

UNDERWATER ANGEL

Tuman Lake didn't exist when Central Missouri Electric Cooperative in Sedalia, Mo., buried four 5,000-ft. runs of line to hook up a cluster of members living on the edge of its service territory nearly 40 years ago. But the lake, created by a federal dam project in the 1970s, now covers the aging lines—creating a maintenance headache for the co-op.

Unless a way could be found to

rejuvenate the underwater facilities, Darren Eckhoff, Central Missouri Electric general manager, faced the prospect of building new ones. That's when UtilX Corporation's CableCURE process came to the rescue. In just six days late last year, UtilX assessed the cables and injected protective material through several existing submerged splices.

"It was quick, very cost-effective, and

totally solved the problem we wanted to address," a relieved Eckhoff relates.

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LOW MAINTENANCE LINE MARKERS

East Kentucky Power Cooperative, a Winchester, Ky.-based generation and transmission cooperative (G&T), turned to airport anticollision technology to protect a new line stretching more than half a mile across the Ohio River. With the lowest point of the 2,800-ft. span more than 230 ft. above the water's surface and towers exceeding 300 ft., the G&T was required to meet Federal Aviation Administration guidelines for marking and lighting possible aircraft obstructions.

Conventional steps involve installing blinking lights on towers and spheres on lines. But East Kentucky Power opted for a new approach—the Obstacle Collision Avoidance System from OCAS, Inc., which employs a radar-based proximity monitoring and warning scheme that triggers strobe lights and radio alarms to alert approaching aircraft.

Mark Brewer, the G&T's engineering services supervisor, believes the system provides a cost-effective alternative in some situations. "Since you don't have marker balls, you avoid extra maintenance issues. And the lights are dormant—they're not running 24-7—so you don't need to replace bulbs every year or so."

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