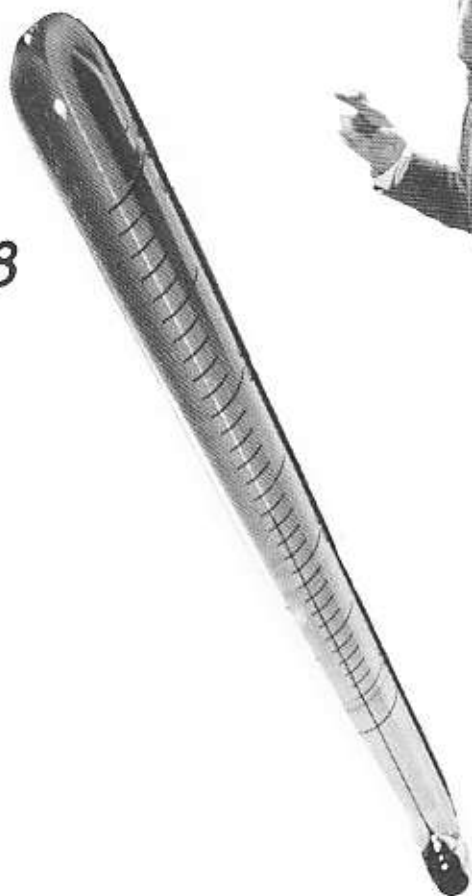


Vol. 1, Issue 20 • December 2, 1994

DMA News
LINK
West

\$268,578



**CFC goal--
Are we there yet?**

--see page 3



DMA St. Louis Holiday Party set for December 14

There will be plenty of food, music and merriment at the 2nd Annual DMA St. Louis Holiday Party on Wednesday, December 14. Festivities get underway at 3:30 p.m. in the Base Dining Hall. All employees, their spouses or guests are invited.

As for entertainment, in addition to traditional holiday music, the DMA St. Louis Choir will give a special performance. Santa Claus will also be there to wish everyone happy holidays and pass out attendance prizes.

Tickets are \$8.00. The menu features hot and cold hors d'oeuvres, including chicken drumettes, zucchini sticks, eggrolls, mini turkey croissants, veggies and more. There will be a cash bar, with beer and wine.

For more information call Jim Mohan/4142 or Bill Moran/4786.

Tickets are on sale now through Friday, December 9.

Tickets can be purchased from:

Theresa Allen/HRSF/4292
 Gayle French/CS/4725
 Cathy Corbett/FE/4476
 Jerry Crump/PP/4826
 Carolyn Benford/MC/4985
 Laurie Hempe/AO/4003
 Kathy Strickland/SD/4543
 Marianne Norrenberns/SD/4543
 Jim Mohan/CIW/4142
 Bill Moran/CMRA/4786
 Sandy Martin/DP/4481
 Debbie Strauss/GG/0-1064
 Marlane Gully/CSC/0-1102
 Ken Tucker/HRS/0-1145
 Rose Braunel/CSC/8484
 Sharon Kish/RS/4541

DMA News **LINK** West

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Cover photo by Jim Stepanik



CFC tally reaches \$268,578

With their sails set at an aggressive goal of \$276,000, the DMA St. Louis Combined Federal Campaign (CFC) floated in at \$268,578.46. Center employees strove hard to help others and make a difference, even though the CFC goal for this year's campaign was \$46,000 higher than last year, and 134 fewer people were in the work force.

"I still am optimistic that we may reach our goal," stated CFC Assistant Project Officer, Kelly Stohl. "We have a wonderful group of employees who believe that they can make a difference. For example, AQ achieved 100 percent of their goal in less than a week, and was the first Department to reach goal," she said.

DMA St. Louis employees' efforts to make a difference also extend outside the work environment. One office canvassed reported that its employees were heavily involved in community projects. From Girl Scouts and Boy Scouts to fighting illiteracy and fighting a flood, these employees believe that helping others is not a once-a-year occasion. For some, though, time is tight. Yet they take the time to fill out a pledge card and contribute what they can. In fact, over 50 percent of DMA St. Louis employees contributed to the Combined Federal Campaign with an average contribution of \$175.48 (versus \$161.98 in 1993).

Employees were informed of the CFC through 70 "rallies" conducted this year. A typical CFC rally

included a campaign overview from one of the project officers or loaned executive; a torchlighter (speaker who relates inspirational anecdotes regarding the CFC); an explanation and display of donation appreciation items; and viewing of two CFC national videos. The majority of rallies also included snack items donated by department keyworkers. Several departments raffled off parking spaces donated by department chiefs.

Employees were given a closer look at CFC dollars being put to work through 30 agency tours offered this year. Arranged by Tour Coordinator Glenn Steinkamp, employees visited CFC agencies, and learned how money contributed helped each agency run more efficiently.

Commitment to making a difference also envelopes the CFC staff. While the rest of the staff was conducting tours or rallies, CFC Administrative Assistant, Debbie Tolcou, was in the office, manning phones, receiving pledges, and distributing donation appreciation items. Driven to show how committed they were to the campaign, Project Officer Dan Peshek and DMA St. Louis Loaned Executive Janice Thomas conducted rallies at 5 a.m. for the computer room's midnight shift.

"I would like to thank all DMA St. Louis employees for the fine effort put forth in support of the CFC," said Dan. "The dedication of my staff and all the people involved with the campaign this year made my tenure as project officer an experience I will remember for the rest of my life." —by Kelly Stohl

Recent SES selections



The DMA Director has announced the following Senior Executive Service selections:

Roberta E. Lenczowski, from DMA Technical Advisor for Geographic Information Systems, HQ DMA, to deputy director/director for Production at DMA Reston Center (DMARC).

Barbara A. Ivery, from director, Production Systems, DMA Aerospace Center, to chief, Digital Production System Department, DMARC.

Jan S. Schneier, from chief, Washington Technical Support Department, DMA Systems Center (DMASC), to deputy director for Technical Support at DMASC.

The above selections are subject to approval by OSD and OPM.

Family Friendly Leave Act expands use of sick leave

Federal employees will soon be able to expand the use of their sick leave when the Federal Employees Family Friendly Leave Act, Public Law 103-388, becomes effective on December 22, 1994.

The Act will permit most employees to use a total of 104 hours of their accrued sick leave to 1) provide care for a family member as a result of physical or mental illness; injury; pregnancy; childbirth; or medical, dental, or optical examination or treatment; or 2) make arrangements necessitated by the death of a family member, or attend the funeral of a family member. In the case of a part-time employee, or an employee with an uncommon tour of duty, the number of sick leave hours available

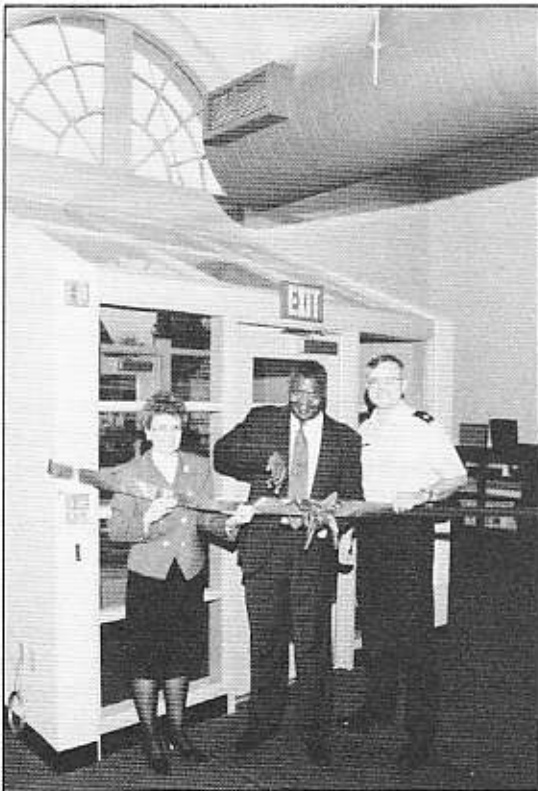
under the Act would equal the number of hours of sick leave normally accrued during a leave year.

As a result of the Act, full-time employees will be able to use a total of 40 hours of sick leave each year for family care or bereavement purposes. In addition, a full-time employee who maintains a balance of at least 80 hours of sick leave will be able to use an additional 64 hours of sick leave per year for these purposes. That brings the total amount of sick leave available for family care and bereavement purposes to a maximum of 104 hours per year for employees who satisfy this condition.

The Act includes the broader

definition of "family member" that is already used in the federal leave sharing program. Employees will be able to use sick leave to care for a spouse; parents; spouse's parents; children, including adopted children and their spouses; brothers and sisters and their spouses; or any individual related by blood or affinity whose close association with the employee is equivalent to a family relationship.

According to the Office of Personnel Management, revised sick leave regulations will be issued in the near future. If you have questions pertaining to the Federal Employees Family Friendly Leave Act, contact the Work Force Management/Services Division (HRSF) at ext. 4292.



Welcome Students

DMA Aerospace Center Director William Brown (center), joins Judy Scheibel, director of the St. Louis Human Resources Operations Office, and Lt. Col. Steve Foster, director of Facilities Engineering, in a ribbon cutting ceremony to open the new Career Management Division (HRSD) training center. HRSD is now located in Bldg. 22, and has two computer training rooms; one equipped with ten Macintosh IIfx computers, and the other with nine 486 Pentium computers. There are also two general training rooms located in the building.



Old Newsboys Day Contributions Help Needy Bi-State Children

Photos by Jim Stepanik

For 38 years, old newsboys and newsgirls have hit the pavement before dawn to collect donations for needy bi-state children. Again this year, DMA St. Louis volunteers were in place, with papers in hand, prior to the arrival of most of the work force. Sponsored by the *Suburban Journal* newspapers, volunteers collected a total of \$947.54. Thanks to all those who donated, as well as those who collected: Frank Aufmuth, Warren Bless, Priscilla Briggs, Dottie Herchert, Lora Piatchek, Rick Williams, Virginia Welter, and retiree Tommy Thompson. Retiree Bill Kolnik again added to our total contributions with money he collected at the corner of Fyler & Kingshighway. Thanks to everyone.—*Sharon Smith, CIW*



The sales brochure for the BD-10 experimental jet aircraft reads, "Every pilot's recurring dream is to fly a high performance jet. Yet only an elite few have experienced that unparalleled sensation." Count Mike Letrello, an aeronautical information specialist (AIS) in MCPB, among the "elite."

In October of this year, Letrello was the co-pilot of the BD-10 experimental jet prototype, on a trip from

Spirit of St. Louis Airport to Lakefront Airport in New Orleans, La. He and pilot Patrick Wilson were headed for the National Business Aircraft Association (NBAA) Convention.

According to Letrello, the BD-10 is top of the line in experimental planes. This kit-built jet, designed by the Bede Jet Corporation of Chesterfield, Mo., is capable of supersonic speeds, can climb 20,000 ft./min. from sea level, and has a projected cruising

altitude of 45,000 ft. Right now the maximum cruise speed is Mach .90 (595 mph.), but projected maximum design is Mach 1.4. Kit cost is also top of the line; \$230,000 will buy you the kit, but does not include the engine, instruments or radios. Add a turbojet engine and avionics, and your looking at a \$700,000 full-up acquisition price.

So how did Letrello get involved in flying such an elite aircraft to the NBAA convention? "I know the

Bede Corp. people, and Pat Wilson, a Bede Corp. employee, was a student of mine. In fact, I was his flight instructor for all his pilot ratings including instrument, commercial and multi-engine," said Letrello. "Pat trusted me to do co-pilot duties, and give him insight on high altitude procedures in congested airspace". Pat, age 26, holds a commercial pilot rating with seven years experience and 1700 total flight hours. Letrello, at age 40, has been flying for 22 years, and holds an Airline Transport Pilot rating with 7000 hours of flight time.

The flight was made to test the airworthiness and performance of the plane.

Two pilots were required because this flight was a non-pressurized flight, with a cruising altitude of 28,000 ft. At that altitude, without pressurization, it is very easy to black out, so each pilot had to be on 100% oxygen and monitor the other pilot for hypoxia (lack of oxygen). (The standard BD-10 will have a

AIS flies experimental jet

by Nancy Brannon



Courtesy photo

Aeronautical information specialist Mike Letrello (right), and Pat Wilson congratulate each other in front of the BD-10 experimental jet aircraft they flew from St. Louis to New Orleans. The flight was made to test the airworthiness and performance of the aircraft on the way to the National Business Aircraft Association Convention.

pressurized cockpit.) Also, a co-pilot was necessary to reduce pilot work load for the high density traffic condition at the convention.

Wilson and Letrello made the flight to New Orleans in 1 1/2 hours at 84% power, approximately 450 mph. They made one stop to refuel, knowing there may be some delay in landing due to the heavy volume of traffic for the convention. The BD-10 uses approximately 110 gallons of jet fuel per hour at the lower altitudes.

"I did get some 'stick time' on the way down," said Letrello, "and did some climbs and turns with the jet. The plane is more stable than I had imagined. Plus the acceleration is just awesome—you are thrown back in your seat with the 'G' loads," he said.

The flight went well, even though it was the first time the aircraft had flown cross country in bad weather IMC (Instrument Meteorological Conditions). "We had to shoot an instrument approach with the clouds at 700 ft. and visibility at two miles and light rain," said Letrello.

Before coming to DMAAC, Letrello used to teach flying full time and flew cargo, charter and corporate airplanes, which included turbo props and Lear jets. He has flown 40 different varieties of planes, including experimental aircraft. "I came to the Center for job security, and because I was tired of being on the road, which is hard on family life," said Letrello. He owns a Grumman Cheeta single engine, fully instrumented plane, and is the Director of Flight Instructors for the Grumman Aircraft Owners Association.

A Better Way

New form makes suggestion process easier

In the theme of continuous improvement, DMA's Performance Improvement Office has capitalized on the best features of two employee suggestion programs and rolled them into a single new form and process called *Better Way*.

For the past three years, the agency has used both the Beneficial Suggestion Form/Program, established in 1980, and the Opportunity for Improvement Form/Program (OFI), instituted in 1991.

According to Dave Pierce, DMA(PI), separately each program served a function, but the problem with having two programs was that confusion set in and employees found themselves asking the following questions:

"I've got a good idea. Which form should I use?" and "I've found that my OFI is saving DMA money. Is it still possible for me to receive a monetary award?"

"A built-in incentive of the beneficial suggestion program was the 10 percent award of the predicted first-year cost savings," said Pierce. But adoption rates were about 40 to 50 percent, considered low by industry standards. Implementation rates were even lower because there was no accountability for implementation.

"The OFI answered a need. The incentive for using it was not monetary. It was employees simply wanting DMA to be a better place to work," said Pierce. Adoption and implementation rates for the OFI have been significantly higher.

Like the OFI, the *Better Way* evaluator does not document the dollar potential of the improvement. The actual savings are documented after implementation using the existing Process Improvement After Action Report (DMA Form 5010-3). It's a subtle shift of the focus from adoption to implementation, but it's a significant one, since DMA's goal is to actually improve operations, processes and services.

"The *Better Way* incorporates the best feature of each program and replaces three forms with one — the Beneficial Suggestion, the Suggestion Evaluation and the OFI. More importantly, it offers a single mechanism for all employees to help improve DMA," said Pierce.

Pierce said all PI offices will be offering briefings to employees on the *Better Way* form and process, and that the new form (DMA Form 5010-4), will soon be available over the office automation network in the same directory/folder containing electronic DMA and Department of Defense forms. Meanwhile, PI offices have electronic versions which they may send via an E-Mail attachment or disk.

DMA Chief Scientist receives overview

DMA's new chief scientist, Dr. Walter J. Senus, was given an overview of the mission of the Aerospace Center during his Nov. 18 visit. Dr. Senus replaces Dr. Annette Krygiel, who was selected as director of the Central Imagery Office in Vienna, Va.

As chief scientist, Dr. Senus will serve as scientific advisor to the DMA Director, and lead the agency's effort in exploiting state-of-the-art scientific applications to MC&G technologies, looking to the future by investigating scientific breakthroughs, assessing technology for application to MC&G processes and products, and recommending the broad direction to be taken to better serve DMA's customers.

Dr. Senus was technical director for intelligence and reconnaissance at the Rome Air Development Center (RADC), Griffiss AFB, N.Y., before coming to DMA. He joined RADC as a physicist, and then worked with the U.S. Coast Guard. He served



Dr. Walter J. Senus, DMA's new chief scientist (left), receives a briefing on Aeronautical Data Maintenance (ADM) from Don Smith (MCP) (at right), while Jay Dickerson (MCBK), performs static graphics manipulation at a precision digitizing workstation.

with the Defense Mapping Agency from May 1978 to March 1984. His tour included an assignment with the Advanced Technology Division, Research and Engineering Directorate, HQ DMA. While in Washington, D.C., he was an adjunct professor at George Washington University, George Mason University and

Northern Virginia Community College.

Dr. Senus received a bachelor of science degree in physics from Syracuse University in 1967. He also holds a master's degree in physics from Syracuse, and a doctoral degree in physics and geodesy from the University of Hawaii.

STRATCOM Director of Intelligence visits Aerospace Center



Mark Tatgenhorst (MCFF), briefs Air Force Maj. Gen. Gary L. Curtin, director of intelligence for the U.S. Strategic Command, on the final quality control step in producing an Arc Digitized Raster Graphic (ADRG) product. The general requested the visit to receive an overview of the products DMAAC provides to STRATCOM, as well as to meet the people who produce them. STRATCOM is one of DMAAC's biggest customers.

Printing and distribution reengineering projects underway

The Technology and Information Directorate is managing and guiding several projects to reengineer every function involved in printing and distribution at DMA. The goal is to complete a "proof of concept" for each functional area in time for the 1998 opening of the new printing and distribution center in St. Louis. Some changes have already been approved and implemented, allowing DMA to reap savings in the millions of dollars.

"We've been working with Systems Center to bring in new capabilities and with commercial vendors to see what's in the market," said James Sippel, physical scientist in the Program Development Division. Sippel is the program manager for new developments that support printing and distribution.

DMA has already begun the transition to fewer paper types and sizes, reducing the number from 21 types and sizes to five. Estimated annual savings amount to \$217,000. Testing of a process that cuts paper into sheets, bypassing the warehousing of varied paper sheets at the Defense Logistics Agency is scheduled to begin in the fall of 1995 at the Aerospace Center. Savings in stock currently warehoused at DLA amount to \$4 million. Paper would be procured directly from the manufacturer in rolls and sheeted on-site.

Plans also call for the conversion of all hard-copy film reprostat into digital form to be used on new "digital-to-plate" equipment, which bypasses the negative engraving process to create images digitally with a laser beam directly on the press plate.

Testing began this fall to convert to process color printing, a method that uses four base colors—cyan, magenta, yellow and black (CMYK)—to create all the colors DMA now uses in printing. At present, one color separation negative for each color is used for most jobs, which sometimes requires two passes through the press.

"We will only have to set up the press once for all jobs, which will eliminate washups between press runs," said Sippel. "More press time will allow DMA to print more maps and charts in the same amount of time. We're looking at annual savings of \$520,000."

Next spring at the Philadelphia Depot, DMA will begin testing equipment that folds paper faster. It will keep up with new high-speed presses and fold directly from the pallet, according to Sippel.

The investigation into CD-ROM packaging yielded potential savings in several areas, he explained. The present plastic cases now used as CD-ROM containers have to be manually separated prior to the recycling of obsolete disks.

"If we use cardboard packaging, the recycler will take the disks in their sleeves," Sippel said. "Cardboard packaging costs less and is much cheaper to handle and ship because it weighs less and will not crack like plastic. The cardboard sleeves can just be stamped and

mailed without additional packaging. CD-ROMs in cardboard are lighter to handle for storage purposes and take up less room." Changing to cardboard CD-ROM packaging will save the agency an estimated \$125,000.

"Once we implement these changes, a product will come from one of the production centers in digital form over the communication line. There will be a continuous process flow in the new printing and distribution facility that will make the product available to the customer in digital or hard-copy format," Sippel said. "We are working to keep DMA relevant as the foremost provider of global geospatial information and services to support national objectives. In our efforts at continuous improvement, you can be sure that even more changes are coming."

—by Paul Hurlburt

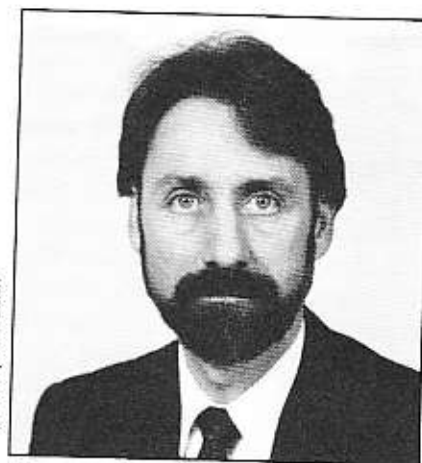


Photo by Tom Booth

James Sippel



Friends Don't Let Friends Drive Drunk

December is National Drunk and Drugged Driving (3D) Prevention Month, and DMA St. Louis joins America in this observance.

Many still remember the late 1960s and the early 1970s, when the United States routinely reported more than 50,000 traffic deaths annually. In 1972, the figure was 54,589. Over one-half of these deaths occurred in alcohol-related crashes. Compare this statistic with the estimated 1993 figures as reported by the National Highway Traffic Safety Administration. In that year, approximately 40,115 persons died in highway crashes, with 17,461 (44%) of these alcohol related.

In the United States today, traffic crashes are the greatest single cause of death for every age group between 6 and 33 years of age—greater than deaths from drugs, wars or disease. Of these crashes, one-half are caused by someone's excessive consumption of alcohol or other drugs, combined with climbing behind the wheel of a car, motorcycle, truck or bus. The proportion of drivers 15 to 20 years of age who were involved in fatal crashes and were intoxicated dropped from 31% in 1982, to 15.8% in 1993, the largest decrease of any age group during this time. Still, there is no cause to relax our vigilance. Even one death is too many!

"Take a Stand! Friends Don't Let Friends Drive Drunk."

HR automates personnel actions

PERSACTION pilot test winds down

The pilot phase in DMA of an automated Human Resources management system ends this month with implementation on a limited basis in St. Louis and metro Washington.

The Personnel Action System, called PERSACTION, will automate many HR processes long familiar to DMA employees, such as requests for personnel action (SF-52s), position descriptions, and position vacancy announcements. Eventually PERSACTION will be operational throughout DoD.

In DMA's pilot Phase I, PERSACTION was implemented in the Digital Products and Scientific Data departments and the Directorate of Security at the Aerospace Center in St. Louis, in the Directorate of Human Resources in Washington and St. Louis, and in the Acquisition and Logistics Directorate in Washington.

"PERSACTION will assist management officials in executing their human resource objectives," said Bill Nickel, program manager for HR systems, in a briefing to the DMA Quality Council. Nickel along with Vicky Hendrix, chief of HR's Washington Operations Work Force Acquisition and Retention Division, are team leaders for the implementation of PERSACTION. Elaine Schlueter, personnel management specialist, DMA Personnel Systems Division, is the PERSACTION database manager.

"In automating the SF-52 process, PERSACTION will make the manager's job easier by simplifying the process and eliminating replication and paperwork. It will save them the time it now takes to generate a SF-52 or position description, move the document and accomplish coordination," Nickel said. "Automation will also allow managers to track personnel actions and to examine data regarding their employees."

Plans call for PERSACTION to be implemented on one network server in St. Louis accessible on a wide-area network. Managers and administrative assistants will have access to the network.

Future applications will include libraries of performance standards and crediting plans, used in rating job applicants. Employment applications will also be automated.

During Phase II, which begins in February, customer access to PERSACTION will be expanded to the administrative level. Phase III will expand access to managers and supervisors in synchronization with a planned DMA-wide expansion of the sensitive, unclassified information system.

"With PERSACTION, HR anticipates resource savings," said Nickel. "At the same time, PERSACTION will enable managers to accomplish their personnel management responsibilities more effectively and with greater ease." — by Paul Hurlburt.



In Memoriam

George A. Johannigmeier died of cancer Nov 18. Johannigmeier was a cartographer in SDCA, and had recently left on a disability retirement effective Oct. 31. He had 18 years of federal service.



Johannigmeier is survived by his sister, Karen, and brother, Gary. Interment was at Calvary Cemetery, Granite City, Ill.

Word has been received of the death of **Nevin K. Nissen** on Oct. 30. Nissen was a former Geodetic Survey Division employee stationed in Cheyenne, Wy.

He is survived by his wife, Sheila, one son, Derek, and daughter, Kimberly. Cremation was at Cheyenne Memorial Gardens.

Promotions

Cain, Suzanne, GS-11
 Chandler, Willie, GS-11
 Ellis, Lewin M., GS-12
 Fox, Joyce E., GS-8
 Fritz, Joyce A., GS-06
 Fuld, Walter M., GS-11
 Gomez, Rosemary, GS-15
 Gruettmeyer, Edward G., GS-11
 Hall, James R., GS-11
 Hemple, Jo Ann T., GS-11
 Meyer, Linda K., GS-8
 Mobley, Clayton W., GS-7
 Mouser, Donald W., GS-11
 Nowicki, Patricia J., GS-13
 Patterson, Linda F., GS-9
 Porath, Robyn L., GS-11
 Provaznik, Jeannette D., GS-11
 Sell, James L., GS-11
 Thompson, Michael B., GS-12
 Tolle, Georgia L., GS-8
 Uhles, Morris E., Jr., GS-11
 Weiss, Charles, GS-15
 West, Araminta D., GS-9
 Wicks, Ruby J., GS-11

Service Awards

35 Years
 Huelsmann, George H., SC(TSS)
 Mantinband, William L., MC

30 Years
 Anderson, Timothy J., CSC(RD)
 Corbett, Mary Catherine, FE
 Hudgens, Leonard W., SD
 Miller, Donnell, MC
 Satterfield, Patrick R., PP

25 Years
 Jacks, Gary S., SC(TSS)
 Moore, Sherman, RC(RS)
 Platter, Michael G., FE
 Vandeven, Madeleine L., RC(RS)
 Webster, Royal C., MC
 Zimmer, Cheryle J., GG

20 Years
 Billingsley, Dorothy J., MC
 Briggs, Priscilla R., FE
 Cooper, Sidney D., HRS
 Engler, Beverly J., MC
 Esneault, Roger P., MC
 Lewis, Roy C., Jr., MC
 Myers, Jean W., Jr., CSC(RD)



by Pat Weise

Bowling standings

The Arsenal Mixed Bowling League has a tight race going this first half. After position night, only 15 points separate the entire league. The standings are: Fab Four, Two of Hearts, Brooklyns, Hot Shots, Bears, Roller Coasters, The Real McCoy's, Tom's Cats, Defcon-4, Alley Slugs, Strikebreakers, Balls on Nine, Mean Anomalys, Purple Turkeys, and We Four.

DMA form replaces Air Force Form 9

A new DMA form may help reduce the size of procurement packages, according to agency officials.

DMA Form 4105-1, *Request for Purchase*, replaces the Air Force Form 9 purchase request. The new four-page document streamlines information into a checkbox format with the potential of reducing the size of the procurement package from a possible 30 documents into one.

The new form will be used to procure goods or services not available through the supply system. For more information or training on filling out the form, call Lynn Martin at 703-285-9198.

Credit card award

An award has been established for the credit card program, according to acquisition and logistics officials. Award criteria is based on compliance with program objectives and requirements. For more information, call Debbie Loudon, credit card program manager, 703-285-9198.

SDF holds 14th annual golf tournament

Sixty present and former employees participated in SDF's 14th annual golf tournament held at The Ridge golf course in Waterloo, Ill. With the opening of nine new holes, the

Casetta shoots hole-in-one

Linda Casetta (SDP), was the first woman to shoot a hole-in-one at Jim Peck's Wildwood Golf Course in Minocqua, Wis. Linda and her husband, Lee (SDC), were visiting his parents for the Labor Day weekend when they decided to play a round of golf with his mother. "All I wanted to do was get a good drive off the tee box, because it was the first hole and is in front of the club house," said Linda. After her hit, she turned her back and walked off the tee. Lee and his mother saw the hole-in-one, but Linda missed it. The hole is a 140 yd., par 3. Congratulations, Linda.

course offered a challenge to many of the golfers.

The team of Mike Nolan, Andrea Scott, Bruce Thompson and Bill Pittman won 'A' Flight with four under par. Second place was a tie between the team of Randy Hines, Tony Randazzo, Rick Updegraff and Gary Johnson, and the team of Bob Haddad, Wayne Lamborn, John Goodwin and Bill Hutson.

'B' Flight was won by the team of Craig Ackermann, Don Nagel, Scott Lorbert and Mike Bayless, with a score of one over par. Second place went to the team of Gary Sutton, Larry White, Dave Nelson and Janie Greathouse, and third place went to Linda Casetta, Jack Connor, Jim Johnson and Kevin Perry.

Rick Updegraff won the longest drive contest, and Bill Pittman won closest to the hole. Non-golfing employees of SDF also came out to participate in the barbecue that's always held after the tournament. See everyone again next year!

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