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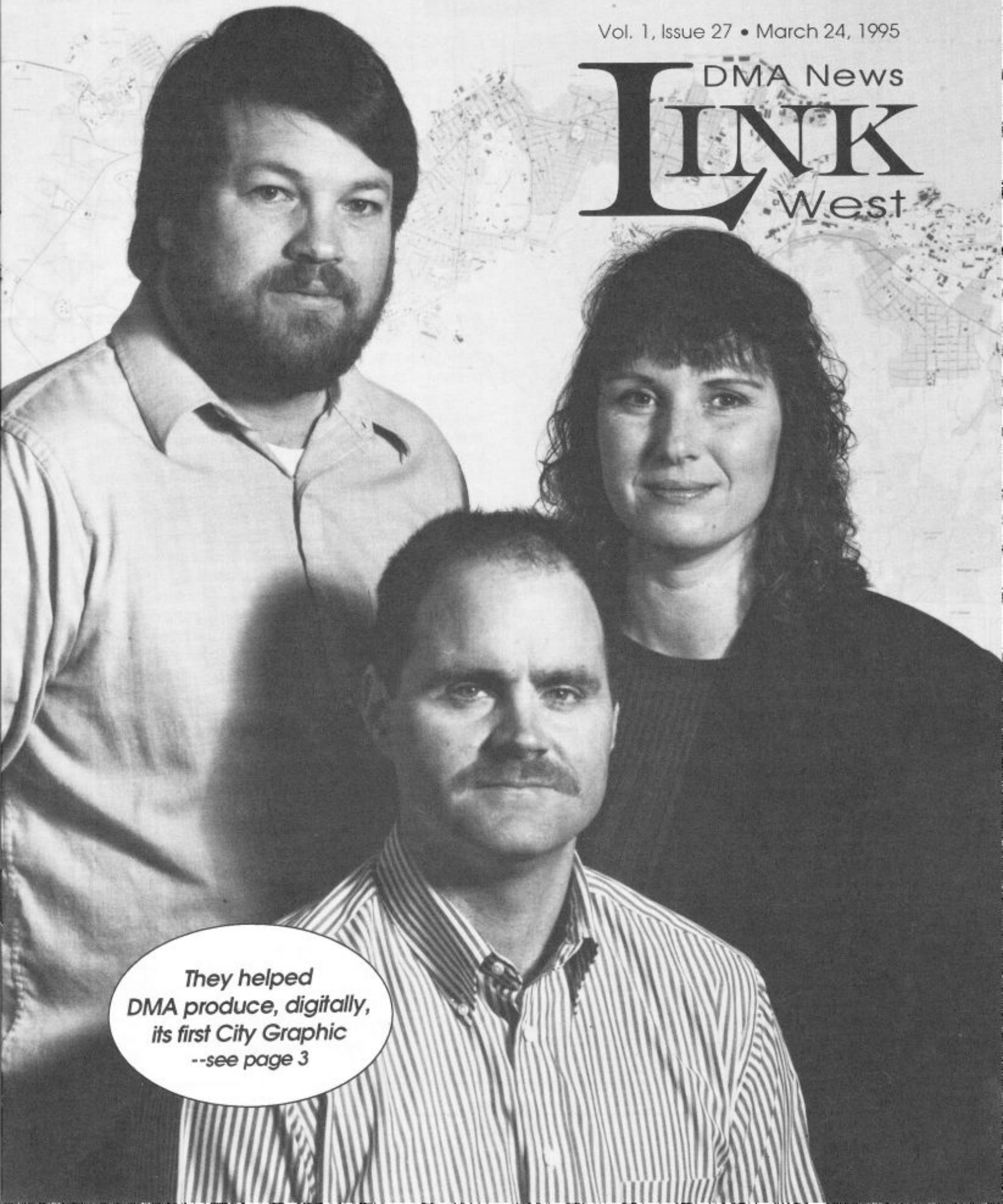
DMA News LINK West



They helped DMA produce, digitally, its first City Graphic
--see page 3

Comptroller Smith Named DMA Deputy Director

W. Douglas Smith

DMA Comptroller W. Douglas Smith has been approved by the Deputy Secretary of Defense as the new Defense Mapping Agency Deputy Director. He succeeds Dr. Kenneth I. Daugherty who retired from Federal service March 3 after more than 38 years of service.

Prior to assuming his duties as DMA's senior civilian, Smith served as Comptroller where he was the principal authority for the Agency in the areas of resource policy and management, program, budget, finance and accounting, and manpower and management analysis.

Smith was born June 8, 1943, in Mt. Vernon, Illinois. He earned a B.S. in math and chemistry from Murray State University in 1965 and an M.A. in math from University of Illinois in 1969. He has also done graduate work in computer science at Virginia Polytechnic Institute and State University.

Smith began his career at the National Military Command System Support Center (NMCSSC). While there he enhanced and applied nuclear weapons effects models and developed the standard nuclear effects model for the Worldwide Military Command and Control System (WWMCCS).

By 1973 he was Chief of the Simulations Branch providing computer modeling and analytical support to OJCS, OSD and the Defense Nuclear Agency.

From 1975 to 1981, Smith held progressively responsible positions in the Command and Control Technical Center (CCTC). He supported OJCS in the areas of Data Base Administration, Operations Research, ADP configuration management, and command center operations requirements.

In 1981, Smith became the CCTC Chief Financial Officer. While there he implemented a new accounting system and justified resources for a major ADP upgrade before accepting the position of Budget Officer at Defense Communications Agency (DCA) in 1983.

While at DCA he streamlined financial procedures, established financial policy, and developed DCA's POM and budget, ensuring full funding for several important classified programs.

He joined the Defense Mapping Agency in the position of Deputy Comptroller in 1986. In this position he developed and defended the Agency budget, represented DMA to Congress on resource management matters, recommended resource allocations and priorities, directed the activities of Component Resource Management Offices, set financial policy, and monitored Agency financial performance.

Smith has received numerous awards. These include the Defense Communications Agency Meritorious Civilian Service Award, the Defense Communications Agency Director's Award for Exceptional Civilian Service, the Defense Mapping Agency Meritorious Civilian Service Award, the Defense Mapping Agency Distinguished Civilian Service Award, and the Department of Defense Distinguished Civilian Service Award.

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Cover photo , pages 3 through 9 by Jim Stepanik

AC produces its first City Graphic

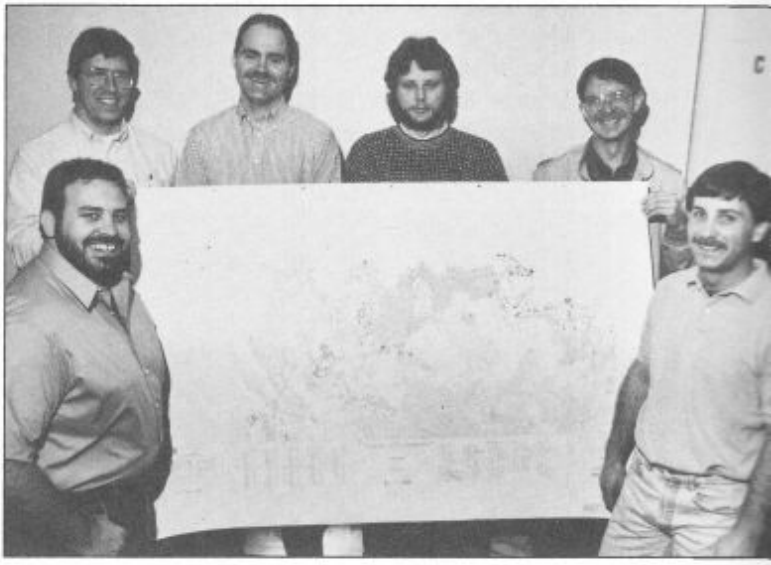
By Jim Jackson

The Aerospace Center (AC) recently produced its first City Graphic. The importance of this milestone event lies not only in the fact that it is a new product for AC, but it is also the first City Graphic to be produced on the Feature Extraction System (FE/S).

This ground-breaking development was in response to a request for a 1:10,000 scale chart over Freetown, Sierra Leone, by one of DMA's major customers, EUCOM, the joint military command for U.S. forces in the European and Mediterranean Theaters of Operations, and will support humanitarian relief to this rapidly disintegrating western African nation.

Following packaging of source materials by DMA Hydrographic /Topographic Center (HTC) and advance planning by the Aerospace Center staff components (PP and MCP), the Scientific Data Department completed the source material package and sent it to the Mapping and Charting Department (MC). Operations within MC were split between the Feature Extraction Division (MCD), where data collection took place, and the Automated Cartography Division (MCF) charged with product finishing. It should also be noted that the Hard Copy Source and Reference Library Division (MCE) was very responsive, providing additional source material which updated the HTC package.

At the start of the project, MCD chief Jerry Schuld set up a ten-member production team composed of project leader Joyce Forbes, project engineer Bobbie Glass, and eight cartographers: Bill Reller, Mark Gingrich, Drew Herrick, Don Arbogast, George Edkins, Eric Warmath, Dave Collins and Stu Oldham. Quality control was provided by Forbes and Glass. The MCF team, headed by division chief Tom Schwartz, consisted of Rick Levendoski, Nancy Moss, Terry Wilcox, Gary Meeks, Paul Stefaniw, Sandra Stragliati, and Colleen Igou. In addition, the Geodesy and Geophysics Department (GG)



Some of those responsible for the first City Graphic pose proudly with the result. Clockwise, from left: George Edkin, Mike Seals, Stuart Oldham, David Collins, Don Arbogast, and Drew Herrick. ON THE COVER: Bobbie Glass, Joyce Forbes, and Stu Oldham.

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WHAT'S A CITY GRAPHIC ?

City Graphics are large scale maps of urbanized areas and their environs, providing the customer with a detailed portrayal of significant cultural features, drainage networks, relief and vegetation.
The central element of this product, is the detailed information it provides concerning the transportation network and important buildings of the area. All highways, streets and railroads within a specified city are shown, along with such descriptive information as road type, number of lanes, and railroad gauge. Significant buildings are shown and identified as to function (for example commercial, industrial, government, military, school, church) and by name if possible (such as Deaconess Hospital).

An integral part of the City Graphic consists of marginal insets containing street names and building identifications, cross referenced to the mapped portion of the sheet.

City Graphics have changed somewhat over the years, and have been produced at various scales, now typically at the 1:25,000 or 1:10,000 scale. They were originally conceived as military maps showing all buildings within an urban complex. The modern City Graphic only depicts buildings having significant landmark and/or military importance. It is used primarily in combat and evacuation operations, but is also useful for training support, as well as for assistance in handling civil disturbances and providing humanitarian relief. --Jim Jackson

AC's first City Graphic

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loaned Mike Seals, formerly with the HTC field office at Louisville and a veteran of City Graphics production , to provide expertise.

The Feature Extraction System, a stereomapping system that continues to prove its value and versatility to DMA, was used for data collection. Finishing tasks were completed on the MPE (Map Publishing Environment) system, and included converting the FE/S vector data to raster format; adding a grid, text material, and symbolization; reviewing and editing; and creating the margin data. (See "What 's a City Graphic?").

The unique requirements of a short time line, collection on the FE/S, and compilation on software designed for another product at a vastly different scale presented some interesting challenges for MCD. Intensive preplanning was necessary to avoid or circumvent anticipated problems, and workers experienced some unexpected roadblocks which demanded quick, innovative and workable solutions.

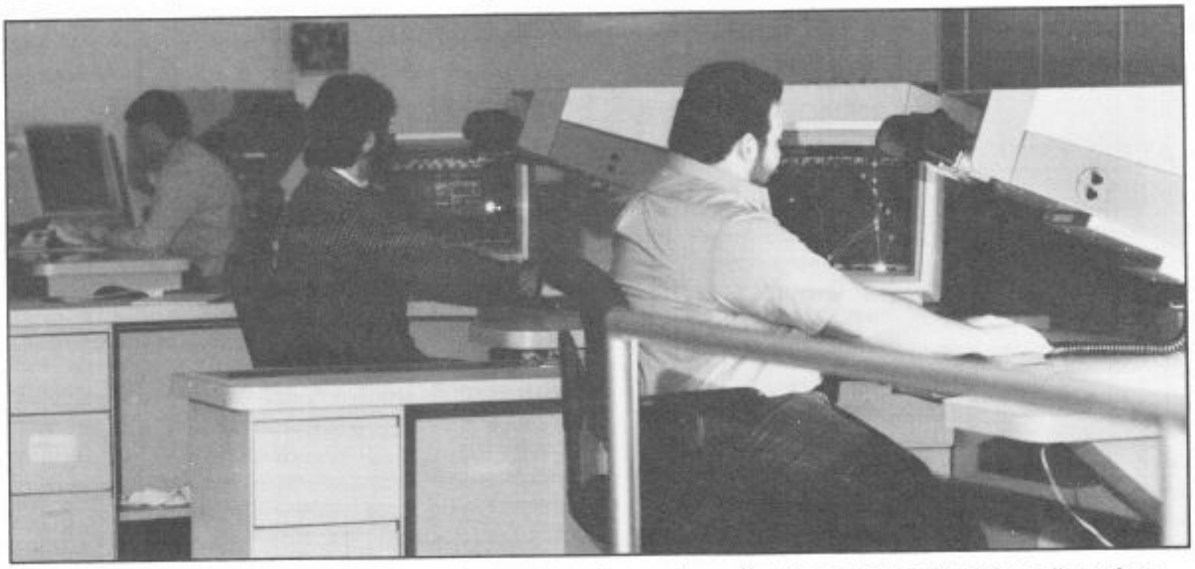
For example, since no City Graphics software existed, a work sheet was created for analysts to portray City Graphics features using software designed for the Topographic Line Map (TLM). Partway through data collection it was discovered that, due to scale differences between TLMs and this City Graphic (1:50,000 vs. 1:10,000), standard building symbols and text sizes were too large, obscuring adjacent features and interfering with data capture. Software parameter adjustments had to be made to allow production to continue.

One of the most important elements facilitating the timely completion of this project was the team approach. The job was divided into four tasks, each having two analysts working in accordance with a committed schedule. The cartographers involved represented all four production branches, so there was the potential for tangled lines of communication as well as for letting important information "fall through the cracks".

A single, unified team devoted solely to this mission and working in close proximity promoted constant direct communication and the creative, professional interplay essential to overcome unexpected obstacles. Communication was greatly enhanced by meetings held at each shift change, and by the maintenance of daily logs to keep track of new developments, to document specification and portrayal questions and solutions, and to outline compilation procedures.

In the final analysis the success of this project demonstrates that digitally produced City Graphic charts could soon become a staple at the Aerospace Center. Not only was this job accomplished faster than anticipated, but the accuracy of the feature and relief data was also better than with the manually produced version. In addition, this experience has resulted in the development of procedures and guidelines which will be useful for future City Graphic jobs. The effort expended by MCD and MCF to create and streamline the collection and finishing of a City Graphic, using the FE/S and MPE systems, assures that DMA will be more ready than ever to respond to the future needs of its customers.

Jim Jackson is a cartographer in the Feature Extraction Division of Mapping and Charting (MCD).



The Feature Extraction System, a stereomapping system that continues to prove its value and versatility, was used for data collection. From left: Cartographers Don Arbogast, Dave Collins, and George Edkins.

DMA's vector products

Part two: vector products at the Aerospace Center

by Tony Moore

Emergence of vector products

In recent times, digital mapping capabilities have flourished due to rapid technological advances in all areas of computer applications. This, in concert with changes in the Defense environment, has prompted DMA to develop wide application, standard geographic digital data bases which support Geographic Information System (GIS) applications.

These new data bases, called VECTOR PRODUCTS, are distributed in a new format called the Vector Product Format (VPF). The VPF is a spatial data format which provides standard encoding structures and data organization techniques for vector-based data. The combination of the VPF and individual product specifications provides a versatile data set for modeling real world features in digital geographic data bases.

This new standard facilitates the exchange of sophisticated digital vector products. The VPF is DMA's future standard for the distribution of digital geographic information to the Department of Defense.

Development of the vector product format

The development of the new VPF standard is a significant event in itself. The VPF data model (i.e., the method of structuring the data) is based on a georelational spatial data model. This means that components of feature data, such as feature location and feature properties, are stored in separate tables which are related to each other via pointers.

Some advantages of this data structure and implementation are that it eliminates redundancy in the storage of feature coordinates by establishing geometric relationships between feature components (e.g., line features, area features) and it also provides a user the capability to create specialized "views" of the data. A view would consist of feature data displayed on a computer monitor's screen using the appropriate software and hardware.

For example, a user who has the VPFVIEW software might query the data base to create a "view" of the data consisting of: 1) all two lane hard surface roads, 2) all urban areas, 3) all airports with a minimum runway length; all displayed within a specified geographic area.

DMA offers the VPFVIEW software to its vector products' customers. DMA also maintains two different versions (UNIX and DOS-based) of VPFVIEW.

Steve Neville, PPDD vector product manager: "AC has taken the lead in the production of the Vector Smart Map (VMap1), which is a medium resolution database. VMap1 is based on the DMA Joint Operations Graphic (JOG) series at 1:250,000 scale. The goal for global coverage of VMap1 is the year 2000. The first library of VMap1 data will be pressed to CD-ROM this spring. In addition, AC is producing a follow-on to the Digital Chart of the World (DCW) called VMap Level 0, which will be distributed in June. It will replace DCW and will introduce users to the VMap family of products."

VPFVIEW allows a user to display the data and perform some basic analysis on the data. However, VPFVIEW is not a GIS application. For users who want to perform rigorous spatial analysis and integration of vector product data, it will be necessary to develop alternative methods to exploit the data.

Another significant aspect of the VPF is that it has been developed in coordination with the Digital Geographic Information Exchange Standard (DIGEST) development efforts. DIGEST is a family of standards which has been developed by a consortium of countries throughout the world (including the United States) for the exchange of digital geographic information.

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vector products at the Aerospace Center

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Joyce Hoffman, cartographer, DPC: "I've found that differences between the way DPC collects VMap1 data (FACS) and the final product (FACC) are minimal and can be dealt with. Using FACS during data capture also allows the easy translation of data in the MC&G database into VMap products."

Both the VPF and DIGEST standards implement the Feature Attribute Coding Catalog (FACC) coding scheme for describing real world features and their properties. As such, DMA's VPF is compatible with global efforts for standardizing the exchange of digital geographic information.

Current vector products

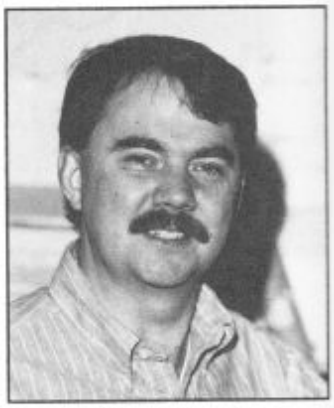
Current vector products that DMA is producing are the Vector Smart Map Level 0 (VMap0), Vector Smart Map Level 1 (VMap1), Digital Nautical Chart (DNC), and Vector Format Interim Terrain Data (VITD).

Both AC and HTC produce VMap1 and VITD, but only HTC produces DNC. World Vector Shoreline (WVS) was produced via contract. VMap0 is currently being produced via contract.

Future products

Future vector products under development are Vector Smart Map Level 2 (VMap2), Urban Vector Smart Map (UVMap), Digital Flight Information Publications (DFLIP), Aeronautical Information Data (AID), and Digital Topographic Data (DTOP).

Vector products at AC are produced in the Digital Production Division 1 (DPC) of the Digital Products Department (DP). Noting the rapid growth of the vector products' programs, Ted Isringhaus, Chief of DPC, recently noted that as the suite of vector products grows, the skills required of the DPC cartographer also have to grow.



Randy Headrick, DPC division operations: "Since VPF Validator software was written without data to fully test it, we knew that inspecting the first library would be difficult. Our VPF finishing team met the challenge by effectively using both the VPF/PS and IQRS to evaluate VMap1 data generated by the contractor."

The "must have" skills range from Product Generation Segment (PG/S) nucleus to UNIX literacy. He adds that the new focus on process requires all the requisite activities in a process be readily identified and the metric data measured and analyzed.

Kim Berger, cartographer, DPC: "Perhaps more important than the issue of complex features would be the inclusion of more flexible types of simple features. Because of the limited types (currently) allowed, it translates into splitting of entities into multiple features; for instance, a river with many tributaries would be split into a new feature at each tributary intersection. The type of simple feature which would handle this more effectively would be a compound feature, which have (the potential for) one-to-many (l:n) or many to many (m:n) feature-to primitive relationships."

The VPF production system

Current vector products are produced on the Vector Product Format Production System (VPF/PS). The VPF/PS is an enhancement and integration of the "mini-segments", i.e., the Alternate Imagery Exploiter (AIX), Terrain and Feature Analysis System (TFAS), Map Publishing Environment (MPE), and the Interactive Compilation System (ICS, at HTC only).

The VPF/PS provides an end-to-end vector products production capability. For instance, the normal production flow for VMap1 and VITD takes place within the TFAS segment. However, if revision is necessary, the data would be updated on the AIX.

It should be noted that vector products are "digital" products, and as such, are not sent to the MPE environment. However, in the VMap and DNC development efforts, the capability to produce a revised hardcopy product was developed.

Hardcopy products which can flow out of the VPF/PS are Joint Operations Graphic-Air Series (JOG-A) charts; Topographic Line Maps (TLMs); Harbor, Approach, Coastal, or

General charts; and Specially Tailored Graphics (STGs). STGs are "tailored", non-standard DMA maps or charts that may be used to support special requirements, such as a "briefing" graphic.

The hardcopy to digital transition

As DMA looks toward the future, it is expected that production and proliferation of DMA digital products will increase, while the production and proliferation of DMA hardcopy or paper products will decrease.

Vector products will play a major role in the increasing importance of DMA digital products, especially as they replace paper products. However, to be successful in satisfying DMA's customers' requirements, DMA must pay close attention to their requests and comments as they evaluate vector product prototypes and utilize vector products.

The major strengths of a vector product are the capability to use computers to display and analyze data, and the potential to integrate data with other vector or digital products. However, it must be noted that a user *must query* a vector product data base to extract information, as opposed to a hardcopy map or chart where the data is presented to a user "all at once".

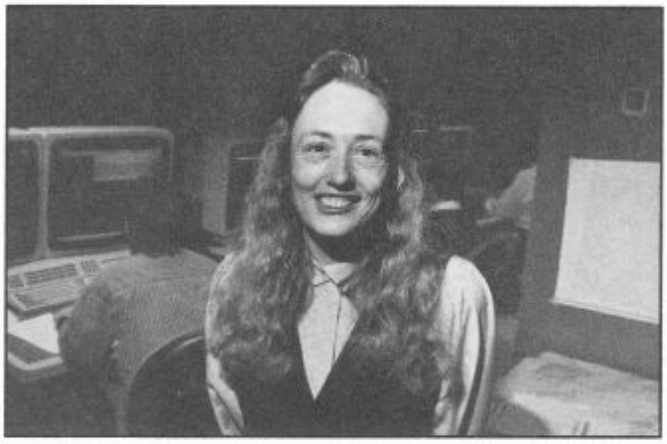
As discussed earlier, users must create views of the data. Town names and other textural information will not be present as on a map, but will be stored as attributes or metadata.

This being the case, DMA must make every effort to ensure that vector products support their hardcopy equivalents and to make the hardcopy-to-digital transition as painless and successful as possible.

Related developments

Other on-going developments and studies associated with vector products include: 1) development of common feature symbologies for topographic, hydrographic, and aeronautical vector products, 2) inclusion of classified layers within vector products, and 3) capability to update a user's vector product data base in the field with new or revised information.

The capability to efficiently update a user's vector product data base is particularly important because of the necessary periodic updates for certain hydrographic and aeronautical products.



Lynn Troeckler, cartographer, DPC: "The VPF/PS is providing DMA with the capability to edit, update, and convert two-dimensional Standard Linear Format ITD to VITD. We recently completed contractor-supplied training and we're currently staging the first sheets into production."

AC Digital Products Department participation

The DP Production Support Office (DPPC) and DPC personnel have been actively and aggressively supporting the development of the VPF/PS and vector products. Without the enthusiastic and dedicated support of these personnel, development and implementation activities for VMap1 and VITD would not have been as successful.

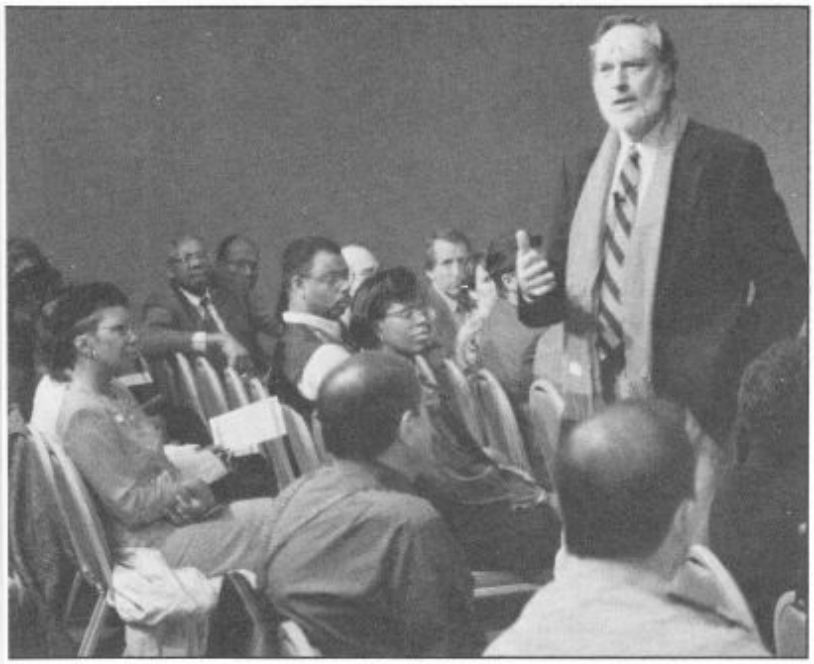
For instance, DPPC and DPC requested and received an early version of the TFAS ITD production engineering software. By executing and testing this software early in the VPF/PS development effort, DP was able to pinpoint crucial discrepancies in the software and recommend numerous, valuable suggestions for improving the VMap1 and VITD workflows.

Also, DPC has taken the lead role in developing VMap extraction and finishing guidelines. These guidelines are very important in ensuring that vector products "look" the same regardless of whether they are produced by different DMA Centers, co-producers (e.g., Canada Mapping and Charting Establishment), or contractors.

Jeff Falk, DPC VMap program manager: "The development and delivery of the VPF/PS has similarities with other recent 'mini-system' projects such as ADRG and MPE. A team of AC and HTC personal was assembled and sent to the contractor site for system requirement verification. This development concept has the advantage of tailoring the production flow to DMAAC's specific needs. It also allows for a heads up on training requirements which may then be incorporated into an effective training program."

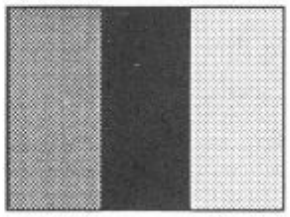
Tony Moore, PSA, is the project manager for implementation of the Aerospace Center's vector products.

Robert Tabscott talks about the meaning of the black legacy



As part of DMA's commemoration of Black History Month, Robert Tabscott, president of the Elijah P. Lovejoy Society of St. Louis and winner of last year's Martin Luther King Award, talked to Aerospace Center employees last month about the meaning of the black legacy in America

And where did that flag come from?



Early in 1920, Marcus Garvey called for African American people, as well as people of African descent from across the globe, to convene and outline a plan to elevate racial pride. On August 1 the same year, delegates from 25 countries met in New York City to commence work on the plan and to discuss the formation of an "independent Black Nation" in Africa. Meetings continued throughout the month and ended on August 31 when the convention adopted a "Declaration of Independence" with 66 articles, a universal anthem, and a banner displaying the colors -red, black, and green.

The colors of the banner were chosen to symbolize the effort to unite the people of African descent. The red was chosen to symbolize the blood shed by millions of Africans, black being symbolic of race, and green symbolizing the motherland, Africa. The banner soon became synonymous with the Universal Negro Improvement Association that Garvey had founded earlier (1914). Today the symbolism of a united people still endures as we today observe the colors of red, black, and green in the African American Flag. --Mike Harbaugh, DPPC

Better Way: One Success Story

As reported in the Dec. 2 issue of *News Link West*, DMA's Better Way Program has become a reality. Now, with just the completion of a one-page form, ideas for improvement can pass quickly through approval and execution. But you may be wondering, "How do I do it?" To help answer that question, the LINK presents a recent case in point, an idea that went from suggestion to reality in just 12 working days; suggested by an employee in SD on Jan. 17, evaluated and approval recommended by TSS on Feb. 7. Here's the story.

This is a recent example of how successful a Better Way submission can be when properly executed..

On January 17 John Curtis, a cartographer in SDDA, used the one page "Better Way" form to identify an existing situation and a possible "better way". The situation was that in transcribing Vector Data Format (VPF) data for use on a CD-ROM, DMA seeks to give it the lowest possible classification, preferably unclassified, in order to ensure the highest potential use. AC was planning to use IQRS, the new Interaction Quality Review System, to assemble the data, but had no practical, cost efficient method to screen it for the presence of classified information.

The solution? At the suggestion of Mike Hodge, SDD, Curtis had already written a program to scan VPF data automatically. "DMAAC(SD) has written test software to scan a directory structure for classified words," he wrote in his submission. "Those [potential problems] which cannot be resolved by the program are submitted to the cartographer for verification."

The program can read and scan either in VPF or text format, and—one of its best features, since an estimated 30 to 40 hours are required to scan the 400 megabytes of data contained in a CD-ROM—it can be executed at night when the system in not in use.

John Curtis completed, signed and dated his Better Way form Jan. 17. On Jan. 27 John Stalock, TSSSB, was assigned primary responsibility for evaluation and implementation, with a suspense date of Feb. 7 for response. On that date, Systems Center completed the evaluation and issued a memo recommending approval.

On the bottom of the memo, Dale Sanders of TSSA penned a note to Walt Robinson of the Process Improvement Office. "The system worked!" it said. "The submitter had a response within 14 days from the evaluator. Thought you might want to see this 'partner' cooperation. Excellent results."

Robinson says he knows the real reasons for the excellent results. "John Curtis went further than just identifying a problem. He developed a solid workable solution, and because everyone involved recognized the value of John's idea, approval and implementation were fast and simple."

Better Way forms, anyone? Step right up!

Partners in Education

TOUCH HANDS AND SHARE

(Ed. Note: This is the first of several articles about the Aerospace Center's new School Partnership Program. Thanks to Chris Reed, DMA/HRS, for this article.)

Mae Worth, MCFF, reads "Wise Grandmother Duck" and asks questions of some of the children of Sigel Elementary School during a read-aloud session, part of the Aerospace Center's Partnership in Education activity.

The Director DMAAC has responded to the needs of our educational system with his total commitment to the School Partnership Program. This program is symbolized by two joining hands; one representing education and the other representing the community. It is here where a partnership is shaped between the Public School System and volunteers from businesses, government, universities, and cultural agencies to share their expertise, ideas, and enthusiasm with teachers and students in the classroom. Partnership provides diverse experiential educational opportunities that reinforce traditional classroom instruction.

There are two phases to the program, the Reading Connection and the Teaching Program. The first phase of the School Partnership Program, The Reading Connection, began with the kickoff on 6 December . Vivian Gibson and Jacquie Taylor, both from the St. Louis Public Schools Partnership Program commented that the program received overwhelming interest from DMA St. Louis employees. There were so many volunteers, 35 to be exact, that a team approach was developed by the DMA St. Louis Steering Committee for the School Partnership Program. The team approach is a first according to Vivian Gibson. Ten classes are in operation at Sigel Elementary School. Linda Kennedy, representative from St. Louis Black Repertory Theatre, gave the volunteers some hints and ideas on how to keep the students interested and involved in activities.

The program has received rave reviews from the volunteers. Comments such as "It was a delightful experience", "Rewarding & satisfying to myself and my colleagues", and "It was wonderful! The students were excited, attentive and grateful" are flowing in.

The second phase of the program was conducted in February and March. This Teaching Program has involved additional volunteers going to Turner Middle School to help students apply their knowledge of math and geography to exercises in map reading, map distance measurement, and related skills.

DMA's Central Examining Team Activates Call Processing System

DMA's Central Examining Team (HRSAX) in St. Louis receives about 400 calls per week from the general public inquiring about job openings, qualifications and how to apply. HRSAX is responsible for receiving, rating and referring external applications for a variety of jobs for DMA nationwide. Most of these calls are received on the teams's 800 line: 1-800-777-6104.

The Team recently installed a Call and Message Processing system to answer these calls. The system works on an integrated voice processing building block capable of expansion to meet future needs.

Advantages include 24 hour customer service and call routing, enhanced responsiveness, improved productivity, and more effective use of human resources.

Callers receive assistance through a series of voice prompted menus similar to systems used by the banking industry. Information available includes external job openings, job descriptions, and recording options to leave requests for application packages.

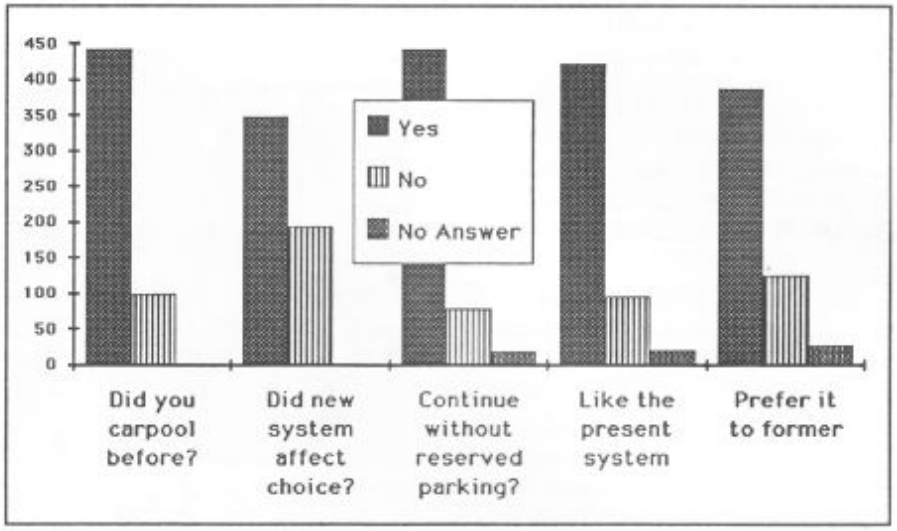
The system will eventually be expanded to accommodate telephone applications similar to a system currently in use by the U.S. Office of Personnel Management for Nurses. Candidates will call in and receive a rating by answering a series of questions designed for specific positions. How the candidate responds will determine the person's eligibility.

Survey of AC Carpoolers Yields Positive Response

Eight out of ten DMA employees who are currently carpooling like the new parking program better than the old. More than six out of ten said the current system of reserved spaces influenced their decision to begin or stay in a carpool.

These are two of the responses coming from a recent survey conducted by the Center's Parking Council.

The article that follows was supplied by Parking Council representative Denise Foerg, SO.



A survey of 744 carpool members was recently conducted by the Parking Council to assess the effectiveness of the current program. Seventy-three percent of those sent surveys, 541 employees, responded.

The majority of those who currently carpool prefer the current system which provides the carpool with a reserved parking space on base.

The results of the survey were as follows:

1. Do you currently carpool:

a. at least 50% of workdays 36
b. 50-75% of workdays 49
c. 75-100% of workdays 456

2. Did you participate in a carpool prior to Oct. 31, 1994 (when new parking system began)?

YES - 442 NO - 99

3. Did the current parking system influence your decision to join or remain in a carpool?

YES - 348 NO - 193

4. Would you continue to carpool if the current system of reserved spaces for carpools was discontinued?

YES - 443 NO - 79
Did not answer question - 19

5. Do you like the present parking program with reserved spaces for carpools?

YES - 423 NO - 96
Did not answer question - 22

6. Which system do you as a carpool member prefer?

a. Current system with reserved carpool spaces 389
b. Previous system with carpool spaces saved until 7:45 125
Did not answer question - 27

The survey revealed several areas which are considered to be positive by the majority of carpool members. These include allowing for late arrival of carpools, allowing flexibility of carpools with a reserved space, rewarding regular carpools, protecting the environment and saving money for carpool members.

Survey responses also contained many useful comments regarding enforcement of the current system, assignment of the carpool slots, incentives to encourage more carpools, adjusting the reserved times for carpool slots, and use of other reserved parking spaces on base.

The Parking Council's goal continues to be to encourage the use of carpools to reduce the number of drivers parking on base at the 3200 South Second Street location. There are currently 3 five-person carpools, 26 four-person carpools, 40 three-person carpools and 282 two-person carpools using reserved spaces. Fourteen participants do not require reserved on-base parking.

There are 1404 marked parking spaces on base, of which 170 are reserved for executive, government vehicles and disabled parking. Carpools are assigned to 313 spaces (reserved until 1400 daily).

On peak days (Tuesday through Thursday), these 313 spaces bring in approximately 650 personnel. Discounting 37 spaces used for visitors, this leaves 868 open parking spaces for the remaining personnel. On Mondays and Fridays this number seems to be reasonably adequate; on peak days it is not.

Roughly 2500 DMA St. Louis personnel are assigned to the 3200 South Second Street location. At any given time, approximately 2080 will be working on the day shift. Assuming 10% will be absent on any peak day, there are 1050 employees competing for the 868 open parking spaces on peak days.

This leaves 160 to 170 personnel parking off-base. Actual counts suggest the number is closer to 150. Approximately 70 to 80 contractor personnel and an unknown number of Anheuser-Busch/Manufacturers personnel are also parking on the surrounding streets.

The survey results suggest that instituting RideFinders and reserved parking as benefits for carpools did encourage the formation of some new carpools and reduced the off-base parking by at least 30 to 40 cars.

This may not sound like much, but it does represent a real decrease (approximately 20%) in potential off-base parking. It is a significant inroad towards the obvious goal: reducing the

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The Eldercare Locator

The Eldercare Locator, a service of the National Association of Area Agencies on Aging, is available to all Americans at no cost. It is a nationwide public service to help families and friends find information about community services for older people through a toll-free number. The service helps callers identify the most appropriate organization for information and assistance in the older person's community, no matter where he or she lives in the U.S. The Locator can connect callers with information sources for a variety of services including

- -Home delivered meals
- -Transportation
- -Legal assistance
- -Housing options
- -Recreation and social activities
- -Adult day care
- -Senior center programs
- -Home health services
- -Elder abuse prevention
- -Nursing home ombudsmen.

As close as your telephone, the Locator can be reached at 1-800-677-1116 between 0800 and 1900 CST. Please be prepared to provide a brief general description of the problem or type of assistance that is needed, the name and address of the person to be assisted, including the ZIP code to help identify the nearest information and assistance resources.

DMA Wellness and Employee Assistance Program staff are in process of planning and scheduling information programs for the remainder of the calendar year. Please tell us if you would attend Eldercare programs during your lunch period, and the topics you would like to see presented. E-mail your response to Sid Cooper or write to Sid Cooper, HRSFE L-45. Thank you in advance for your cooperation.

Yes, I'm interested!

Name_____

Dept./Phone _____

PROMOTIONS

ADAMS, KAROL A., GS-12
BOVE, MARY E., GS-11
BRANDON, MARGARET A., GS-11
DERBY, JOYCE A., GS-11
ERLICH, DEBRA A., GS-12
GREINER, GLENN L. III, GS-11
McDERMOTT, SEAN F., GS-12
PAVAO, JAUNARIO MANUEL, GS-11
PETTIT, ALAN L., GS-13
ROULAND, LORI R., GS-9
SABO, THERESA G., GS-12
SIEMS, TIMOTHY W., GS-12
TASHO, JAMES D., GS-9
WINTERS, ARTHUR W., GS-9
YATES, JAMES K., GS-11

SERVICE AWARDS

45 YEARS

OLSON, CHARLES A., LOSM

35 YEARS

PRICE, RALPH E., MCAC
ROZMIRSKY, FRANCIS Z., MCBC

30 YEARS

McGRUDER, LOIS M., GGCC
CONYERS, MARVIN R., SDFG
CRUMPTON, DARRYL., SD
SOSCIA, GEORGE L., SDFF
ATWELL, JOHN F., SOFA

25 YEARS

BARNES, SARAH E., HRSA
DONAHUE, DENNIS L., MCBG
FOSTER, PHILLIP N., MCAJ
O'CONNOR, DENNIS D., MCBK
WINFREY, DAVID C., MCBG
DUKES, EDDIE., RC(RSB)
GRETAK, LILLIAN L., RC(RSP)
BALLING, EDWARD A., SDFG

20 YEARS

JOHNSON, CHRISTOPHER
PURK, JOSEPH M., MCBL
STERLING, MICHAEL L., MCBC
BOWMAN, JOSEPH S., RDRB
HUFNAGEL, WILLIAM J., SDFE

In Memoriam

Pinnell

Leslie J. Pinnell, a cartographer in the Geopositioning Division of SD, died Feb. 28 after a five year bout with cancer.

Ms. Pinnell came to the Aerospace Center as a clerk-typist on Feb. 25, 1980, and was promoted to secretary in the old Geopositional Department (GD) in October, 1982.

She entered the Upward Mobility program and became a cartographer in September, 1984; working initially in the Directorate of Programs, Production and Operations (PP), then in GD, and since February, 1986, in SD.

She is survived by her parents, Leroy and Catherine Pinnell of Steeleville, Mo., two brothers and two sisters. Funeral services and burial were at Steeleville.

Neil L. Schlepp, who retired from the Center's Scientific Data Department in January of last year after 32 years of government service, died Feb. 18 at his home in Salem, Mo.

A cartographer, he was a veteran of the U.S. Army. He is survived by his wife and two daughters,

Services were held Feb. 22, with interment at Jefferson Barracks.

David P. Askew, who retired from Facilities Engineering last Sept. 16, died Feb. 20 at his home in Maryville, Ill.

An electrician and a Vietnam War Marine, he had 29 years of military and civilian service when he retired.

Surviving are his wife, two children, and three grandchildren.

Services were Feb. 22, with burial in Glen Carbon (Ill.) Cemetery.

Paul C. Rixmann, Jr., who retired from the Aerospace Center in the mid-1980's, died Jan. 11. He is survived by his wife. Olive May. Burial was at Jefferson Barracks National Cemetery.

Charting Seniors Will Hear 'String of Pearls' April 12

"The String of Pearls" will be entertaining at the bi-monthly social of the Aerospace Charting Seniors April 12, Holiday Inn South /Viking Conference Center, I-44 & Lindbergh.

The String of Pearls, a women's choral group, performs songs from the 40's to the present including jazz, bossa nova, blues, and spirituals.

Lunch is $10 per person with a choice of baked butter crumb cod or sliced roast beef with barbecue sauce. Make reservations NLT April 6 with Pat Hecker, 352-1989; Ruth Kinsella, 892-5264; or Pat Cronin, 846-8567.

Carpooling Survey

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number of vehicles on base and thus improving parking for everyone.

Carpool spaces are being monitored twice daily. These checks have not revealed any carpool spaces not being used regularly by their carpools. Only those spaces vacant in both the morning and afternoon are counted as unused for the entire day.

Carpoolers whose spaces are unused more than three times in one month will have reserved parking privileges suspended for the next month, during which a non-carpool member whose name is drawn on a random basis will be allowed to use the reserved space.

Carpool members who do not like their current reserved space location may advertise in the Unofficial Section of the DMA St. Louis *Bulletin* for exchange of their space with another carpool. Employees may also advertise to join a carpool or to secure additional members. Requests for advertisements may be made using DMA Form 5330-6, and announcements will be published twice per request.

The Parking Council would like to express its appreciation to all who took time to respond to the survey. In addition, the Council wishes to thank those carpool members who have been making arrangements for their assigned space to be used by others in their absence. Effective use of reserved carpool spaces will eliminate a major complaint regarding the current system.

'Run Thru History' winners

Darryl Holman and Dave Talburtt travelled to Vicksburg, Miss., for the 16th annual Run Thru History 10k race earlier this month. Darryl (right) ran a 37:36 and was 12th overall. David ran a 36:35, was 7th overall and won the Master's Division. The course was described as "rugged but lovely," over hills mostly within the Vicksburg Battlefield Park. The 10k run had 461 participants. Trophies for the winners featured a Civil War motif.

Hot bowler--Don Giarraffa, SDF, bowled a 300 game with a 796 series in the DMAAC men's league. He almost had one the previous week, getting his first nine strikes with a 716 series. Don bowls in two leagues and has a 200-plus average in both.

--Dennis Rumley

Women's Club meets--The next meeting of the DMAAC Women's Club will be held at St. Alban's County Club April 12 at 11:30, with lunch at 12. For more information call Jackie Gallino, 34831.

AEROSPACE CHARTING SENIORS 1995 GOLF SCHEDULE

MARCH 23	ANNBRIAR G.C., WATERLOO, IL
APRIL 6	CLINTON HILLS G.C., BELLEVILLE, IL
APRIL 20	COLUMBIA G.C., COLUMBIA, IL
MAY 4	THE RIDGE G.C., WATERLOO, IL
MAY 18	EAGLE LAKE G.C., FARMINGTON, MO
JUNE 1	NEW MELLE LAKES G.C., NEW MELLE, MO
JUNE 15	FOX CREEK G.C., EDWARDSVILLE, IL
JUNE 29	TAMARACK G.C., O'FALLON, IL
JULY 6	OAK BROOK G.C., EDWARDSVILLE, IL
JULY 20	ST.CHARLES G.C., ST.CHARLES, MO
AUGUST 3	ARLINGTON G.C., GRANITE CITY, IL
AUGUST 17	THE LEGACY G.C., GRANITE CITY, IL
AUGUST 31	BELK PARK G.C., WOOD RIVER, IL
SEPT. 7	INNSBROOK ESTATES G.C., WRIGHT CITY, MO
SEPT. 21	TERRE DU LAC G.C., BONNE TERRE, MO
OCT. 5	CRYSTAL HIGHLANDS G.C., CRYSTAL CITY, MO
OCT. 19	LOCUST HILLS G.C., LEBANON, IL
NOV. 2	SPENCER T. OLIN G.C., ALTON, IL

CALL RAY HUGHES, (314) 533-6i67, IF YOU INTEND TO PLAY

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