

All Right! Who Fooled Mother Nature?

Orienteer

DEFENSE MAPPING AGENCY AEROSPACE CENTER

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December 28, 1973



This scene is typical of the many at DMAAC December 19th.

Happier Holidays
Thanks To DMAACers

The Supply Requirements Division of the Printing and Distribution Department held a bake sale and collected \$56.10 for contribution to the "100 Neediest

by David L. Black

There is strong evidence on the ground that the month of December 1973 was not to be outdone by the Month of May, at least where Mother Nature is concerned. May, as you will remember, brought us the Great Flood. December, as you well know, brought us the Great Snow. The weather bureau said there were 12 inches of the white stuff but for those of us that had to navigate the highways and byways there seemed to be more, much more.

The exodus from the Center began at 2:00 p.m. on the 19th and finally ended shortly after five. People shoveled, pushed, pulled, slipped and cursed before most of them managed to make it up the hills leading out of the installation. A few went out behind tow trucks. Some left their cars and rode with friends. Some waited through the cold wind for a bus that almost didn't come.

After one got up the hill and onto the highway then the fun really began. The four lane was a two lane. But you weren't really sure where the two lanes were, so you just followed the car in front of you. You went a while and then you stopped a while, a long while. Your wheels spun and your tires smoked. The fellow next to you skidded and you watched as he narrowly missed your fender. You saw cars in ditches, cars crossway of the road, cars turned around. As you sat there in the line you wished you'd bought those chains you saw the other day or at least some snow tires. After you moved a few inches you'd have to get out and clean the windows again, and again and again.

But finally your off ramp was in sight. Oh no! It has an uphill ramp. Would you make it? More importantly would the fellow in front of you make it. Carefully you ease your sliding ton of steel over to the shoulder lane and begin the ascent of the ramp. There is a slight skid by the car in front but he recovers. The top of the hill is in sight. Just a few more feet and you'll be halfway home. A little sigh of relief can be heard as you slip over the top and begin the final leg of your journey.

After another hour or so off interstate driving you finally reach your drive. It hasn't been plowed. A race of the engine and a spin of the wheels propels your beast into the snow drift and part way into the drive.

With an appropriate expression you bid your home-on-wheels for the last two or three hours farewell and go inside to have a drink. A strong one!

As the tension begins to relax from your aching neck and shoulders you wonder who it was that tried to fool Mother Nature.

MCS Award To

There is no doubt that some of the warmest hearts in town belong to DMAAC employees. During the holiday season Center employees contributed almost \$4,000 to charities through various organizational activities.

There were bake sales, luncheons, coffee pot funds, cash donations, white elephant sales, book sales and other events to assist in the collection of monies.

Among the activities reported to the Orientor the Research Department Operation Christmas card garnered the most for needy causes. As the Department said, "What does O.J. Simpson of the Buffalo Bills have in common with the Research Department?" They both topped the 2,000 mark. O.J. rushed for a record of 2,003 yards and the Research Department's Operation Xmas Card rushed for \$2080 in charitable contributions. Just like O.J., who gives credit to the guys on the line, Research gave credit to the generosity of all the DMAAC employees.

The color TV went to Albie Tiemann of PD and the radios were received by Harold Bartels and Jackie Howard of the Cartography Department.

The Research money went to 12 different organizations: Salvation Army, (Tree of Lights) - \$200; St. Louis Post Dispatch "100 Neediest

Cases" - \$200; St. Labre Indian School, Ashland, Montana - \$150; "W" Family, St. Louis, Mo. - \$250; Edgewood Children's Center, Webster Groves, Mo. - \$100; Father Dempsey's Charities - \$200; "H, D, & E" Families, St. Louis, Mo. - \$250; Highland Home for the Aged, Highland, Ill. - \$130; Dismas House, St. Louis, Mo. - \$150; Aunts & Uncles, St. Louis, Mo. - \$150; Annie Malone Children's Home, St. Louis, Mo. - \$150; Cairo Residents, Cairo, Ill. - \$150.

The Jolly Holly program conducted by PP grossed \$760 or \$260 over their goal. Disbursements were made to three charities, the St. Louis Childrens Hospital, seven selected cases from the Post Dispatch "100 Neediest Cases" and to the handicapped students of Martin Luther King Jr., High School.

The Missile Department conducted their own drive and collected \$625 for the Salvation Army Tree of Lights. The presentation was made December 21.

In the Aeronautical Information Department Operation Snowball brought in \$501. The money went to the Post Dispatch "100 Neediest Cases." According to the project officer, the operation will probably become an annual event.

contribution to the "100 Neediest Cases."

The directorate of Personnel contricuted \$53.00 to the Salvation Army Tree of Lights.

There were contributions made by individuals and organizations within the Center that were not reported to the Orientor.

To all who took part in any of the activities, thanks are extended from those who developed the drives and from those who benefited from the results.

Petrol Needs

The Interior Department, at the request of the Defense Department, has issued directives to 22 U.S. companies to supply 19.7 million barrels of petroleum during November and December for Defense use. This oil is in addition to existing Defense contracts for fuel and anticipated allocations under the mandatory allocation program.

Authority for this action stems from the Defense Production Act of 1950. An intention to use this authority was announced in a Federal Register article Nov. 6.

Companies may delay delivery of 30 per cent of the amount requested until the end of January if physical limitations prevent them from making delivery.

Otto Stoessel

DMAAC's Chief of the Printing and Distribution Department, Otto Stoessel, was presented the Meritorious Civilian Service Award December 12th in ceremonies conducted by Colonel Walter J. Chappas, director.

The award was presented for "... meritorious service in the field of printing and distribution and his demonstrated outstanding performance and achievements in aiding the Defense Mapping Agency to fulfill its mission in the most effective manner."

Stoessel began work with the Center in 1949 as a photolithographer. Other than a short break for military service his entire Federal service has been with this organization.

The nomination was based on five basic areas:

1. Making significant contributions in the field of printing/distribution and the increased knowledge thereof.
2. Improving the public image of DMA in the graphic arts community with presentation of educational programs relevant to DMAAC technical developments before national and international audiences.
3. Developing production processes and techniques to advance the production effectiveness of DMAAC.



Stoessel



Happy
New
Year

From the Orientor staff

New Seal For E/P Program

DMAACers are beginning a new year with a call to improve further upon their tradition of progress and organizational excellence. The seal, printed for the first time in this issue, symbolizes the improvement challenge coming from the Effectiveness/Productivity Program. The simplicity of the seal reiterates the program's very direct goal: greater productivity through the re-application of internal savings. The motto printed on the seal emphasizes the major means for achieving the increased productivity: producing more through the dedication and resourcefulness of the approximately 135 different skills comprising the DMAAC team; or put more simply, working better together. Reminders of the need for this cooperative team spirit will be ever present as we will see the Effectiveness/Productivity seal printed on the Bulletin, the Newsletter, and various DMAAC correspondence. May this initial publication of the E/P seal remind each of us to make, "a greater effort in 1974" one of our New Year's resolutions.



EPA Explains Factors Affecting Auto Gas Mileage

Bits And Pieces

From the Black book:

It's been a long time since we've had a white Christmas like this one. We certainly had some bad times in the beginning with icy roads, wet feet and cold hands but the sight of smiling youngsters wading waist deep in drifts made all the misery worthwhile. In our neighborhood the wind created drifts three and four feet high across roads and yards. They were just the right height for small boys to tunnel in or hide behind in games. What a contradiction it was the day after the snow to see Daddies shoveling snow from around cars and off driveways while children rolled and tumbled in the yards.

As the old year comes to an end and the new year begins we hope the past has been good to you and the next year will be even better. Happy New Year.

dlb..

The ORIENTOR is an official newspaper, published bi-weekly on Friday by and for the personnel of the Defense Mapping Agency Aerospace Center, at St. Louis, Missouri. Opinions expressed herein do not necessarily represent those of the DOD.

Col. Walter J. Chappas

Director

David L. Black

Chief, Office of Information
Editor

Off to Snow Country



Ten DMAAC employees are awaiting arrival of the AF limousines to take them to the airport. They were recently assigned TDY for two weeks to Rome Air Development Command, Griffiss AFB, at Rome, N.Y. The purpose was to obtain training on the LIS (Lineal Input System) which will be installed at DMAAC for CD during the month of January. The LIS will support automated digital requirements for special navigational systems and is the first step toward a cartographic digital data base. The employees receiving the training were: (left to right) Bob Pennycuick, Gunther Ostendorf, Andrew Jackson, Frank Mirkay, Dennis Franklin, Bob Day, Jim Abernathy, Lenny Griffin, Joan Sadorf, Jim Sippel.

Medals to Three

The Air Force Commendation medal was presented recently to three members of the Center's military work force—TSgt. Juanita Backous, TSgt. James Robinson and SSgt. Richard Willis.

Sergeant Backous was cited for meritorious service as Assistant Noncommissioned Officer in Charge, Supplies Management Branch 475 Supply Squadron, Yokota AB, Japan. "Her ability to perform error-free statistical

the training section, management and procedures branch, 15th supply squadron, Hickam AFB, Hawaii. "His professionalism was outstanding and resulted in better control and procedures for all of the instructional programs within the supply complex," stated the citation.

Sergeant Willis was awarded for his meritorious service while assigned to the special security office, intelligence division, 376th Strategic Wing, Kadena AB,

Automobile drivers who want to save on fuel costs and conserve energy should buy lightweight cars, avoid short trips, slow down and keep car engines tuned, the Environmental Protection Agency advises in a new report on automotive fuel economy.

The report, which follows President Nixon's message to the Nation on energy conservation, describes a host of reasons why the loss in average auto fuel economy during the last 12 years (1962-1973) has been about 16 per cent.

Vehicle weight is the most important factor in fuel economy, according to the report. The most popular standard-size passenger cars have gained about 800 pounds from 1962 to 1973. Cars can be expected to lose between one and two per cent in gasoline mileage for every 100 pounds of weight increase, the report states.

Driving and maintenance habits are also major determinants of fuel economy:

—Short trips result in poor fuel economy due to the inefficiency of engine warm-up when choking occurs, and driveline friction is higher. According to EPA, the test car's normal 13.5 miles per gallon (mpg) average dropped 11 mpg on a 10-mile trip, and on down to 5 mpg on a one-mile trip. Short trips

can be avoided through use of public transportation, walking, bicycling, or better trip planning.

—The driver who habitually accelerates away from a stop, using maximum power, uses up to 15 per cent more fuel, compared to a driver who uses moderate acceleration.

—At a speed of 50 miles per hour (mph), one speed change (a slowdown to 25 and acceleration back to 50) per mile can result in up to a 25 per cent increase in fuel consumption.

—Prolonged periods of idle should be avoided.

—A tuned car will average six percent better fuel economy than an untuned car.

—Items affecting fuel economy that require periodic maintenance include: air filters, the ignition system (spark plugs, distributor points, ignition, timing), carburetor and proper air-fuel mixing, cylinder compression, and lubrication.

Other fuel economy factors listed in the report are:

—Even if the frontal areas of two automobiles are the same, the one with the more streamlined shape will have less drag and use less fuel during highway driving.

—Use of radial tires results in about a three per cent improvement in fuel economy when compared to conventional non-belted tires.

—Generally, a numerically lower axle ratio will result in a better fuel economy compared to a higher value because, although it produces the same power, the engine runs slower for any given vehicle speed and therefore has less internal friction and throttling losses to overcome.

—Fuel economy gains of more than 10 per cent during cruising conditions are possible with overdrives.

—Convenience devices that have a negative effect on gasoline mileage include air-conditioning, automatic transmission, and all power-assisted items such as brakes, seats, windows, steering, sunroofs and convertible tops.

—The best fuel economy occurs at a steady speed of between 30 and 40 mph.

—At a cruise speed of 70 mph, the fuel economy is significantly worse than at 50 or 60. Cruising at 60 instead of 70 mph improves economy about 15 per cent. Cruising at 50 instead of 70 mph increases the savings to about 25 per cent.

—At 40 mph, badly broken and patched asphalt roads can cause a 15 per cent fuel economy penalty. Gravel causes a 35 per cent

penalty, and dry sand reduces economy by 45 per cent.

—The maximum grade on most interstate highways is about five to seven per cent. Going 50 mph up a seven per cent grade results in a fuel penalty of 55 per cent relative to the same speed on a level road.

—Diesel and open chamber stratified charge engines show better fuel economy than a conventional engine. The diesel can improve fuel economy up to 70 per cent.

—Vehicles equipped with catalytic converters designed to meet the statutory hydrocarbon and carbon monoxide emission standards are expected to improve fuel economy over 1973 vehicles by up to 12 per cent.

The Automotive Fuel Economy report, and EPA data on the specific gasoline mileage rates of most popular 1974 cars, are available from EPA's Circulation Branch, 401 M. Street, S.W., Washington, D.C. 20460.

Office, intelligence division, 37th strategic wing, Kadana AB, Okinawa, Japan. "In all aspects of his assignment, Sergeant Willis displayed unique qualities of outstanding ability, technical competence, resourcefulness, and leadership," read the citation.

In Sympathy

Services were held December 14th for Henry W. Seidl, Sr., a DMAAC retiree. Interment was at the National Cemetery. Henry Seidl retired from the Center in 1967 after 43



years Federal service. He had 20 years service with the Corps of Engineers prior to transferring to DMAAC in 1953. He was an Engineering draftsman in the Engineering Branch at the time of his retirement.

**Savings Bonds
For The
New Year**

Year End Retirements

CHARLES W. HOUCK, CDCB, started his government career in September 1941 as an assistant engineering draftsman at Soil Conservation Service, Billings, Montana.

In July 1942 he transferred to the Map-Chart Division, Hq. AAF in Washington, D.C. In April 1943 he was transferred to the newly

gasoline becomes more available."

AUDREY F. MINNICH, PO, began continuous Federal employment in 1942 as a clerk-typist with the Department of Agriculture. She had worked briefly as a clerk-typist with a U.S. Senate committee in St. Louis

FRANK E. BENEZETTE, chief of Personnel Management Advisory Division, PO, began his Federal career as a clerk-typist at 2nd and Arsenal in Building 36 in March 1941 with the St. Louis Medical Depot. "I checked and processed orders for medical supplies and equipment," claims Frank.



Houck



Knight



Minnich



Bennor



Beste



Benezette

created Aeronautical Chart Plant in St. Louis, Mo.

Houck was assigned to the Aeronautical Information Division until May 1959 when he was reassigned to the Cartography Division. He presently is assigned as a Compilation Branch Chief in the Cartographic Production Division.

During his career, he served as a member, Committee for Air, Institute of Navigation and later was appointed as the Chairman Polar Navigation Committee of the Institute of Navigation. He assisted in formulating the St. Louis Section of the Institute and served as the section's first President. He also served as Treasurer, St. Louis Section American Congress on Surveying and Mapping and served two terms as Director on the Board of Direction.

Mr. Houck served as Car-

during 1936. At DMAAC since April 1954 she was a Personnel Staffing Specialist.

"As of now I don't have any definite retirement plans," said Miss Minnich. "However, I know I'm going to enjoy being free to do whatever I have the urge to do."

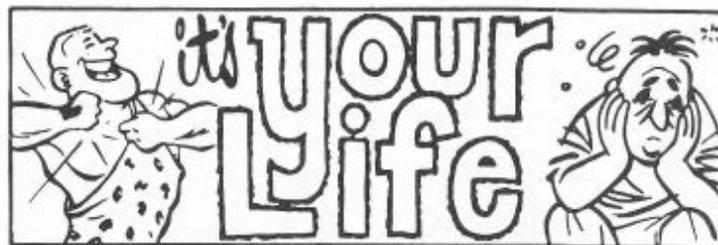
JAMES G. BENNOR, FEMB, enlisted in the USAF Signal Corp in (Radio Operator) August 1940 and was discharged in October 1945. The following year he entered on duty at the V.A. Hospital in Kecoughton, Va. where he served as a motion picture projectionist. From July 1957 thru March 1967 he was a boiler fireman at the V.A. Hospital at Jefferson Barracks.

Just prior to joining DMAAC in May 1970 he was assigned to the Post Engineers at Granite City Army Depot. He is presently assigned as a boiler plant

During World War II he served with the Army's 92nd Evacuation Hospital and spent about two and a half years in Australia, New Guinea, Philippines and Japan. He received a direct field commission shortly before the end of the war. Following the conflict he returned to the St. Louis Medical Depot as a member of their personnel office. He has continued in personnel work since coming to DMAAC in November 1954 as a position classifier.

When asked about retirement plans Benezette commented, "I intend to bum around for a year or so and then will probably leave the St. Louis area for out-state Missouri or Arkansas. I'll then either get a small acreage to putter around with or will get into volunteer work if I remain in the metropolitan area."

Other retirements this month include



Doctors can spot heart disease before attack

Changing your life style may save your life.

That is the observation of a leading heart specialist who has conducted a 22-year study of heart disease.

At a meeting of the Home Office Life Underwriters Association, an organization of life insurance executives who review the risks involved in policy applications, Dr. William Castelli, Director of Laboratories, Framingham Heart Study, pointed out that approximately 80 per cent of the people who will develop coronary heart disease can be identified prior to heart attacks. The Study is supported in part by a number of life insurance companies.

The Physical Factors

Dr. Castelli stressed that measurement of factors of physical condition can identify high risk individuals. Factors such as high cholesterol, high blood pressure, diabetes, heavy cigarette smoking and abnormal electrocardiogram can point to a person who is most likely to develop heart disease.

"Isolated studies of risk reduction by diet, stopping cigarettes

telli noted that in the first 16 years one out of 14 men aged 30-39, one out of six aged 40-49, one out of four aged 50-59, and one out of three over the age of 60 developed some form of heart disease.

The women in the same study, however, according to Dr. Castelli, were found to have only about a fifth of the rate of heart attacks under the age of 50 and about half the rate of men over the age of 50. Another factor in the study favoring women, he noted, was that daughters of fathers with coronary problems, unlike men whose fathers had premature heart disease, "have not shown a higher risk as yet."

The life insurance business has been concerned for many years about the problems of heart disease since it is a leading cause of death among policyholders and among the population in general.

Heart disease research was consistently supported by the business's Life Insurance Medical Research Fund during its 25 years of existence. Some \$26 million was allocated for the fund. Subsequently, individual companies have been supporting general medical research, includ-

Mr. Houck served as Cartography Division EEO counselor for several years; served on the ACIC Incentive Awards Committee and was Chairman of the Committee; and has served on numerous Civil Service Commission Rating Panels.

He and Mrs. Houck will spend their retiring years on the Lazy "H" Ranch on Platin Creek in Jefferson County where they raise registered Herford Cattle.

RUSSELL A. KNIGHT, CM, began his Federal career when he entered the Army in June 1941. During WW II, he served with the Hq. Eighth Air Force in England as chief clerk in the Ordnance and Chemical Staff Section. He was discharged as a technical sergeant in November 1945 and entered the civil service as an auditor with the General Accounting Office.

He transferred to the Accounting Office at DMAAC in October 1953. He worked as a production analyst in the Photogrammetry Division from 1955 to 1957 and as an inventory management officer in Operations from 1957 to 1967. He has held his present job as a budget analyst since February 1967.

Knight has served as a Board of Director of the Arsenal Credit Union since 1957.

"I'll spend more time at my hobbies of horseback riding, golf, and photography," Knight reports. "Will raise a few cattle, take short courses at college and do some traveling when and if

possible. He is presently assigned as a boiler plant equipment mechanic at DMAAC's South Annex.

His retirement plans include traveling.

OLIVIA E. BESTE's, PR, first Federal job was with the War Department as a clerk at the Quartermaster Laundry, Jefferson Barracks when the strength of the post was approximately 1500 men. During WW II the number of men stationed at JB gradually increased to a peak of 35,000 and was changed from an Army Post to an Army Air Corps Station. Due to the increase of military personnel and the resultant workload she became Office Manager with a clerical staff of 10 girls and six enlisted men.

She resigned from JB and worked as a legal secretary for four lawyers. She resumed her Federal career when she began working at DMAAC in September 1959 as a secretary at the Training School. She transferred to the Directorate of Operations, Requirements Division in June 1969 as Division secretary. She has been assigned as Division Secretary of Plans Division PR, since September 1972.

"I've enjoyed my employment with DMAAC but now want to devote some time to my hobbies of traveling, reading, traveling, gardening, traveling, volunteer work at Shaw's Garden, traveling, etc.," said Mrs. Beste. "Will probably move to Arizona in a year or two to be closer to my family.

Other retirements this month include

MELVIN B. NUSSBAUM, CDIB, entered military service March 6, 1943. He was a rifleman with the 376th Infantry Battalion, 94th Division in the European Theatre of Operations. He was discharged from service December 29, 1945.

After working in private industry for 3 years he decided to resume his federal career and joined DMAAC in December, 1948. As a cartographer he was assigned to the Cartography Photogrammetry and Missile Support Division during his 25 years at DMAAC. At the time of retirement he was assigned to the Cartographic Intensification Division of the Cartography Department.

He states he has no special retirement plans.

RUSSELL E. SCHAFFER, CD, who elects a trial retirement after thirty years of Federal service, 25 of which were at DMAAC.

Record

DMAAC employee, Tony Caiazzo, bowling in the Du-Bowl Invitational Men's League recently set a record for the league high series. Tony rolled a 724 on December 6th, which was the highest series since the league was established in the mid-50's. His games were 238, 249 and 239.

"Isolated studies of risk reduction by diet, stopping cigarettes and so on suggest that risk can be changed by changing one's life style," he said.

Many people have a heart attack without being aware of it, Dr. Castelli noted. About one quarter of all myocardial infarctions in the Framingham study were found through routine cardiograms, he said.

"This means," he said, "that such a heart attack occurred and was unrecognized by either the patient or his doctor. About half of these were truly 'silent,' in that the subject could not remember an intercurrent illness since his or her previous examination."

Heart Disease And Women

Based on data collected at the Framingham Heart Study which followed the case histories of over 5,000 men and women, Dr. Cas-

per has been supporting general medical research, including heart problems.

What can an individual do to reduce his or her chances of having a heart attack? Here is some advice, reported by the Health Insurance Institute.

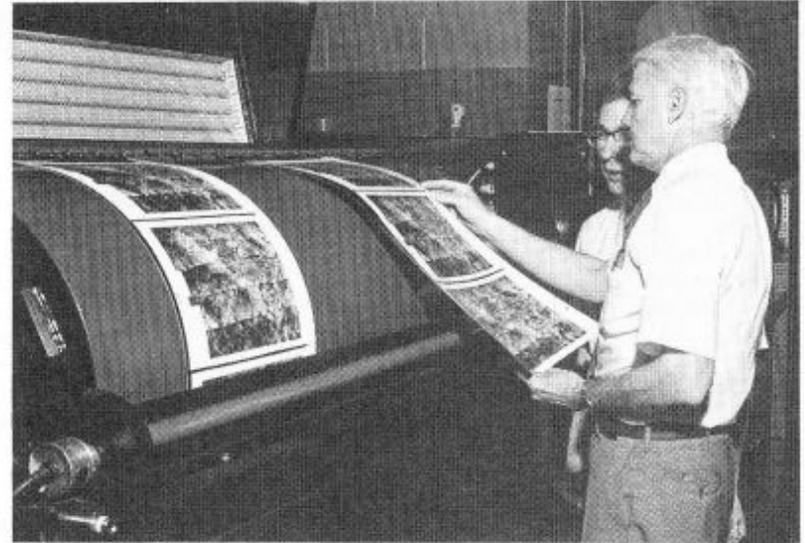
- Get a regular health examination.
- Use liquid vegetable oils and polyunsaturated shortening in place of other fats. All of these help lower the level of blood cholesterol.
- Count calories:
- If you smoke, cut down, or stop.
- Remember that sedentary living is an additional risk. Physically inactive individuals run a higher chance of heart attacks than those who exercise regularly. Your doctor can tell you the kind of physical activity which will suit your age and physical condition.

Calendar of Events

JAN	EVENT	WHERE	INFORMATION
1	NEW YEAR'S DAY		
3	Assn. of Litho Club Mtg.	Lemmon's Rest.	L. Held/4845
8	FBA Luncheon & Mtg.	Carpenter's Hall	D. Black/4142
10	DMAAC Women's Club Mtg.	Inn St. Louis	Mrs. Trumpeter/ 227-2848
15	ACSM Meeting	Dining Hall	R. Imhof/4544
21	AGU Meeting	St. Louis U.	J. Jones/4737
28	Stamp & Coin Club	Dining Hall 7:30 p.m.	Capt. Campbell/ 8474



The Year In Review



JANUARY—Stoessel selected to receive the Horace Hart Award presented by Education Council of the Graphic Arts Industry.

Four named employees of the year—Edward Turner, Paul Frey, Joseph Kurtak and Arthur Brown.

Fuel Crisis starts with reduction in fuels.

FEBRUARY—Three DMAAC military named for Greater St. Louis awards competition—Capt. Hugh Garner, SMSgt. Charles McIntyre and Sgt. Billy McCarty.

General Penney, DMA Director makes informal handshake visit.

Ed Lurton, William Hogan and Capt. Gayle Trahan nominated for the American Society of Military Comptroller's Outstanding Performance Award.

EEO race relations seminars begin.



MARCH—Colonel George Browning ends 32 year military career. Colonel Donald Hawkins becomes new Deputy Director.

Orienter receives Industrial Press Assn./United Fund Editor's Award.

Air Force Chief of Staff, General John Ryan, visits. Director presides over St. Louis Federal Awards Banquet.

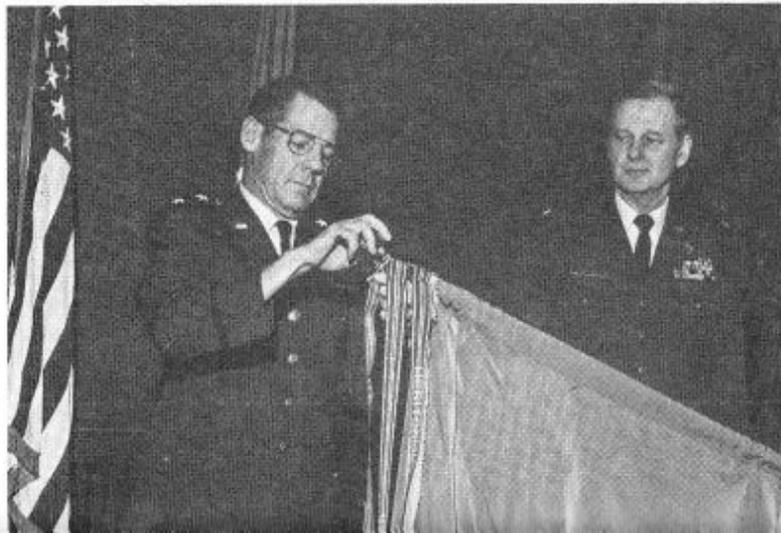
APRIL—Center receives 2nd Air Force Excellence Award.

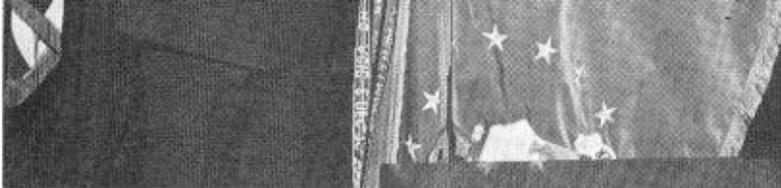
Charles Guenther receives Italian government award for poetry translations.

The first of the flood crests hits South Annex.

MAY—1785 flood record broken as second crest hits Center. Water inches into buildings but levees hold main crest. Aero Info relocates. Engineers and volunteers work night and day to sandbag levees.

Skylab cartographic products ready for first mission.





Skylab cartographic products ready for first mission.
Tom Finnie addresses joint society meeting. Talks on MC&G today and tomorrow.



JUNE—City Youth program aided by Center employment.
Fuel crisis warning to public.
First book on lunar data completed.
New retirement law creates exodus
Stoessel named to chair JCP subcommittee.



JULY—DMA Centralized Civilian Payroll transferred to Center.
E/P program begins actions.
Union surveys start.
George Shalhoob wins DMA motto contest.
Sandbag levees come down at Annex.



AUGUST—Change of command at GSS—Lt. Col. Furry new CO.
Energy use reduction plans develop.
Ms. Fire Prevention Week contest begins.
Bathe, Platte promoted and new jobs.

SEPTEMBER —Distribution realigned within DMA.
Combined Federal Campaign begins—\$50,000 goal.
Thomas Swisher retires; 50 years of service.

OCTOBER—Organizational structure changes announced; three departments affected.
Donald Kuhn elected Air Force Association local president.
Dining-In labeled a hit.
Cathi Corbit new Ms. FPW.
CFC tops \$51,000.

NOVEMBER—New duty hours begin.
Credit Union celebrates 25th anniversary.
Personnel chief, Dick Taylor, retires.
Federal guidelines issued for energy conservation.
Kenard Sarber, Kenneth Wander and Francis Gotay honored at DMA award day.
New zip code carpool system implemented.
Old Newsboys Day without papers.

DECEMBER—Union election voting results say no.
G. Warren Petersen named new civilian personnel chief.
Center holiday fund drives aid needy.
The year of the Great Flood ends with Great Snow.