter Todd Mendell (center), ED-PB, and Toastmaster P.J. Schweitzer (right) CO-CT. Toastmaster of the day John Blackstone (left), ED-GH, presented the awards recently. (Photo by Lynn Cuyler, EM)

Jingle Beavers

(Written by Henrik Strandkov, CO-RF; sung to the tune of "Jingle Bells")

Dashing through the locks
With barges all in tow--
The channel is nine feet
To help you quickly go.

Horns on tow boats blow,
Blasting through the night--
Floodlights on the water
Make the river bright.

(Chorus:)

Ohhh--locks and dams, locks and dams,
Flood controlling too--
Oh what fun it is to build
A project just for you.

There's flooding on the rivers,
The Zumbro and the Red,
And don't forget the Minnesota,
Bursting from its bed.

But we are working hard
To keep the water down--
We'll build a dike or channelize
To help you save your town.

(Chorus:)

Planning is our business,
Building is our game,
From Guttenberg to Minot
We have gained our fame.

We'll design your project,
We will make it great,
And with luck we'll have it done
By 1998.

(Chorus:)

We're the St. Paul District
The mighty Army Corps,
Maintaining locks and dams for you
And doing so much more.

Busy Beavers all,
And a Badger too,
We can't wait to help you out,
For that's our job to do.

(Chorus:)

St. Paul District holiday party

(Photos by Bill Banks, AS-P, and Don Gerlach, AS-G)

Dec. 19, 1980







Winter still busy time at lock and dam

by Ken Pritchard

The closing of the Mississippi River to barge traffic, almost a rite of winter, is near. Soon the last of the tow boats will make their way down the Mississippi before it ices over. The official closing of the river comes when the locks and dams are secured for winter.

"Around the 10th of December, the last barges are locking through," said Burton Morris, lockmaster at Lock and Dam 7 at Dresbach, Minn. The lock system itself will not be operable again until early spring, near March 15, when the river begins to open up.

The myth of old man winter nipping at the heels of the last tow boat is dispelled. According to Morris, the actual time of the river closing is more determined by the river traffic than by Mother Nature.

"The closing is all coordinated from the Army Corps of Engineers district office. They contact all the towing companies and find out when they expect to be down river. The district office then notifies us when the last boat comes through, and then we have orders to secure for the winter."

To prepare for winter, the lower gates of the lock are cabled open. The top end is closed. During the regular locking process, there is a 15-foot in diameter pipe which carries water from the top end of the lock, and then out of the lock by a system of valves. All movement is by gravity; there are no water pumps. During the "down" months, water is allowed to flow slowly through the lock, "so the ice doesn't get so thick," said Morris.

Even after the lock is closed, work continues at the lock and dam site, 24 hours a day. Morris said, "Due to the fact that we are not bothered by the river traffic, we have the opportunity to disassemble the machinery and do any needed repair work."

While the lock is inactive because of the river freezing over, the dam must continue to be regulated. "In the winter, we maintain the dam in an operation mode, sometimes cutting ice or moving the gates to maintain the pool," said Morris. The ice is cut by using steam or electric saws.

In the spring, "Which comes very suddenly," said Morris, "the ice is broken in the lock to prepare for the first lock through." He said the ice in the lock is broken by raising and lowering the water levels in the lock.

Each time the lock is operated for a boat or boats, it is called a lockage. The total number of lockages each year is fairly steady, but the types of craft using the locks has

changed. For Lock and Dam 7, the number of lockages for tow boats has increased 50% from 1970 to a total of about 1,880 a year. The number of pleasure craft to pass through the lock is 8,636 for 1980.

Morris said, "The commercial traffic is going up and the pleasure craft is decreasing." He said, "Common sense would point to the price of gasoline being part of the cause."

Extracted from "Houston Signal," Dec. 4, 1980; Houston County, Minn.

Corps gets credit for big booms

Two window-rattling booms shook the St. Paul Highland Park area Saturday night (Dec. 13), prompting dozens of curious residents to call the fire department and the St. Paul Pioneer Press.

Some callers speculated that the blasts were caused by explosions or high-flying aircraft.

One caller said she thought the booms were caused by the same mysterious force that triggered deafening blasts off the East Coast two years ago.

Those exotic theories were discounted by Jim Braatz, public affairs chief for the St. Paul District of the U.S. Army Corps of Engineers.

Braatz said the booms, which occurred at about 7:55 and 10:30 p.m., were probably caused by blasting work done under Lock and Dam No. 1 on the nearby Mississippi River.

"Controlled blasting" under the lock is under way to remove about an inch-and-a-half of concrete from a tunnel, Braatz said. The tunnels, through which water flows to fill and empty the locks, are being relined.

Braatz said the work was being done at night because the Corps is under a tight construction schedule and must be finished by the time the river is opened for navigation next spring.

From the "St. Paul Pioneer Press," Dec. 14, 1980; St. Paul, MN.

Ashtabula fishing outlook declines

by Gerry Rafferty

Sports fishing in Lake Ashtabula may be at the end of its line.

Serious water quality problems, coupled with low water levels, are putting the huge impoundment north of Valley City, N.D., in jeopardy.

North Dakota fisheries personnel expect a major fish kill this winter if water remains at the present level.

Fisheries chief Dale Henegar of Bismark said that in itself would be bad, but most likely the bullheads would survive and dominate the lake.

At present, the lake is closed each winter to northern pike fishing because of the ease at which northerns are taken in winter.

And, there is a 24-inch size limit during the regular season on northerns. However, growth rate of the northerns in recent years has been poor.

Key to the lake's possible kill is the water level. Ashtabula had been drained down to enable the Army Corps of Engineers, which manages Baldhill Dam and the water flows, to proceed with riprapping along the banks to prevent erosion.

If the level remains low, fish kill possibilities increase sharply. The lake last winter, despite a mild season, barely escaped a major kill. A severe winter this year could trigger such a kill.

The lake is a holding center for water for Fargo and the Red River Valley, both for drinking and flood prevention.

So, at this time of the year it is normal that the lake level is held down to make room for next spring's snowmelt. And, with a huge watershed that extends through a major portion of the state's agricultural heartland, the nutrient flow into the lake comes at a killing pace.

Extracted from "The Forum," Dec. 14, 1980;
Fargo-Moorhead, N.D.

Waterpower conference scheduled

Waterpower '81, an international conference on hydropower will be sponsored by the U.S. Army Corps of Engineers and in cooperation with the U.S. Department of Energy, Federal Energy Regulatory Commission, Water and Power Resources Service, and the U.S. Department of Agriculture. The theme of Waterpower '81 is "Energy Development in a Changing World."

The conference will be organized around keynote addresses; concurrent plenary sessions organized by a number of cosponsoring and cooperating agencies and tutorial workshops headed by resource people from both government and industry.

Topics will include results of on-going governmental and private hydropower programs; international technical assistance and foreign projects; equipment and manufacturing techniques; innovative project designs; financing methods and economic analyses; environmental assessment and mitigation of adverse effects; basin-wide systems assessment; case studies; development policy issues; decision making tools and conflicts; public involvement, social attitudes and trend analysis; research development and demonstration.

Waterpower '81 has several other features. Daily briefings will be given by key Congressional staff, who will discuss major hydropower legislation before the 97th Congress. An exhibition of amateur and professional inventions is planned as part of the exhibits program. A greatly expanded hydro theater program will be part of the exhibition as well.

The conference will be held June 22-24, 1981 at the Shoreham Hotel, Washington, D.C. The conference registration fee is \$150. For more information or to register, contact Waterpower '81, 2033 M Street, N.W., Suite 300, Washington, D.C. 20036; phone (202) 466-7290.



Last hired, first fired

by Dennis L. Everette

With the world screaming for engineers, many employers are willing to start new engineers with salaries that seem to be top dollar. But the frequent syndrome of "last hired, first fired" when the work slows down has many future Black professionals thinking twice about whom they want to work for.

Engineer interns with the nation's largest and oldest engineering institution (established 1775) have job security as a major benefit. Civilian engineers with the U.S. Army Corps of Engineers have the satisfaction of knowing they will continue working whether the construction industry is up or down.

Young Black engineers can not only count on a stable job, but can also take advantage of the fact that the Corps is always looking for minority engineers.

Corps engineers work on projects for recreation, water quality and conservation, protection from shore erosion, studies of urban water problems, and preservation of the nation's environmental resources.

Interns also get involved in programs such as commercial navigation, flood control and flood protection, dam safety, water supply and waste water management, irrigation, and hydroelectric power development.

Part of the government's difficulty is going up against the big recruiting campaigns of private industries. The government can't spend time or money on glamorous campaigns to attract young engineers, so organizations like the Corps of Engineers go unnoticed by some school counselors and others who could guide students toward potential jobs.

"A major advantage to a federal job is security," said Black engineer Posey Mill, who has spent 19 years as a Corps engineer. "In some instances, private industrial firms may start a person at a higher salary, but after five or six years on the job, both the private and the government engineer could be at the same level.

"A real circumstance to consider is when work slowdowns occur, engineers are one of the first groups to experience staff cuts," he said.

In the Corps, the typical civil engineer plans and designs the projects. However, a Corps project engineer oversees the construction, and Corps inspectors make structural and other tests during the construction.

The Corps of Engineers offers internships to college grads interested in engineering.

Civil engineer Elihu Jackson thinks highly of the two year program. "A young civil

engineer can benefit from a Corps of Engineers internship," he said. "It offers the beginning engineer an overall view of the organization through a rotation program.

"Engineers applying for internships are first rated by the federal government. This rating is a prerequisite for getting on the government's job register. Federal agencies select potential employees from this register.

The Corps of Engineers' internship program has been in existence for more than 25 years, offering engineers an almost endless number of challenging assignments around the world. And what's more--the Corps is one engineering organization that won't go out of business.

Extracted from "The Black Collegian," Vol. 11, No. 3, December 1980/January 1981.



RENEWING FRIENDSHIPS, former St. Paul District Engineer Col. Forrest T. Gay, III (right), chatted with Lou Kowalski, ED-PB, during an informal break between briefings and meetings. Col. Gay, executive director of the Engineer Staff, Office of the Chief of Engineers, visited the district on Dec. 11 to view the status of district operations and activities, and to speak at the Society of American Military Engineers luncheon on the topic of the nationwide mobilization exercise (MOBEX).

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1981 Amateur Photographic Contest

Who: active district employees
What: 5 x 7" b&w or color photos
Why: awards given

When: photos taken June 1, 1980
to June 1, 1981
Where: Submit to Public Affairs
Office by June 1, 1981
How: pick up complete set of rules
in Room 1530 or call 725-7505





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