



Vol. 1, Issue 17 • October 21, 1994

DMA News  
**LINK**  
West

**The IORS Story**

*-see page 5*

## Gomez new chief of Resource Management Office

The DMA Director has selected Rosemary Gomez to serve as chief of the DMA St. Louis Resource Management Office (CMRA). She succeeds the late Wayne Jones.



Gomez started at the Center in 1984 as a management analyst in the Manpower and Management Division. In 1985 she joined the DMA SPOEM Office on a developmental assignment of DPS studies and cost analysis. From July 1986 until September 1988 she served as a management analyst at DMAHTC and SC. She then moved to the

financial manager position in the Resource Management Office of Systems Center.

In 1992, as Chief of DMACSC's Resource Management Office, she made significant contributions in planning for the consolidation of distribution operations at Philadelphia. She has also managed the financial requirements for DMA production during numerous world crises.

Gomez returned to DMA St. Louis in February of 1993 as the GS-14 Financial Manager in CMRA. In May of 1993 she received the DMA Superior Civilian Service Award for her management of DMA resources at AC, HTC, SC and CSC.

## General Boyd praises DMA for superb support

U.S. Air Force General Charles G. Boyd, Deputy Commander in Chief of the U.S. European Command, offered his sincere thanks and appreciation in a letter to Air Force General Raymund E. O'Mara, Director of DMA, for the superb support provided by the Defense Mapping Agency throughout Operation Support Hope.

Excerpts from his letter read:

"As we began planning our deployment to central Africa, we requested LANDSAT maps over eastern Zaire. In just six days you had the maps in the hands of the deploying units--a dramatic example of customer support by DMA's production units.

"I especially want to recognize the superb effort put forth by the Combat Support Center depot team in Zweibruecken. Led by Lt. Col. Bob Moore and, in particular, Maj. Bruce Gasper, the depot issued more than 35,000 maps and charts to over 120 units during one ten-day period. Everyone, administrative personnel included, pitched-in, allowing the activity to make airport pickups and deliveries and even bring maps here to Stuttgart for the Joint Task Force, Special Operations Command, and others.

"The demonstrated ability of the Defense Mapping Agency to effectively respond to our requirements goes a long way to instilling faith in our warriors--faith that DMA personnel will provide products they need in times of crisis. Please convey my personal thanks to your civilian and military workers for a job extremely well done."

### DMA News LINK West

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# Reserved parking begins Oct. 31 for carpools at Second Street

The assignment of reserved parking spaces for carpools will begin at 3200 S. Second St. Oct. 31.

The Parking Committee, with representatives from NFFE Local

1827, DMAAC two-letter offices and partner components, has concluded its work with the establishment of the RideFinders program, and the decision to assign reserved parking

spaces for carpools.

The RideFinders registration began Aug. 1 with a letter distributed to all employees. "Unfortunately, the letter did not specify that carpools registered through Ridefinders would be the only carpools eligible for assigned parking," stated Jack Hassell, chairman of the Parking Committee. "We clarified this point in subsequent Director's staff meetings, and extended the registration deadline through Sept. 30. The end result was over 200 registered carpools, and the potential for many future matches," he said.

Initial parking assignments will be effective Oct. 31 on registrations that were received by Sept. 30. Additional reserved space assignments will be effective Dec. 5 on registrations received by Oct. 31. New registration for carpools will be accepted at all times. If you do not have a RideFinders survey form and would like to register a carpool, contact Shirley Dubbs at extension 4411.

A council of employees, initially selected from the Parking Committee, will be formed to administer parking and monitor the Ridefinders program. The main objective of the council will be to "keep it simple."

"We believe that the best system of controls is to make certain the rules are understood," said Hassell. "And we have a strong faith in the vast majority of our employees to follow the rules, and provide input if those rules need modification to avoid possible abuses of the system," he said.

The committee decided on a limited set of rules to get started with the initial assignment of parking spaces. These are summarized as follows:

◆ **Initially spaces will be assigned at the 3200 S. Second St. location only.** This does not negate the validity of the carpool from a RideFinders perspective, however, and the members of a validly registered carpool at either South Broadway or Jefferson and Scott will be eligible for the RideFinders benefits (primarily rides home in case of emergency).

◆ **A carpool is defined as two or more riders.** A parking space will be assigned to any carpool with at least two DMA St. Louis personnel working at 3200 S. Second St. For carpools registered with one 3200 S. Second St. driver, and one or more Jefferson and Scott member, a reserved space will be assigned at 3200 S. Second St. The logic behind this decision is that parking will become more crowded at Jefferson and Scott after GG makes their move to that location (Nov. 5). Assigning the reserved space at Second Street results in no cars for that carpool at Jefferson and Scott.

◆ **No parking space will be assigned to carpools on permanent second or third shift schedules.**

◆ **In general, the larger the carpool, the closer the assigned space will be to Building 36.**

◆ **There will no longer be restrictions on gate of entry into 3200 S. Second St.** Carpool spaces will be clearly identified with signs, and lobby displays will inform employees on reserved parking areas.

◆ **Each carpool is expected to manage its assigned space to assure it is occupied at all times.** Given the two-person definition, and the fact that many carpools will be impacted by rotating shifts, compressed work schedules, and use of leave, the important thing is to assure a reserved space doesn't go vacant while we have employees parking off-base.

# Together, We Make a Difference



Photo by Gerald Goodrich

Members of the senior staff took this year's Combined Federal Campaign theme to heart and "gathered together" to sign their pledge cards. A goal of \$276,000 has been set for DMA St. Louis.

## FEEA Announces Scholarship Winners

Four children of DMA St. Louis employees were awarded scholarships by the Federal Employee Education and Assistance Fund (FEEA), for the 1994-95 academic year. Nearly 4,000 people applied for the scholarships from 35 federal agencies. The awards are based on merit and range from \$400-\$750 in cash to graduate or undergraduate students who work for federal agencies, or who have immediate family members who do.

The scholarship winners were: Jennifer Ertl, University of Arkansas, daughter of Bettye Ertl (GGC); Jean Forster, St. Louis University, daughter of Tom Forster (HRSF); Tanya Graham, Purdue University, daughter of Joanne (HRS) and Terry Graham (FEMTC); and Kathryn Koenig, Emory University, daughter of John Koenig (SDOC).

The FEEA is non-profit agency that helps federal employees and their family members by providing scholarships, educational loans and emergency loans and grants. FEEA receives most of its funding from federal employees who designate their pledges to the Combined Federal Campaign (CFC), and is listed under pledge #1237 in your CFC brochure.

For more information about scholarships, call toll free to FEEA 1-800-323-4140.

## What Your Gift Can Do

Each pledge is important in providing vital health and human service programs to people in need right here in our community and around the world. The following chart shows what your weekly contribution can do to help.

Contribution Per Week	Provides...
\$ 1.15	Emergency food for five families for one week.
1.35- 1.60	Diabetes detection services for 13 people.
2.45- 2.80	Five treatment sessions for a youthful alcohol/drug abuser.
3.80- 4.25	Two weeks of day care for two economically disadvantaged children.
5.50- 6.25	Home health care service visits for four elderly adults.
8.65-10.10	Three nights of emergency shelter and counseling for two physically abused kids.
10.75-12.30	<b>Aid for four families of six suffering fire, flood, or tornado disaster.</b>
13.10-14.75	Counseling for seven severely disabled adults for independent living.
15.60-17.30	Fifteen days of residential care for a homeless child.
21.15 plus	Saves lives through vital heart, cancer, and other medical research.

# The IQRS Story

by Tony Moore, PS

**T**he Interactive Quality Review System (IQRS), operational at the Aerospace Center since April, has proved to be an invaluable asset in supporting recent crisis requirements for Digital Feature Analysis Data (DFAD) and Interim Terrain Data (ITD). The system surpassed expectations in its abilities to edit and review data in a production environment during a crisis.

## ***IQRS: One System to Serve Multiple Needs***

As part of its mission, the AC Directorate of Production Systems (PS), validates and coordinates Statements of Operational Need (SONs) for the Center. SONs are one mechanism for bringing new or enhanced functionality into the Centers so that the production departments can effectively perform their missions.

In September 1992, PS began investigating the possibility of consolidating the requirements from a number of SONs that indicated the need for a quality control system capable of the real-time, visual quality review and editing functionality of a number of DMA products. In October, PS presented to the AC Operational Review Board a recommendation to consolidate four separate SONs into a single SON, whose requirements (or needs) could be satisfied by Commercial Off the Shelf (COTS) hardware and software, and an in-house software development effort. The proposed system's name was the Interactive Quality Review System. The recommendation was approved and PS was

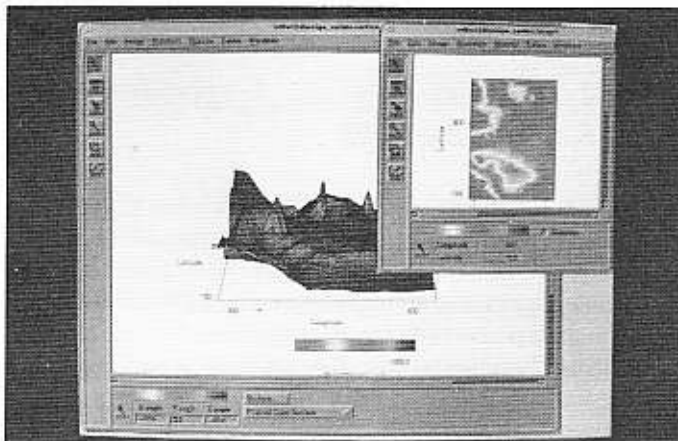
### ***Basic purposes of the IQRS:***

**To display visually digital matrix and vector MC&G products (DTED, TERCOM, DFAD, ITD and RTAD) for the purpose of quality assurance, and to provide the capability to detect and correct errors in those products, in the production environment.**

directed to proceed with the consolidated SON and to make every effort to make the IQRS a FY93 procurement.

To achieve this goal, PS formed the IQRS Working Group composed of the following organizations: PS, the Scientific Data, Digital Products, and Mapping and Charting Departments, Systems Center Engineering Integration Directorate (SC/EIWS), and SC Technical Support Directorate Digital Products Support Branch (SC/TSSPC). Since one of the consolidated requirements involved two Centers (AC and HTC), AC/PS coordinated with HTC/PS to ensure both Centers were in concurrence with the working group's efforts. The objectives of the working group were: 1) to write the consolidated requirements document (i.e., the SON); 2) to work out the finer details of the recommended hardware and software solution; and 3) to assist SC in the preparation of the procurement package.

*Continued next page*



*At left: A full DTED cell is viewed obliquely, with color-coded elevation ranges mapped over a wireframe of the data. This view is particularly advantageous for highlighting "spikes" (anomalous vertical errors) in the data. Also, a color bit map is presented in the upper right corner which shows the viewer the general lay of the topography.*

*On the cover: John Gillihan and Jon Strother, programmers for Systems Center assigned to the IQRS project, developed macros which make it easier for the production cartographer to initiate process edits when using the Graphics User Interface.*

# The IQRS Story

Continued from previous page

## Team Concepts Used to Achieve Objectives

The formation of the IQRS Working Group was instrumental in the success of the IQRS. Whereas, it normally takes three to four years to propose, design, develop, and deliver a system of this level of complexity, the IQRS took only 1 1/2 years to complete the cycle from concept to implementation.

The size of the working group was important. By keeping the IQRS Working Group small, the group could act quickly and effectively. However, more responsibility fell on the individual members to pass on status and obtain information from their respective organizations to keep on schedule.

The success of the IQRS Working Group represents a step forward in DMA total quality and empowerment concepts. The group successfully achieved its objectives by promoting communication, cooperation, and teamwork between components, centers, departments, and divisions in order to satisfy mission requirements, improve process flows, procure a flexible system, reduce procurement costs by nearly half a million dollars, and increase efficiency.

## The Basic IQRS System Requirements

The IQRS was designed to satisfy two requirements: 1) to provide the capability to detect and correct errors in the production environment; and 2) to visually display digital matrix and vector MC&G products for the purpose of quality assurance. The display capability is required by both producers and cartographic data base managers.

The matrix products supported by the IQRS are Digital Terrain Elevation Data (DTED) and Terrain Contour Matching Data (TERCOM). The vector products supported by the IQRS are Digital Feature Analysis Data (DFAD), Interim Terrain Data (ITD), and Relocateable Target Assessment Data (RTAD).

To satisfy the above requirements, the IQRS Working Group proposed a solution of COTS hardware (powerful UNIX workstations and a file server), COTS software (Geographic Information System and matrix visualization software), a networked system (Local Area Network and Wide Area Network), and a software development proposal which could be satisfied by in-house resources. Headquarters DMA Technology and Information Directorate approved the IQRS concept with minor changes, and tasked SC to develop the system.

In addition to fulfilling the basic mission requirements, the IQRS will support the following capabilities:

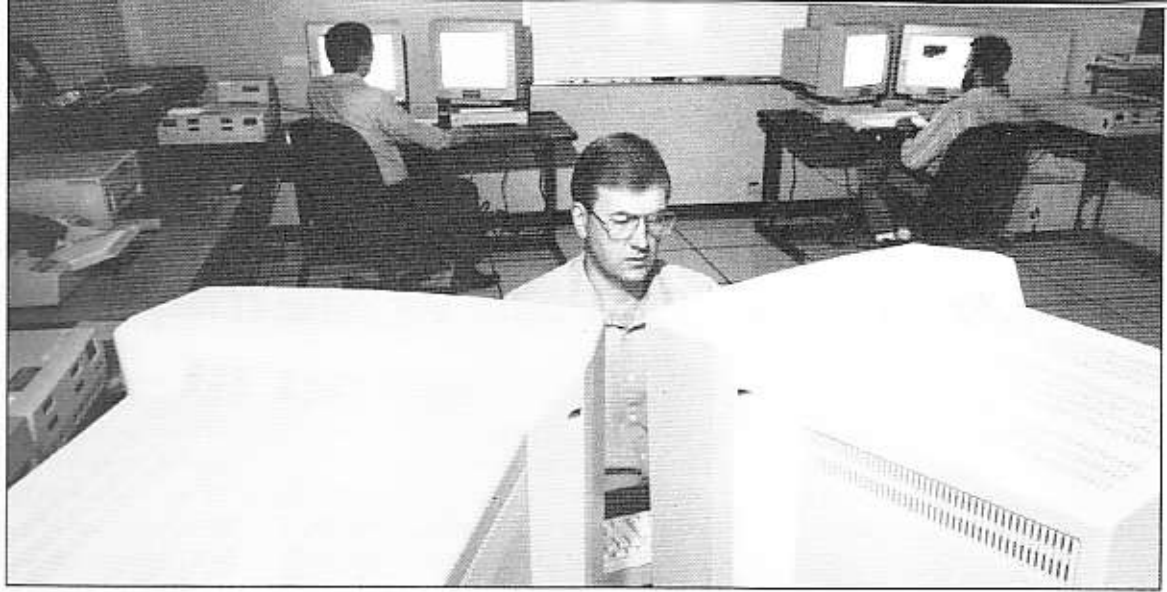
It gives DMA the same capabilities as our users to analyze our matrix and feature data products - capabilities the DMA Production Centers do not currently possess (this puts DMA in a proactive versus reactive posture).

It takes advantage of COTS state-of-the-art hardware and software. The system is highly flexible and is capable of supporting numerous applications beyond its design requirements, such as:

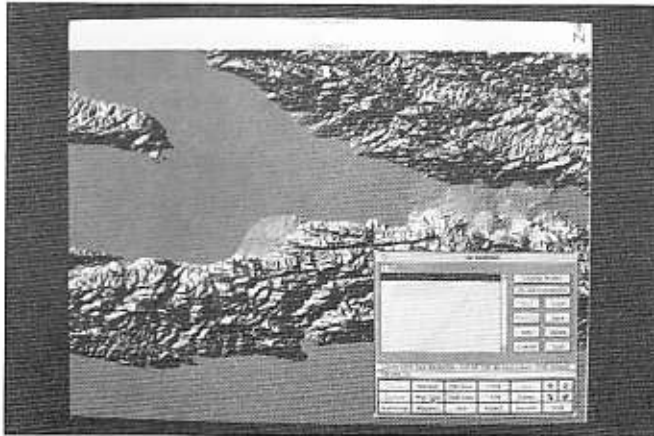
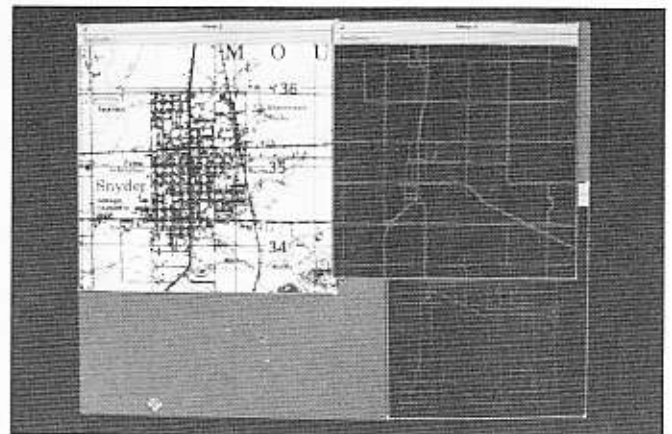
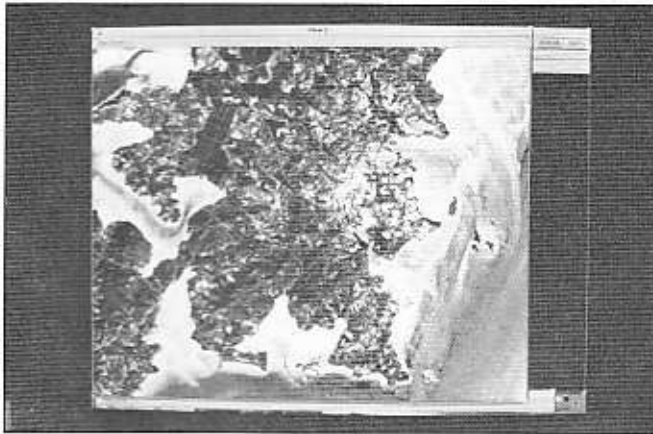
- **Crisis Support** - allows rapid map- or image-based revisions of the products it supports (for example, scanning of maps for reference or digitization, inputting LANDSAT or SPOT imagery, etc.).
- **Edits feature data more effectively** - performs minor feature editing (the majority of edits) without the need to reopen models on the FE/S.
- **Shortens the production to data base tubetime** by providing a direct, common networked interface and system to facilitate corrections.
- **Can combine and tailor different spatial data products**, vector and matrix, for analysis or specific needs.
- **Assists Regional Analysis**. The IQRS can input five to six full product cells for review of content and consistency.

## The Future of the IQRS

The majority of the IQRS functionality has been delivered to the Centers. The remaining capabilities are scheduled to be delivered in August 1996. Currently, AC is actively pursuing the enhancement of the IQRS to enable it to perform all quality assurance functions for its designated products, including attribution and format validation. This will permit work which currently requires several workstations: Cartographic Processing



Above, Jim Little (DPBA), is analyzing DPS product DTED to CDB DTED. The IQRS workstation is a Sun SparcStation 10 series workstation with 32 Mb of RAM and 21.2 Gb of disk space. There are nine workstations at AC and four workstations at HTC.



*IQRS can detect and correct errors in the production environment through visually displayed digital matrix and vector MC&G products such as these. Above left is ITD transportation data mapped over a SPOT scene. The reviewer spotted a large dam which had been added to the data set since it was originally compiled. Above right, a TLM (1:50K) is being used as reference to assure that the ITD transportation layer is correct and complete. The picture at left shows shaded relief created from DTED, which is helpful in highlighting anomalies in the data that are not detectable in other visualization techniques.*

System, Automated Graphics Digitizing System, Advanced Interactive Matrix Edit System, and the initial form of the IQRS. The functions of these systems will be consolidated into a single, robust, quality control and quality assurance workstation. The IQRS will also be enhanced to enable quality assurance of other DMA digital products, such as Vector Smart Map, as these products are introduced to the standard products lists.

As DMA enters the 21st Century with the mission of providing the future warrior with more sophisticated geospatial data, systems like the IQRS will be needed to ensure DMA's data bases are accurate, consistent, compatible, and suitable to the user's needs.

*The author of this article, Tony Moore, is the Program Manager for the Interactive Quality Review System.*

# How can Blind persons get around when they can't see where they're going?

*The following article was submitted by Marie Simmons, program manager, Persons with Disabilities Employment, in observance of National Disability Employment Awareness Month.*

This question is asked in a variety of ways; sometimes in amazement, sometimes in disbelief, often in hope. It embodies the concerns of many people: the newly blinded person himself; the parents of a blind child who want him to lead as normal a life as possible; the employer interviewing a blind applicant.

The travel skills of a blind person are commonly divided into two parts: the first, referring to the use of the remaining senses to establish one's position and relationship to other objects in the environment, is called orientation; the second, referring to one's actual locomotion from a starting point to a desired location in another part of the environment, is called mobility.

These words zero in on the daily issue in blind people's lives—mobility. A person who can see takes for granted that he can go from one place to another on his own. The choices of where, when, and how are his own. For a blind person, these choices are his own only to the extent that he has learned the skills and mastered the techniques involved in traveling without sight. For those born blind, the lack of independent mobility may be one of the major limitations of blindness. For those who have lost their sight at some point during their lives the loss of mobility can be at first one of the most devastating and overwhelming effects of blindness.

A question is sometimes asked, "Can all blind and visually impaired people get around?" Most visually

impaired persons can achieve some sense of orientation to their surroundings and some degree of mobility. How much depends on a complex set of physical, psychological, and social factors unique to each individual. Among the most signifi-



cant are the person's motivation and his immediate goals. The existence of another disability such as a mental retardation, emotional disturbance, neurological disorder, deafness, or cerebral palsy plays a significant factor. To get around independently requires the visually impaired person to know where he is in terms of his immediate surrounding. He must have an idea of where he is going,

and the direction in which it lies. Without sight to guide him, he has to make maximum use of his other senses, and correctly use a travel aid that carries out at least some of the functions of sight in providing information about the surroundings and protection from harm.

A common misconception about blind people is that they have more acute hearing or more sensitive touch than sighted persons; even that they have some mysterious sixth sense to guide them. None of this is true. Many do, however, through necessity and training, develop their other senses to a greater extent which is vital to successful mobility. A blind person learns to recognize and identify sounds, and to discriminate and select those that are important and useful. He also learns to localize sounds and to use sound reflection, sound shadows, and echo location. One aspect of this is a curious and little-understood phenomenon called "object perception." This is the ability that can be developed by anyone who can hear, whether sighted or blind, of perceiving extremely close objects by

seemingly feeling a change of sensation or pressure on the face. This phenomenon does not involve light or touch, but sounds so slight as to be almost imperceptible.

Blind people generally use sighted guides, dog guides, or a variety of canes. Choice of mode of travel is personal, based on the needs, lifestyle, age and capabilities of the individual. The cane and guide dogs



are the aids associated with independent mobility. The cane provides a wealth of detail about the environment but no protection from over-hanging obstacles, while the dog provides few environmental details but a faster travel speed. The cane is the most common means of travel for the majority of the visually disabled.

Blind persons rely on landmarks and shorelines. Trailing is the use of the hand or cane to follow a shoreline, wall, or hedge. It is used to detect familiar landmarks, determine a sense of direction, and move in a parallel line. Outdoors they learn to walk on the sidewalk while absorbing the myriad of cues received through their senses and their cane. Getting around for a blind person requires them to become familiar with their surroundings to the point they can sense smell, sound, objects, direction, landmarks and shoreline locations. If changes occur, the blind person must again depend on a sighted person to familiarize him or point out the landmarks and obstacles, and fully describe the route.

There are over 1.7 million Americans who have severe visual handicaps ranging from total blindness to the inability to read newsprint even with corrective glasses. Not all were born with this disability. Did you know that the incidence of blindness increases with age because of the growing population of elderly persons and our longer life expectancy, which carries with it a higher rate of blindness from such age-related diseases as glaucoma, cataracts, general systemic illness and retinal deterioration?

By understanding the challenges faced by the visually impaired, we must insure we do not become an obstacle in their path.

## Built with Love

### Employee nominated as 'Path Smoother'



Gary W. Love (pictured above, far right), an electronics technician in Systems Center (TSSHD), has been nominated for the Path Smoother Award to be given at the National Disability Employment Awareness Seminar and Awards Program. Sponsored by the St. Louis Federal Executive Board, the program will be held Oct. 27 at the Stouffer Concourse Hotel, 9801 Natural Bridge Rd. The "path smoother" award is for an individual, organization, agency or business who has made an extra effort to smooth the path for disabled individuals.

Last year Love learned that a disabled employee in Systems Center, Scott Higdon (EIWS) (seated at rolltop desk), had recently completed his masters degree at the Massachusetts Institute of Technology and was using a computer with voice recognition software to accomplish his job. Love was pursuing his own education in computer science, and was interested in becoming more familiar with the technology.

On his own initiative, Love began working with Higdon to identify items that would make it easier to operate the computer. He independently acquired or manufactured everything necessary to create a better working environment, such as replacing a mouse with an Unmouse. He designed and coordinated the changes necessary to transform a standard rolltop desk into a workstation that was ergonomically correct and allowed Higdon to drive his wheelchair up to the desk, open the motorized top, and begin his workday on the computer.

"Gary was very cooperative and I was really impressed with his capabilities," said Higdon.

Love is now researching the design and integration of the computer to enhance its capabilities of performing multitasks over multiple computer platforms.

"Gary took on the challenge completely by himself, to better the work life of a fellow worker," said Love's supervisor, Jim Unger. "With people like Gary, virtually anything can be accomplished."



Courtesy photo

## Beason meets Governor of Missouri

Perry Beason, a cartographer in MCFE, accepts a proclamation from Mel Carnahan, Governor of Missouri, at the State Capitol building in Jefferson City. The proclamation declared October as Head Injury Awareness Month. Beason accepted the award as a member of the Missouri Head Injury Advisory Council, and as a head injury survivor.

Beason had suffered a broken neck and closed head injury in a car accident in the spring of 1988. He was subsequently retired on a disability in June 1989 at the age of 27, but struggled to come back to full active service, which he accomplished in February 1990. He was recognized as DMAAC's Outstanding Person with a Disability for 1992.

In accepting the proclamation from Gov. Carnahan, Beason said, "As a survivor, I am well aware of the devastation caused by head injury both to myself and my family. As a council member, I am aware not only of the increased cost of providing services, but the decrease in earning potential, and the resultant effect on the tax base of our state and country.

"In a time when health care is a major issue, our responsibility is and always has been achieving the best possible care to individuals who have sustained a head injury, as well as promoting awareness to the public and the legislators of this state, and to help prevent this 'silent epidemic.' We should feel obligated to the survivors of this state to restore them to their full potential. We are obligated to society to make as many people as possible productive and successful citizens."

### Extra, Extra!

#### "Old girl" needs "old boy" volunteers

Are you uninhibited? Do you like getting people's attention? Are you good at counting a lot of money?

If all of the above statements describe you, then Sharon Smith (CIW) wants you. She's looking for volunteers to hawk the *Suburban Journal* on Nov. 17 for Old Newsboys Day, a tradition at the Center for the past 37 years. If you are interested in helping out, please give the old girl a call at ext. 4142 by Tuesday, Nov. 1. She promises to reward your kindness with sweets!

## Co-Ed Softball Tourney Results

The 1994 Co-Ed Softball Tournament would like to thank all those participants for making it a success. The medal round ended in a tie for first place with teams coached by Cliff Daniels and Chris Rolf (tournament director). Jerry Cook's team finished third. A special thanks to CWC for their financial support, and to Larry White and Marcel Janowski for officiating the games. Let's have an even better tourney next year gang!

—Johnny Betts/SDRAB

## In Memoriam

**Mary F. King** died Sept. 29. She was an aeronautical information specialist in ADDEC when she retired in May of 1985 with 29 years of federal service.

She is survived by her four children. Interment was in National Cemetery, Jefferson Barracks.

**Nelson C. Clark** died Oct. 10. He and his wife were killed when their car hit a bridge abutment on Interstate 255 at Telegraph Road. He worked at DMAAC in the Research and Cartography Departments, and was a retired colonel in the Missouri Air National Guard.

He is survived by two sons. Interment was in National Cemetery, Jefferson Barracks.

## Heartfelt Thanks

I would like to express my sincere appreciation for the outpouring of support and sympathy extended to me after the death of my daughter. It has been a deep comfort to me.

—Phyllis Benson, RN  
Dispensary

# Retirements

**Larry C. Chapman** (SOFB), security policeman, retired Sept. 19 with 21 years, 4 months federal service.

**Ewart H. Adams, Jr.** (SDPA), who retired as a supervisory cartographer on Sept. 30, was a cartographer when he started here in 1958. "I've held many interesting positions on line and staff, and worked on numerous products, projects and crisis assignments," said 'Chops.' "At every turn I encountered technical expertise and professionalism." His retirement plans? "Many."

**Philip K. Alderman** (SC/TSSDB), cartographer, retired Sept. 30. He began his employment here in 1967 as a cartographer working on Kelsh plotters. From October 1974 through November 1979 he worked with the Interamerican Geodetic Survey in Latin America. His retirement plans include maintaining an 85 year old mansion in Compton Heights, some vacationing, outdoor activities, and testing the market for a second career.

**Henry R. Bauer** (SDRBB), who retired as an LS&T photographer Sept. 30, came to the Center in June 1967 as an offset photographer. "I became involved with the Old Newsboys Association in 1972 and have continued ever since," said Hank. "I have thoroughly enjoyed this and have made it my primary charity to work for." Retirement for Hank means living at his place at the Lake of the Ozarks while enjoying long days of fishing and boating.

**Delores S. Bohler** (SOCS), began her federal career as a WAF during the Korean Conflict, and ended it with her retirement as a security assistant on Sept. 30. She came to work at ACIC in 1960 as a temporary in the Printing Division. "I'm working part-time now at J.C. Penney," she says. "I plan to do Christian church work, travel and catch up on my reading."

**Gary W. Gann** (SC/TSSAB), retired Sept. 30 as a logistics management specialist. He began his federal career in the U.S. Navy in 1960, and at ACIC in November 1964. Gary said, "I have enjoyed my 30 years working as an electronics technician, supervisor and logistics maintenance man. I leave knowing my name was synonymous with 'getting the job done.'" Retirement plans are helping to repair/build churches, hunting, fishing, traveling, and seeking God's will in life.

**George T. Gielow** (PPDD), cartographer, retired Sept. 30. He came to ACIC in 1961 and lists some of his career highlights as helping to make the Automatic Type Placement System a success; being named a U.S. delegate to the 1982 Multi Nations Meeting; and intense involvement in developing the glossary, symbology, rules and product specifications for DPS. Leisure, fishing and helping with grandchildren are among his plans in retirement.

**John E. Itschner** (PPI), a cartographer who retired Sept. 30, came to the Center in July 1965. "I have seen many changes in

the products and processes since 1965," he said, "but there is one thing that has not changed—a dedicated work force. I will certainly miss everyone and my memories will be fond ones." Plans include working on his 100+ year old house, volunteer work, travel, genealogy research, and of course, spending more time with the grandchildren.

**Emma L. Kaiser** (MCOAA), who retired as an aeronautical information specialist on Sept. 30 began her career with ACIC in December 1968 as an editorial clerk in AD. "I have appreciated the opportunity extended to me to fulfill my goals in the aero info career field," Emma remarked. She plans to do some traveling and enjoy whatever may come along.

**Alice F. Kistler** (SDDD), cartographer retired Sept. 30. She began her federal career with the FBI in 1951, and came to DMAAC in April 1979. "I brought the CHUM publication to SD from the old Air Info in 1984 and was instrumental in getting it automated," said Alice. Her long list of retirement plans included a constant reiteration of "bird watching," along with a plethora of other things.

**Elmer D. Lanigan, Jr.** (SDF), retired Sept. 30 as a cartographer. He came to ACIC in August 1962 as a Nistri operator in the Photogrammetry Department. "Best wishes and may all of your dreams come true," were Elmer's parting comments. He plans to enjoy life with his wife, their dogs, and their travel trailer.

**Peggy L. McIntyre** (SD), began her federal career as a clerk-steno in 1958, and retired as an administrative assistant. "I am grateful for the opportunity to break into a career field with advancement opportunities, and would like to see more positions like this offered to the clerical work force," said Peggy. "We plan to travel in our fifth wheeler especially to warm climates, and I will continue to dabble in my flower arranging," she said.

**Leneere L. Patterson** (PPDC), was a cartographer when he retired Sept. 30. He began his federal career with the U.S. Postal Service in Louisiana in November 1961, and came to ACIC in June 1962. "DMAAC is a place that I dearly love," said Leneere. "This is where I grew up and received a lot of love and support, which has encouraged me to pursue farther goals in life." His plans are to do a lot of fishing, some traveling, play with the grandkids, and do limited work around the house.

**Robert F. Preston** (DPE), who retired as a cartographer Sept. 30, came to ACIC in January 1963. "I have been fortunate to have had the opportunity to get in on the 'ground floor' on Analytical Stereoplotters, FE/S and PG/S. It has made my career a pleasure. I recommend that people get involved in their work—it's not 'just a job'," were Bob's parting comments. He plans to do a lot of Country Western dancing, traveling in his RV, and enjoying life to the fullest.

## On the run

# DMA Team Wins Masters Division In Ralston Corporate Challenge One-Mile Relay

**T**he DMA team of Bill Barnes, Curt Overbey and Dave Talburtt won the Masters division (age 40 and over) of the Ralston Purina Corporate Challenge Relay Race held Sept. 27. The team improved over last year's third place finish in the Masters, and finished as the 5th overall team in this year's race. Curt Overbey bettered his previous best Ralston Relay mile time by more than 10 seconds.

Teams in the Ralston Relay are made up of three runners, each of whom runs the one-mile course around the Ralston complex twice.

Andy Arterburn kicked things off for his Open Division team—which includes Mike McAmis and Denzil Hale—by being the second overall runner to complete his first leg in a time of 4:51, which he followed with a second leg of 4:57. This surprised everyone, including Andy, since nobody had any idea he was a miler. This goes to show how people can surprise even themselves with unknown talents. Their team placed 7th overall.

DMA operated at a disadvantage this year because many of their best runners were on their way to the Twin Cities Marathon. Next year's plan includes possibly hosting a DMA Corporate Challenge Run to be held around Lyons Park.

The McDonnell Douglas Corporate Challenge (a four mile, three person per team race), will be held Saturday, Nov. 19 at Queeny Park. Interested DMA employees should contact Dave Talburtt/4471.

—Dave Talburtt

Photos by Gary Lorenz



Above is the 1st place Masters Division team of (from left) Bill Barnes, Curt Overbey and Dave Talburtt. Below (from left) is the Open Division Team of Mike McAmis, Denzil Hale and Andy Arterburn.



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