



The Pacific Connection

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US Army Corps of Engineers
Pacific Ocean Division

CEFMS: Like breaking in a new pair of shoes. Ouch!

Since implementation Feb. 20, the Corps of Engineers Financial Management System (CEFMS) has been a topic of discussion and a source of frustration at POD as the transition to a new way of doing business continues.

Moves of this magnitude seldom are easy, said Linda Bagley, on loan from Savannah District.

"Misery loves company," reminded one pundit. The CEFMS help-desk has become a popular place. Individuals who have spent much of their careers helping others are in the topsy-turvy position of seeking help themselves.



Photo by Alexander Kufel

Intent on solving the problem, (L to R) Jeannette Anderson, LO; Vicki Halley, Kansas City District; and Linda Bagley, Savannah District, take their turn at the CEFMS help-desk.

See "CEFMS," page 5.

Cambodia trip yields unexpected benefits

Story by Alexander Kufel

Travel throughout Asia and the Pacific to exotic and remote places is just part of the job to POD employees. But when the Royal Cambodian Armed Forces requested that a team of construction experts be sent to Phnom Penh, the underwhelming volunteer response was lukewarm at best.

Information, or perhaps misinformation, about Cambodia's physical and political climate made for a shortage of volunteers, said Project Manager Kit Lee. Those who finally did go understood the risks, but returned to Honolulu talking about an enriching, broadening experience in an Asian culture rarely seen by western travelers.

After suitable arm pulling, four engineers made the trip: Richard Schiavoni, chief of Electrical Branch; Louis Muzzarini, chief of Construction Services Branch; architect James Pak; and cost estimator Henry Wong. They spent two weeks in early February in Cambodia conducting a site survey of the Royal Cambodian Armed Forces Engineering Headquarters compound and engineering training school and reviewing master plans for eventual U. S. assistance.

"That was the easy part," said Schiavoni. "My first responses were a mixture of horror and dread thinking about the notorious 'killing fields' and all of the serum shots I had to receive prior to departure."

"We didn't receive hazardous duty pay for going there," said Muzzarini. "But, U. S. military personnel assigned there do get it. We didn't know what we'd find!"

What they found were gracious hosts in Gen. Kwann Seam, chief of the Royal Cambodian Engineers, and his staff, and a willingness to help them

See "Cambodia," page 4.



Photos by Richard Schiavoni

(Upper) Early morning traffic in Phnom Penh. (Lower) POD team meeting with Gen. Kwann Seam and his staff to review Royal Cambodian Army Engineer Command's master plans.

Inside

Goodbye to the Harris 800

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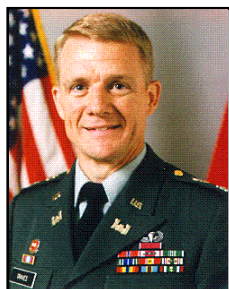
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Discovery: *The most exciting phrase to hear in science, the one that heralds new discoveries, is not 'Eureka!' (I found it!), but, 'That's funny'—Isaac Asimov, American writer*



By Lt. Col. **Ralph Graves**
HED Commander

Commander's Comment

Innovation key to continued success

Quickly, what animal comes to mind when I say the words *government engineering bureaucracy*? Perhaps an elephant: large, capable, strong, intelligent, but difficult to redirect when it gets headed in one direction. Maybe also set in its ways and thick skinned against criticism and outside advice. Well, before I carry the analogy too far and insult both elephant lovers and Corps employees, let's just say that the POD pachyderm needs occasionally to learn new moves.

For us to succeed, it's not enough just to repeat the procedures of the past or to stay single-mindedly within the confines of existing regulations and accepted practice. We must innovate and try out new ideas, technologies and procedures if we are to provide our customers with the best products most efficiently. The good news is that many technical and procedural innovations are underway in POD already.

Innovation requires that we look at our jobs in clear, critical, imaginative and open ways. We need to have a clear idea of our missions, goals and objectives: what are we trying ultimately to achieve and what activities are just means toward those important ends. Innovation also depends on self-criticism. We have to accept that there is always room for improvement and be looking for the opportunities. Coming up with new ideas requires the imagination to see new patterns and procedures before they exist. Fortunately, we don't need to make up all the innovative ideas ourselves: we can learn from industry, from other Corps organizations and even from our customers. Picking up new ideas from others requires us to be open to their views and suggestions and being willing to test the boundaries we perceive around us. Some legal and practical boundaries demand our respect or perhaps major efforts to move, while others are just comfortable limits we impose on ourselves.

New devices and tools offer many opportunities to improve performance. The computer revolution that brought us word-processing, CADD and electronic mail now presents Geographic Information Systems (GIS), Internet communications, CD-ROM

libraries and Optical Disk Imaging. The challenge in bringing on these new capabilities is determining how each can meet the needs of POD and our customers in a way that justifies the costs. GIS is an exciting tool for master planning, real estate management and civil works planning and project execution. We intend to field a pilot system here in Honolulu by October 1997. You have probably all seen the POD home page, but you may not know that Contracting Division is putting together its own home page to publicize upcoming solicitations and other information to interested offerors electronically.

This year we will field CD-ROM libraries to make the latest versions of bulky technical materials readily accessible from a central source to designers, attorneys and others who need them. CEFMS is an innovative system, too, demonstrating that innovation is not always painless!

Several innovations are brewing in the ways we contract for design and construction work. Our new large capacity indefinite delivery design contract will be quickly applied to meet the short suspense needs of the Department of the Army Barracks Upgrade Program at Schofield Barracks. In order to be more responsive to our customers' small project needs, we are going to award this year our own Job Order Contract (JOC) and Indefinite Delivery Indefinite Quantity construction contract.

These tools follow the examples set by Mobile and Ft. Worth Districts for more flexible and responsive military installation support. We intend to advertise and award a dining facility within the Whole Barracks Renewal program at Schofield using an Electronic Bid Set. EBS replaces paper plans and specifications with the same information available on CD-ROM and on the Internet. Not only does the government save printing costs, but the contractors get the information in a form that can easily be manipulated with quantity take-off and estimating programs and passed on to subcontractors.

See "Innovation," page 8.

“
Let's make this elephant dance!
”
—Lt. Col. Ralph Graves

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- Division Commander Col. Robin R. Cababa
- Chief, Public Affairs Larry Hawthorne
- Editor Alexander Kufel
- Photographer James Dung

Foolishness: *If a million people believe a foolish thing, it is still a foolish thing.*—Anatole France, French author

Opinion

What's in a name?

During the past year I have received increasingly frequent reminders from my car that the "Legacy" it was bequeathing to me after six years was obviously to be more in the *anything* category than in the promises of riches that the name implies.

I can take a hint. I've started shopping for a new car. Well, wouldn't you know it? Sticker shock has me gasping for air, and common sense is begging me to reconsider paying close to what my house cost for something as impermanent as a car.

The foolishness of it all really hits home when I consider that automobile insurance won't actually prevent me from getting in an accident.

However, I do need reliable transportation and I do think that the only thing chancier than buying a new car is buying a used one. Used cars are other people's troubles, right? Want to buy a used Legacy?

So, I've started looking around. When you come right down to it, there are more similarities than differences between the hundreds of makes and models available. They all seem to have four wheels, an engine, transmission, steering wheel, etc. On the other hand, there must be a reason for all those cars, otherwise we'd still be chugging along in Henry Ford's famous black Model T.

I've decided, after extensive research—not at the library, but at the seat of all knowledge worth knowing, the water cooler—that I may think I'm shopping for transportation, but it's the phenomenon called "image" that will determine what I buy.

Do the people around me think I've been a little on the defensive lately? I could buy an "Avenger" and they'd know for sure. Do I want to embark on a great adventure every time I turn the key? It would have to be an "Odyssey" or it's probably not worth the trouble.

Therein lies the clue. What it all comes down to is that it doesn't seem to matter so much how a car is made, nor by whom, but what it is called. Statistics about wheelbase, horsepower and miles-per-gallon be damned, mental images that are called up by association with a particular name seem to have become the most important factor in selecting a car. I was told that by a fellow in safari greens who owns a 4WD Hummer. I believe him.

What's that? Color is important too? Yes, I agree, but manufacturers are kindly saving us from

embarrassing mistakes by limiting the palette of colors available. Try to buy a nice orange car and you'll see what I mean. I once had to end a streak of speeding tickets by painting my bright yellow VW bug "non-speeder's tan," but that's another story.

Now, armed with the realization that I can confirm my self-worth, complexity of character, formidability as an adversary on the highway of life, sense of adventure and, even, desirability as a mate,

simply by my choice of car, I can re-sume my search with renewed interest. And, never mind about cost, my image is at stake!

As I inch my way over Red Hill tomorrow morning on my way to work (and back again in the late afternoon) I'll give serious

thought to whether or not I should be driving a Wrangler or Laredo. Oh, for the grand open spaces! Or perhaps I would progress a little bit faster in a Concorde. Possibly, new avenues would open for me in a Pathfinder.

I know, I'm on the wrong track. Instead of fantasizing about being somewhere else while stuck in traffic, I should work on my "Esteem." Besides, there are established, even venerable, automobile names like Eldorado or Silver Shadow that are sure to impress that fellow next to me in the "Fiesta."

And, for an image of espousing historical precedence, I could drive one of the few cars referenced in the bible—the Accord. Are you familiar with the quotation, "They all came in one Accord...?"

As we approach the end of this Century, I could even show the world that I'm ready for whatever the future holds with a Millenia.

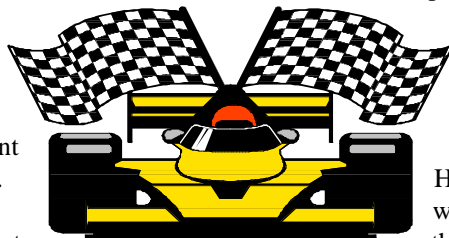
Of course, all of this means that I still have to choose. It isn't that easy to pay homage to the true image of myself. Even gilding the lily with a personalized license plate won't be enough to salvage my reputation if I choose the wrong car.

Maybe I'm really not ready to take this step and should content myself with my Legacy and just pay the repair bills. In fact, maybe I won't be ready until the manufacturers come out with sub-sub-names that can include politically-correctness, overwhelming lovability (especially when switching lanes without signaling and cutting-off other drivers) and a definite sense of *joie-de-vivre*. Oh, you say, they have?

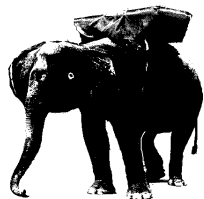
Well then, I'll see you later. I'm going to see if that car dealer will accept me as an owner.



Just Thinking
by Alexander Kufel



Opportunity: *If Fortune calls, offer him a seat. —Jewish proverb*



Cambodia...

Continued from Page 1
accomplish their mission.

"I'm interested in improvements to our infrastructure," Seam told the group through an interpreter. "I want engineering for peace, not war."

This was tempered by oppressive 100-degree temperatures and 85-90 percent humidity, unfamiliar food, insects, talk about rare diseases they hardly knew existed, and the shock of being set down in a culture they knew little about. There were frequent reminders of years of war in the form of rumors, checkpoints and minefields.

Perhaps most surprising, they found Phnom Penh to be an historic city, pretty much untouched by years of conflict between warring factions, but with its beauty fading rapidly due to poverty and neglect.

"When the Khmer Rouge took over the city, everyone that could, left," said Muzzarini.

On their second day in-country the four visitors from Hawaii were transported a short distance away to Tuol Sleng, a former elementary school campus that had functioned as a prison and interrogation center during the Khmer Rouge regime. There they saw a large map of Cambodia made entirely of human skulls. A short distance away, at the "killing fields," they saw an enormous monument to those who lost their lives—inside were stacked human skulls,

30-40 feet high.

Work seemed easy after that. Their hosts, the Royal Cambodian Armed Forces, were cordial, professional and well organized. Food, although different, was plentiful and good. Celebrities for a day, they even saw themselves on one of the television stations. They were able to perform their tasks just like at home, although differences between the United States and Cambodia ranged from merely frustrating to dramatic. For example, cost estimates are not particularly obtainable by telephone.

"You can't just go to the yellow pages," said Pak. "There aren't any! And, you do everything through interpreters."

"We received cautionary advice about wandering off established paths, as many areas are still heavily mined," said Schiavoni. He displayed a souvenir "Danger" sign that someone had given him. It is estimated that more than 1,300 square miles of Cambodia are still infested with land mines. Since 1979, approximately 40,000 Cambodians have been injured.

"Also," said Muzzarini, "we weren't fully prepared for the fact that the entire country seems to observe 'siesta' and it's hard to get things done in the early afternoon."

The hotel they stayed in was rated well, but spartan by western standards. People from all over the world stayed there, drawn to Cambodia by Angkor Wat, accessible only by air. Foreigners are not permitted on the trains, and road and waterway travel can be hazardous due to Khmer Rouge soldiers and bandits in the countryside.

While there were many things to worry about, to be justifiably afraid of, the group seemed to be in consensus about the food.

"The food was good, although some of the odors took getting used to," said Pak. "But, you could find restaurants from all different cultures."

"You wouldn't believe the size of the prawns," said Schiavoni. "Each one seemed as large as a lobster!"

They also agreed that common sense was a good antidote for keeping out of trouble. They stuck pretty much together, didn't wander the countryside or go out alone late at night.

"One down-side to the trip," said Muzzarini. "is that we didn't get to meet many Cambodian people outside of the workplace. However, all in all, I'd say that the benefits to each of us for going far outweighed the risks."



(Top) Monument at "killing fields" site west of Phnom Penh. (Center) Portion of the "tower of skulls" inside monument. (Below) Female Cambodian laborers preparing scaffolding for constructing an engineering headquarters building at Chum Chao.



Photos: Top-James Pak. Center-Richard Schiavoni. Bottom- Louis Muzzarini

Security: *This is the first time in the history of business that you can be great at what you do and be out of business tomorrow.—Ken Blanchard, management consultant*

CEFMS...

Continued from Page 1

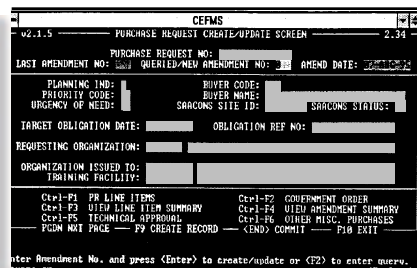
Once people become acclimated to conducting business this way, undoubtedly they will never want to go back, say those who have made the transition and are now assisting on the help-desk.

Meanwhile, that help-desk is busy nearly every minute of every day.

Callers have had a good chance of hearing an unfamiliar voice help solve increasingly familiar problems.

“We’ve encountered a number of coding problems that we’ve had to refer to Huntsville for resolution,” said Craig Powell, POD CEFMS systems coordinator. “But that’s to be expected, POD has factors to cope with that other divisions don’t have. However, once a problem is dealt with, it affects CEFMS users world-wide.”

Unique to POD have been issues involving use of foreign currency, payroll and travel for local national employees and Greenwich Mean Time (GMT). With FED and JED being on the other side of the international date line, difficulties have arisen with CEFMS clocks set for GMT automatically changing the date of the business day in the middle



of the afternoon.

“Things have actually been going pretty smoothly,” said Valerie Lee, CEFMS project manager. “Everyone has worked hard. It’s had to be a group effort because CEFMS is so big no one could do it by themselves.”

Don’t expect help-desk voices to become more familiar, however. People will be coming in from other districts in waves, with rotations lasting about two weeks. The CEFMS help desk will cease operations April 11.

“Districts where CEFMS has already been implemented have been sending people to help us during this transition period,” said Lee. “We, in turn, are trying to develop in-house experts by having POD people work side-by-side with them solving problems as they arise.”

“CEFMS is really an opportunity for an organization to come together as a team and make decisions to solve problems,” said Linda Stoutenbough, acting CEFMS liaison from USACE. “You have to trust that everything will eventually come together.”

“The responsibility of helping others forces you to learn, too,” said Vicki Halley, CEFMS coordinator for the Kansas City District.

—by Alexander Kufel

The Harris 800 computer was used extensively for COEMIS operations. Herbert Koga, IM, said that data was input locally, beamed via satellite to Washington, D.C. for processing, then transmitted back to POD in a process called the RJE (Remote Job Entry) by the Harris company. POD was the last division to replace the Harris, with FED and JED also using them, simply because they did a good job and people liked using them.

When the number one is equal to, or greater than, 275

If processing 275 checks paying \$14 million in one day was an accomplishment for RM Finance Branch Jan. 17, processing one check for \$389.08 on Feb. 20 was just as big a feat, maybe even bigger, said Robert Lau, POD Finance and Accounting officer.

This one check represents the future: it is the first check cut following the CEFMS blackout period, and, in fact, is the first check cut by POD utilizing the CEFMS system.

“It’s a tremendously streamlined process,” said Lau. “I was able to do it just by pushing a couple of buttons. Actually, it took two of us. Susan Chun fed the check form into the printer.”

“I just watched for now,” said Chun, lead teller for disbursing. “It seems pretty good! I’m going to have plenty of chances to do the whole thing from here on out.”

“From here we’ll start working on dollar payments for FED and JED. Foreign currencies will come later,” said Lau.

COEMIS not only casualty of change

In early March, the mainframe computer Harris 800, following a full 10 years of faithful service, but suffering from one too many hard drive power surges, was escorted from Fort Shafter building T-128 by POD Logistics personnel as excess property.

There was no ceremony, but the replacement of the Harris signalled the end of an era.

“POD was the last to dispose of the Harris because people liked using them,” said Herbert Koga, IM computer specialist. “They were the mainstay of the COEMIS system, and quite advanced for their day, requiring little attention and occupying only about one quarter of a room, instead of the whole thing.”



Photo by Alexander Kufel

Acceptance: *I like trees because they seem more resigned to the way they have to live than other things do.*
—Willa Cather, American author

POD recognized in journalism competitions

In the 1996 Army Corps of Engineers Herbert A. Kassner Journalism Competition, the Pacific Connection, edited by Alexander Kufel, won first place in its category. PAO Larry Hawthorne won a first place for news articles and second place for commentaries. Photographer Jim Dung won one third place award for stand-alone photograph and another third place award for feature stories.

In the Army-wide Keith L. Ware Competition, the Pacific Connection received an honorable mention award, one of two awards earned by the Corps of Engineers this year.

Doug MaKitten, editor of JED's Bamboo Bridge, and Doyal Dunn, JED photographer, received certificates for superior journalistic achievement for their work in 1996.

The Electronic Library

By Ruby Mizue

In January we introduced the index of Army publications and regulations. This month we feature USACE publications, including engineering regulations, circulars, manuals, and other official documents originating from HQ USACE. Using Netscape or any web browser, you can find this collection on the Internet at the following URL:

<http://www.usace.army.mil/inet/usace-docs/>

Once at the Publications page, select from the various types of publications, and you will see a listing of them in tabular form. There is even a category for Superseded and Rescinded publications so that you can verify those that are outdated. If you need to have a copy of any Corps publication, call 438-8348, and we can

either locate one in our reference collection, or order one from the Corps publications depot. Contractors or the public may request free copies of these publications directly from the depot or by emailing the HQ POC at the addresses provided on the publications page.

For those of you who deal with Air Force publications, browse through the official source site for Air Force Administrative Publications and Forms at:

<http://afpubs.hq.af.mil/elec-products/>

When searching for a specific publication, it helps to know the AF series that the publication is associated with. For example, Series 32 is for civil engineering publications. Scroll through the list of series to narrow your search, or use one of the indexes to help focus on your subject area. If you still need help finding an Air Force publication, call 438-8348.

POD has launched its own home page on the World Wide Web. Find it at: <http://www.pod.usace.army.mil>

PRODUCTIVITY CORNER

Too good to be true

The National Industrial Bicycle Company of Japan makes totally customized bicycles. There are 18 million variations they can make in lot sizes of one. They make them to order. You go into a store in Tokyo, they measure you, they fit you, you choose handlebars, tires, color and so forth. Two weeks later they deliver your bicycle.

They used to deliver the bike in three days. It would be made the very night you ordered it and it took a day and a half for the paint to dry. They stopped doing that because people didn't believe the bikes were customized.

—Don Peppers, president of Marketing 1:1

Correct—but wrong

Howard Hughes once decided that he wanted to develop the world's first steam-powered car. After hiring a team of auto design experts, he gave them these instructions: "Do whatever is necessary to develop a steam car."

After several months of work, the engineers eagerly invited Hughes to look at their prototype. The members of the team were proud of their accomplishment, since they had cleverly solved the major problem posed by the project: recycling the steam so that the car didn't have to stop for water every few miles. They created a maze of pipes running through the entire chassis, doors and all, condensing the steam back into usable water.

Hughes walked all around the car, opening doors and kicking tires. Finally, he asked, "What would happen to the driver and passengers in an accident?"

After an embarrassed silence, the

engineers admitted that a collision might rupture the steam pipes and boil the occupants alive.

Horrified by the prospect, Hughes ordered the prototype destroyed. That was the end of his innovation.

What had gone wrong? In a simple oversight, Hughes had failed to explain to the engineers at the beginning of the project *exactly* what he wanted: a *safe*, steampowered car.

—Bits & Pieces, Economics Press, Fairfield, N.J.

Positive reinforcement

Silicon Graphics, Inc., a California computer manufacturer, presents annual "spirit" awards to 50 workers who embody such company ideals as "encouraging creativity" and "seeking solutions rather than blame." Award-winners get a two-week Hawaii trip and sit on a management advisory group for one year.

—Wall Street Journal, Jan. 9, 1997

Action: *Thunder is good, thunder is impressive; but it is the lightning that does the work.*
—Mark Twain, American writer

PRODUCTIVE PEOPLE



Joseph Pickren

Hometown: Jacksonville, Florida

Years with Corps: 5

Works in: Human Resources

In June of this year, Master Sgt. Joe Pickren of POD's human resources directorate will be on his way to a new assignment at Ft. Lewis, Wash. He will be promoted from sergeant first class April 1. This will mark the end of Pickren's five years with POD and could easily be the last time the 19-year veteran works with the Corps, as he will retire at 24 years unless he gets promoted to sergeant major.

"I've really liked working with POD," said Pickren. "The work has been interesting, with my responsibilities for POD military personnel extending all the way to Japan and Korea, and the people have been just terrific."

Pickren's liking for being in the Army seems to shine through.

"I was originally drafted," said Pickren. "After that first tour, I got out and worked construction in central Texas for nearly eight years. After a while I realized that I had really liked being in the Army, so I re-enlisted in 1980. It was a good decision. I'll stay in now until I retire."

Pickren is enthusiastic about life in general. He is an avid golfer, reader, and is family oriented—walking daily with his wife of 25 years, Jill, and traveling occasionally to the neighbor islands with his wife and daughters. Amanda, 20, is currently at school in Texas, and Jennifer, 16, is a sophomore at Radford High. Joe is making POD more productive.



Bonnie Nakahara

Hometown: Pearl City, Hawaii.

Years with Corps: 13

Works in: Resource Management

The extent to which manpower management analyst Bonnie Nakahara is willing to help others is possibly best illustrated by inventorying her family members: husband, Fred who works in PPM; children: Grant, 12, and Kellie, 8; one 55-pound dog; one Jackson Chameleon; two newts: black with red bellies; one rabbit who found the Nakaharas and one lop-eared rabbit that they purchased; several kittens who made a temporary home with them; and, occasionally, injured birds that need Bonnie's help.

"I grew up with five dogs," said Nakahara. "During high school I thought about becoming a veterinarian, but studied business administration instead. Most of the animals we have now just seemed to end up with us. The Jackson Chameleon was found by my mother-in-law's neighbor. It took me a while to figure out that the crickets he lives on will multiply if I leave them alone in their old egg carton," she said. "Now I buy less and less."

Involvement figures importantly in Nakahara's life. She started with POD as a DA Intern and has worked her way into a position of responsibility. Describing herself as a craftsperson, she likes making something she's seen. This love of challenge carries over into her work as she notes that things have changed a lot in the 13 years she's been with the Corps and she's learning every day how to do more with fewer resources. Bonnie is making POD more productive.

Regrets: *The only thing I regret about my life is the length of it. If I had to live my life again I'd make all the same mistakes—only sooner.*—**Tallulah Bankhead, American actress**

Innovation...

Continued from Page 2

Our customers sometimes bring innovative ideas to our attention. At the urging of the Air Force, we are learning from the Navy how to conduct a procedure called Functional Analysis Concept Development. FACD combines design charrette with value engineering to produce a 10 percent design in the course of a single 10-day intensive session. We'll use it initially on a project for the Air Force Reserve at Bellows, but PACAF hopes to see much broader future application. Responding to the concern of our US Army Garrison, Hawaii customer, we are compiling a set of maintenance-free design standards ranging from metal-frame housing to doorless bathrooms.

Innovative technology applications in environmental remediation are defined as those treatment technologies for which there is limited performance data. POD has used such technologies on five different hazardous waste remediation projects and saved an estimated \$8.8 million. Air sparging, passive oxygen demand systems for bioremediation and bioremediation of PCBs are some of the techniques used.

The experience with environmental remediation

at the Alenaio Stream flood control project in Hilo illustrates some of the risks associated with innovation. POD recommended and carried out a bioremediation of petroleum and benzene contamination that existed at the lower end of our project site. Pumping in air to encourage the growth of microorganisms that consumed the contaminants was much less expensive than excavating and disposing of the material. Unfortunately, we discovered in the course of excavating for the flood control channel that old concrete foundations in the area had prevented adequate circulation of the air and the contaminants were not reduced to low enough levels. We successfully scrambled to deal with the situation and bring our project to completion, but we learned that innovative methods may need closer watching than better-known procedures that have been around for many years.

Innovation offers opportunities for us to provide our customers better products more quickly and at less cost. We can master the uncertainties and manage the risks. Some innovations are suggested by our partners and some directed by higher authorities, but the ones best able to spark innovation in POD are the team members ourselves. Let's make that elephant dance!



Division Shorts

Congratulations to **Gayle Chestnut, OC**, on his marriage March 8 to the former **Becky Thomas Ray** in a small family ceremony in Newnan, Ga. The bride is housing manager at Marine Corps Base Hawaii in Kaneohe. The couple honeymooned in the Florida Keys, stopping to see former POD division counsel **Lyman Carter** at his Spinnaker Lounge in Tampa, Fla.

Congratulations to **Richard Schiavoni, ET-TE**; **Louis Muzzarini, ET-CS**; **James Pak, ET-TA**; and **Henry Wong, ET-S**, upon receiving HED coins for their work in Cambodia.

Congratulations as well to **Roy Higa, ET-TE**, for his work resolving the Kaena Point power coordination problem. He also received an HED coin.

Aloha means goodbye to **Capt. Sean Buchholtz**, aide de camp, leaving April 1 to attend the Engineering Officer Advanced course at Fort Leonard Wood, Mo. and to do work on a master's degree in engineering management.

Congratulations to **Zandra Smith, RE**, and her husband Kenneth, on the birth of son **Kenneth Burke Smith, Jr.** March 12. Kenny, Jr. is 21 inches long and weighed in at 7-1/2 pounds.

Disaster assistance. As a result of Typhoon Fern late last year in the Federated States of Micronesia, and subsequent disaster declaration, **Ronald Pang, ET-S**, is currently on a 30-day FEMA mission on the islands of Yap and Ulithi doing Damage Survey Reports as a cost estimator.



Photo by Katie Tamashiro

MAPPS Conference brings surveyors together. (L to R) **John Palatiello**, executive director of MAPPS; guest speaker **Katie Tamashiro, ET-MA**; and **Brian Logan, CEO of Photo Science, Inc.**, pausing for a picture at the MAPPS (Management Association of Private Photogrammetric Surveyors) Conference held in Waikoloa in February. Tamashiro, a registered professional land surveyor, made a presentation on the Corps' surveying and mapping program and spoke about managing contracts.