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THOR-OUGHLY LOVABLE First class treatment for hurt dog flying to Sacramento

A German shepherd mix named Thor is smiling today, and that is a very big deal since it's the first time he's been able to open his mouth in at least six months.

Thor, who hails from Fairbanks, AK, won the hearts of many Alaska Airlines employees and scores of other fans after he traveled last week on an a flight from Fairbanks to Sacramento, CA, for some much-needed oral surgery.

Thor, who has an avid Facebook following with 18,000 "likes" through the page of the



Courtesy Photo

Traveling through SeaTac airport on his way to have life changing surgery, Thor poses for pictures with his favorite human, Teresa Downing.

Arctic German Shepherd Rescue's group, underwent surgery for a locked jaw on Dec. 28 at a veterinary hospital in Sacramento. Just one day after the surgery, his caretakers posted photos of Thor with an apparent grin on his face, eating from a dog dish and

carrying a tennis ball, even while a surgical scar crossed his muzzle.

Those basic dog activities and panting and licking had not been possible before. The condition was probably caused by severe abuse, according to the veterinarian.

Please see SHEPHERD on Page 7

Veterans share memories of B-24 Liberators – their missions and their pilots

By Jess Paniszczyn

As teenage boys, they left farms and ranches journeying to far flung regions of the world they never before knew existed and never again visited. World War II did not merely disrupt their lives, it completely remolded them.

Now in the winter of their lives, they find camaraderie in remembering those exciting and terrifying days when they were young, everything was new and the world was theirs.

Sitting at a line of tables pushed together in PJ's Café, a small group

of veterans whose lives once revolved around the defense, flying or maintenance of B-24 Liberators tell stories over breakfast as their children and grandchildren listen.

"My first mission was in August '44, and I stayed there until '45," Don McClelland, a tail gunner for the 389th Bomb Group, said. "I flew 31 missions for sure, but I think I flew 35, really. I flew other missions for other crews. If they thought they were going to have a bad time that day and weren't going to get to come home... If they

Please see VETERANS on Page 5

69 years ago, legendary ace made his final WWII flight

Story by Cpl. Andrea Dickerson

On Jan. 3, 1944, Col. Gregory "Pappy" Boyington, World War II ace and leader of Marine Fighter Squadron 214, the infamous "Black Sheep," downed three Japanese aircraft during his final combat mission of WWII. This feat brought his total number of downed enemy planes to 26, tying the mark in aviation history set by Army Capt. Ed-

die Rickenbacker, who downed 26 planes in World War I.

During his last mission, Boyington made several flights through hostile enemy fire over Rabaul, Papua New Guinea. His aircraft went down during the ensuing dogfight.

A Japanese submarine recovered the downed Marine from the

Please see BOYINGTON on Page 4

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University professor, seamstress, medical records tech top list of least stressful jobs

University Professor tops the list of least stressful careers for 2013, according to a new report on the least and most stressful professions by CareerCast.com. The report analyzed 200 different professions, measuring work environment, job competitiveness and risk to determine the rankings.

“The field’s high growth opportunities and minimal health risks in a low-stress, pleasant work environment makes the job of Univer-

sity Professor the envy of many career professionals,” said Tony Lee, publisher, CareerCast.com. Universities are expected to add 305,700 adjunct and tenure-track professorial positions by 2020.

Seamstress/Tailor earned second place on the least stressful jobs for 2013 for its low safety risks, limited physical demands and peaceful work environment. A handful of careers in the medical industry also made the

10 least stressful rankings: Medical Records Technician, Medical Laboratory Technician, Audiologist and Dietitian. The healthcare industry is expected to be the highest growth sector in the next decade.

On the other end of the stress spectrum are the most stressful jobs: Enlisted Military Personnel, Military General, Firefighter, Commercial Airline Pilot and Public Relations Executive. Soldiers’ lives are always at

risk, but military officers, firefighters and pilots are responsible for the well being of others. No task could be more stressful than being responsible for other people’s lives.

Although not a dangerous career, Public Relations Executives need to be able to think and act quickly under stress. The profession lives in the public eye, and landing and keeping a good job is difficult.

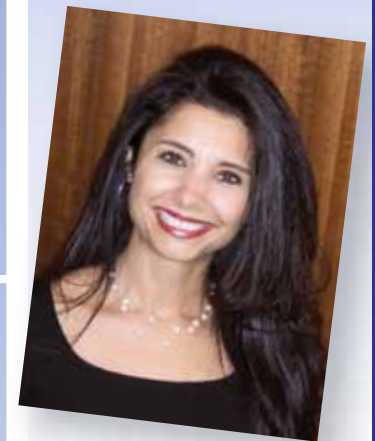
Source: CareerCast.com



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Life Choices!

Jerry was the kind of guy you love to hate. He was always in a good mood and always had something positive to say. When someone would ask him how he was doing, he would reply, "If I were any better, I would be twins!"



**BISHOP
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He was a unique manager because he had several waiters who had followed him around from restaurant to restaurant. The reason the waiters followed Jerry was because of his attitude. He was a natural motivator. If an employee was having a bad day, Jerry was there telling the employee how to look on the positive side of the situation.

Seeing this style really made me curious, so one day I went up to Jerry and asked him, "I don't get it! You can't be a positive person all of the time. How do you do it?" Jerry replied, "Each morning I wake up and say to my self, Jerry, you have two choices today. You can choose to be

in a good mood or you can choose to be in a bad mood. I choose to be in a good mood. Each time something bad happens, I can choose to be a victim or I can choose to learn from it. I choose to learn from it. Every time someone comes to me complaining, I can choose to accept their complaining or I can point out the positive side of life. I choose the positive side of life."

"Yeah, right, it's not that easy," I protested. "Yes it is," Jerry said. "Life is all about choices. When you cut away all the junk, every situation is a choice. You choose how you react to situations. You choose how people will affect your mood. You choose to be in a good mood or bad mood. The bottom line: It's your choice how you live life."

I reflected on what Jerry said. Soon thereafter, I left the restaurant industry to start my own business. We lost touch, but often thought about him when I made a choice about life instead of reacting to it.

So how will you choose to act today?

Take care and "I will see you in the terminals!"

For more information, visit www.dfwchapel.org.

Airlines for America names Dan Elwell as Senior VP for Safety, Security & Operations

Airlines for America (A4A) recently named former Federal Aviation Administration (FAA) Assistant Administrator for Aviation Policy, Planning and Environment, and commercial airline pilot Dan Elwell as Senior Vice President, Safety, Security and Operations. Elwell joins A4A from the Aerospace Industries Association (AIA), where he was Vice President of Civil Aviation, responsible for monitoring domestic and international civil aviation policy, and legislative and regulatory activity for the U.S. aerospace manufacturing industry.

At A4A, Elwell will lead the advancement of the airline industry's reputation for safety excellence while focusing on streamlining system operations to improve efficiency. Elwell will also serve as a liaison on safety, security and operations issues with governmental agencies, including the Departments of Transportation and Homeland Security, FAA and Transportation Security Administration.

"Dan is uniquely qualified for

this role at A4A, with an unmatched combination of operational, government and policy experience," said A4A President and CEO Nicholas Calio. "He is highly regarded with strong relationships in the airline industry, on the Hill and within the Administration, and will be a key advocate as we work to advance a National Airline Policy and continue to improve the efficiency of the air transportation management system."

Prior to joining AIA, Elwell was FAA Assistant Administrator for Aviation Policy, Planning and Environment, responsible for development and implementation of U.S. aviation policy, near- and long-term forecasting and planning, and the FAA environmental research and regulatory division.

Elwell also served as Managing Director of International and Government Affairs with American Airlines, where he worked with Departments of Transportation and

State on bilateral and multilateral aviation negotiations and international alliances. Elwell is a former Captain with American Airlines, rated to fly

DC-10, MD-80 and B-767 aircraft. Elwell is a retired Lieutenant Colonel with the U.S. Air Force, having flown combat missions in Operation Desert Storm, and is a graduate of the United States Air Force Academy with a degree in international affairs.

"I am pleased to join a very dynamic team at A4A, which is clearly focused on addressing the infrastructure, regulatory and tax changes needed to improve the flying experience for customers and shippers," Elwell said. "I look forward to leveraging my career in the airline industry to continue to improve what is today our safest mode of transportation."

Elwell will report to Calio, and joins A4A on Feb. 1.

Source: Airlines for America

Celebrate the New Year with 10 free flowering trees

By becoming a part of the nonprofit Arbor Day Foundation, new members will receive two white flowering dogwoods, two flowering crabapples, two Washington hawthorns, two American redbuds and two golden rain trees.

"These beautiful trees will give your home in Texas lovely flowers with pink, yellow and white colors," said John Rosenow, founder and chief executive of the Arbor Day Foundation. "These trees are perfect for large and small spaces, and they will provide food and habitat for songbirds."

The trees will be shipped postpaid at the right time for planting, between February 1 and May 31, with

enclosed planting instructions. The 6- to 12-inch tall trees are guaranteed to grow or they will be replaced free of charge.

Members will also receive a subscription to the Foundation's bimonthly publication, Arbor Day, and The Tree Book, which includes information about tree planting and care.

To become a member of the Foundation and to receive the free trees, send a \$10 contribution to Ten Free Flowering Trees, Arbor Day Foundation, 100 Arbor Avenue, Nebraska City, NE 68410, by January 31, 2013. Texas residents can also join online at arborday.org/january.

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TSA WEEK IN REVIEW

WWII era inert bazooka round found at Chicago O'Hare

Inert Ordnance and Grenades Etc. – A WWII era inert bazooka round was discovered in a checked bag at Chicago O'Hare (ORD).

Five inert/novelty grenades were discovered at four different airports this week. Two in checked baggage at Denver (DEN), and one each in checked baggage at Tri-cities (TRI), and Ontario (ONT). One grenade was discovered in a carry-on bag inside of an ammo can at Manhattan (MHK).

An inert M-60 fuse igniter was detected in a carry-on bag at Tampa (TPA).

Submachine BB Gun – A gas op-

erated automatic bb machine gun was discovered at Newark (EWR).

Items in the Strangest Places

– A knife was discovered in a bag at Dulles (IAD). It had been sewn into the lining.

A bladed multi-tool was discovered concealed in a package of socks at Albuquerque (ABQ).

A knife was discovered at Burbank (BUR) concealed underneath the lining of a bag between the handle and wheels.

A belt buckle knife was discovered at San Francisco (SFO).

What Not to Say at an Airport

– A passenger at Portland (PDX)

told the officer checking his ID that he had a bomb in his cell phone.

A Denver (DEN) passenger in the gate area was overheard on his cell phone stating: "I am going to blow up the plane."

Stun Guns – Eleven stun guns were discovered this week in a carry-on bags around the nation: Two at San Francisco (SFO), and one each at Columbia (CAE), Orlando (MCO), Monroe (MLU), San Jose (SJC), Baltimore (BWI), Salt Lake City (SLC), San Francisco (SFO), Denver (DEN), Reagan Washington National (DCA).

Source: *The TSA Blog* - <http://blog.tsa.gov>



Owners of sick plants find help at unique Texas A&M clinic

Most days Sheila McBride arrives at work to find sick plants scattered about. She loves that.

"People come in to find out what is wrong with their plants, and we help them out," said McBride, diagnostician at the Texas Plant Disease Diagnostic Lab in College Station.

The lab, part of the Texas A&M AgriLife Extension Service, handles up to 2,000 samples a year, according to Dr. Kevin Ong, director.

"This plant clinic started off in 1956 solely to support county AgriLife Extension agents in helping farmers, but over the years that has changed," Ong said. "We still use the Extension mission to serve the people of Texas, but we now have a big group of samples that come in from the growers and professional landscapers, arborists and homeowners."

For McBride, the daily challenge comes from opening boxes from mail services or accepting samples in person, then carefully examining the leaves, stems, branches and roots to determine why a plant is sick.

"I have to look at each sample and decide in my diagnostic mind how I am going to treat it," she said. "My number one best friend is my microscope. Probably about 80 percent of the plants that come in I can diagnose using my microscope. There are specialized spores that I can see ... and that will lead

me to find out what's causing the problem."

And the most typical sample the lab receives? Turfgrass from homeowners wanting to correct problems in their yards.

The plant clinic uses a variety of other methods to diagnose problems if the source isn't determined under the microscope, she said. Sometimes plant samples are put in a specialized medium to see what grows. Other times a polymerase chain reaction is used to look for organisms that cannot be observed by microscope.

McBride said she also likes to educate people about plant diseases and provide tips and advice about curing or preventing illnesses in plants.

Information on how to get a diagnosis for a sick plant can be found at <http://plantclinic.tamu.edu/>.

McBride offers these tips for sending samples.

If possible, send a whole plant. "I like to see the leaves, the stems, the roots, the whole picture," she said. "In fact, send pictures as well, if you can," McBride said.

Trees obviously can't be shipped intact, but send more than a leaf. A branch would be good. "Individuals see that a leaf turns yellow and so they just send us a leaf," she said. "But we need more than that to get the full picture."

Don't add water to the sample or

make it wetter than it already is.

Send samples fresh.

"Don't let a sample sit in a vehicle for four days in 100 degree weather," she said.

Among her favorite diagnoses is "fire fungus" after the Bastrop fires in 2011 and a palm tree disease that appeared for the first time in Texas.

"After the fires, people started seeing an orange fungus growing all over the trees," McBride said. "The people around Bastrop were worried that it would be harmful to humans, their pets or the wildlife."

She said the lab performed a series of tests – from isolating and growing the fungi to DNA analysis

and classical morphological identification to determine it was a harmless Pezizomycete – similar to some fungi that appeared after the 1980 eruption of Mount St. Helens.

The palm tree disease, she said, was identified in the lab and now is being confirmed by attempting to infect healthy baby palm trees growing in the lab in order to watch the disease progression and prove it is killing palms.

The plant clinic tries to provide for each sample not only a diagnosis but some recommendations for control.

"And I also try to give them just a little bit of information as far as

the actual pathogen and what it does," she said.

The cost for the diagnosis and recommendations is \$35 for in-state samples or \$55 for samples from outside of Texas.

"The interaction we have with plant owners gives us the opportunity to provide them with information and teach them how to take care of plants," Ong added. "If a disease problem is caught early, then action may be taken to prevent further loss and in fact save quite a bit of money. Also we benefit from healthier plants or even a readily available food supply."

Source: *Texas A&M University System*

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Veterans

Continued from Page 1

had families and I was just single, I said, 'I'll go fly your trip.' And the next day they flew, and they didn't come back. That's the way it works.

"Mostly from that time, I remember the cold. But the fear of the flight didn't seem to enter my mind. It was kind of exciting to fly those missions. There was a lot of fun involved. But I never really thought about how I could get killed doing these things. I could have been killed doing the things I did, and I don't know why I did some of them.

"I was 18 and a half years old. I enjoyed flying and the excitement. But I was too dumb to think of the consequences of what I was getting into. I'd just go ahead and do it, and not even think about it. That is how wars are won, by the young people who don't have good brains, who just kind of do things and don't think about consequences.

"I've been extremely lucky. I'm a God fearing person, and God's in control. He was with me all the time I was over there."

"You had an angel flying with you, too," Raymond Landtroop, a pilot for the 389th Bomb Group, added, laughing.

"On my fourth mission we went to Saarbrücken," Raymond said. "That was the largest railroad marshalling yard in Germany. We had a shell that went through our left wing and didn't explode. If it had of, I wouldn't be here. Normally, they did explode.

"Anyway, I bombed that place five times. About every two weeks we'd go hit it. They'd rebuild it, we'd go over and tear it out. They'd rebuild it, we'd tear it out. Any time a train wanted to go from one side of Germany to the other, they had to go through Saarbrücken. So if we kept it tore up, they couldn't go."

"Our other targets were ball bearing factories and machinery factories," J.D. Morrison, an aircraft mechanic with the 492nd Bomb Group, said.

"We bombed a synthetic oil refinery in Poland," Raymond said. "That was a long way over there. We clobbered it good. Smoke came up to 20,000 feet then leveled off, because the wind was blowing. I guess. That's the only time I ever went to Poland."

Little did I know I had met a real life celebrity. Don McClelland served during the war with actor Jimmy Stewart.

"I flew tail gunner for Jimmy Stewart, he was the pilot," Don said. "I was part of his crew. He was 34 years old when he was flying. I was only 18. One time I said, 'What's an old man like you doing flying these missions?' He said, 'You watch your mouth, boy. Don't be talking to me like that. You don't treat me like an old man. I can do just as good as you can.'

"He was very friendly and very intelligent. He was in the Chief of Staff Division, so he helped plan the missions the night before. Everyone liked him. If you got in trouble and you had to tell him your story, you'd better be truthful. If he caught you lying, he had no use for you.

"After the war, he went back to movies. You've probably seen It's a Wonderful Life. That was one of the best ones he made.

"He lived in a neighborhood with Doris Day on one side and Lucille Ball on the other side. But when [his wife] Gloria died, he said his life was over. He went into hibernation. So he just lived upstairs in his big house. He was very reluctant to allow people to come pay him visits. But I was one he'd allow to come visit. We were good friends.

"I had a lot of respect for Jimmy Stewart, because he wanted to do his part during the war."

Sitting further down the table, the sons of



Photo by John Starkey

During their own 'Breakfast of Champions,' Don McClelland, his grandson Madison Jeter, Raymond Landtroop, his son Larry Landtroop, J.D. Morrison and his son Dave Morrison (left to right) spend the morning discussing the memories of the men who flew in and maintained B-24 Liberators during WWII.

the World War II veterans, pilots and veterans themselves, discuss their fathers.

"I worry about their stories being lost," Larry Landtroop said. "Dad has kind of kept a record of his missions. We are putting together a 'diary' if you will, so hopefully we will have a whole diary of what he did."

"Just listening to them talk is so amazing," Billy Jack Davis, a friend and Army veteran, said.

"When they did all this, about half of them were teenagers, and the rest were in their 20s," Wally Gray said. His father, Col. Howard W. Gray joined the Army Air Corps in 1935 and was assigned to the Training Command 2nd Air Force during WWII. Col. Gray is a deceased member of the group. "They were just young guys."

"You couldn't get a guy today to go on that many missions that dangerous," Billy Jack said. "He wouldn't do it."

"Twenty five percent of those in the 8th Air Force who flew missions came back," Larry said. "Seventy-five percent of them were either shot down and captured or killed."

"It was more dangerous to be in the 8th Air Force than it was to be a Marine on Iwo Jima," Billy Jack said. "They would go out on a 1000 plane mission and lose 10 percent. That is 100 airplanes with 10 men on an airplane - that is 1000 guys gone in one day."

"There were over 250,000 lost in the 8th Air Force," Larry said.

"Just letting them talk about this, you see smiles all around. We are glad we were able to make these guys' Christmas. They may not get a chance to do this again," he added.

"We want everyone to know how proud we are of them, of what they did and the risks they took," Billy Jack said.

"If it wasn't for them, we might be speaking German now," Larry said.

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DOT issues two fines against passenger carriers for tarmac delays

The U.S. Department of Transportation closed 2012 with fines against two airlines for violating federal rules that limit how long an aircraft with passengers aboard may be delayed on the tarmac. DOT fined Copa Airlines of Panama \$150,000 and Virgin America Airlines \$55,000 and ordered the carriers to cease and desist from further violations.

The Copa and Virgin America orders were the final enforcement actions taken last year by the Department's Aviation Enforcement Office. During 2012, the Department issued 49 consent orders for consumer rule violations and assessed \$3,610,000 in fines, exceeding the previous record of 47 orders and \$3,264,000 in fines issued in 2011.

"This Administration believes that consumers have the right to be treated fairly when they fly," said U.S. Transportation Secretary Ray LaHood. "Our tarmac rules are meant to prevent passengers from being trapped in aircraft on the

ground for hours on end, and we will continue to work with airlines and airports to make sure that air travelers are treated with the respect they deserve before, during and after their flights."

Airlines may not allow tarmac delays longer than three hours on domestic flights and four hours on international flights at U.S. airports without giving passengers an opportunity to leave the plane. Exceptions to the time limits are allowed only for safety, security, or air traffic control-related reasons. In addition, if a flight is delayed at the gate and passengers are able to leave the plane, the carrier must announce the opportunity to deplane 30 minutes after the scheduled departure time and every 30 minutes afterward.

The Department found that Copa left passengers stranded aboard an aircraft at New York's JFK Airport for five hours and 34 minutes on June 22, 2012 on a flight bound for Panama. Passen-

gers were not offered food until more than four hours into the delay, although DOT rules call for airlines to provide food and drinking water no later than two hours after leaving the gate.

Copa also failed to report the tarmac delay to the Department as required, and DOT found out

about the delay only after two consumers filed complaints with the Department. In addition, Copa's contingency plan for tarmac delays, posted on its website, failed to include a number of assurances required by DOT rules, including that it would notify passengers during a delay at the gate if they may

leave the aircraft.

Virgin America was fined for failing to notify passengers in an aircraft delayed at the gate for two hours and 16 minutes at Chicago's O'Hare Airport on July 18, 2012, that they could leave the aircraft prior to its departure for San Francisco.

Boyington

Continued from Page 1

wreckage and transported him to the first of many prisoner of war camps he would see during the remainder of the war. While at these camps he was often beaten, interrogated and nearly starved.

After approximately 20 months as a POW, Boyington was rescued and returned to the United States where President Harry S. Truman decorated him with the Medal of Honor and Navy Cross.

The late President Franklin D. Roosevelt had awarded Boyington the Medal of Honor during his captivity, and the medal was held at the Capitol until he could receive it.

As stated in the citation, he was also commended for his outstanding leadership abilities: "Under his brilliant command, our fighters shot down 20 enemy craft in the ensuing action without the loss of a single ship. A superb airman and determined fighter against overwhelming odds, Major Boyington personally destroyed 26 of the many Japanese planes shot down



Maj. Gregory "Pappy" Boyington, commanding officer of Marine Fighter Squadron 214, photo circa 1943-1944.

by his squadron and, by his forceful leadership, developed the combat readiness in his command which was a distinctive factor in the Allied aerial achievements in this vitally strategic area."

Boyington retired Aug. 1, 1947, as a colonel.

During his time in and out of the service, the Medal of Honor and Navy Cross recipient left his mark on the Corps. It is that same dedication to duty and fighting spirit that continues to uphold the legacy of Marine Corps aviation.

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Shepherd

Continued from Page 1

ian who performed the surgery. The vet also removed several abscessed teeth.

Thor's path to salvation started when Teresa Downing, his foster mom, saw an ad on Craigslist about a month ago stating Thor and his sister would be left at the local pound if no one came to get them ASAP in Wasilla, AK. Downing drove 600 miles to pick up the siblings. Thor was starving at only 46 pounds even though he is a one-year-old full-grown shepherd.

Downing believes he survived by pushing bits of food into his mouth with his paw. She has since nursed him to a healthy 76 pounds.

With the help of Carol Falcetta, the director of the Arctic German Shepherd Rescue group, Downing searched for a surgeon who could help Thor and found Dr. Robert Runyan of the VCA Animal Hospital in Rancho Cordova. Runyan had been in the local news for saving the life of Bodie, a Sacramento K9 officer, who was shot in the jaw and leg while on duty earlier this year.

Runyan agreed to perform the surgery at a fraction of the normal cost if the group could get Thor to Sacramento. The group raised \$5,500 for his travel and surgery expenses through Facebook.

Falcetta then contacted Marilyn Romano, Alaska Airlines' regional



Courtesy Photo

Following the surgery which unlocked his jaw, Thor grins roguishly.

vice president for the state of Alaska, to see if the airline could help. After a Fairbanks veterinarian advised it would be dangerous for Thor to fly in the cargo hold, Romano and Tim Thompson, manager of public affairs in Alaska, waived the normal ban on large, non-service dogs in the cabin for the two-leg flight to Sacramento. They also waived the normal pet fees.

Once the needs were communicated, Fairbanks employees and flight crews jumped into action with service and compassion to make everything go smoothly, Romano said. "Johnny Carrillo (customer service agent) is the guy who checked in Thor and Teresa in Fairbanks and he was wonderful! I mean he was really wonderful," Falcetta wrote.

"I think Thor touched a lot of lives," Romano said. "Once we made the decision on how best to

accommodate Thor, every employee who came in contact with him or helped with arrangements treated him and his foster mom with the best of care. Truly Alaska Spirit at work. This story has touched people all over the country and from Spain to South Africa. The work being done by Carol Falcetta and the Arctic German Shepherd Rescue is amazing."

Upon landing in Seattle, Downing said the lightly sedated puppy behaved well and slept through most of the flight, except when the food cart went by. He was happy and playful at the airport, and patiently allowed young children to approach and pet him.

As happy as he seemed with his locked jaw, the condition would have made life difficult for Thor, Falcetta said.

"Thor is a survivor, but he could not continue his way of life much longer," she said. "Thank you to everyone who has helped him get where he is today!"

Thor's recovery is going so well that Downing and Thor flew back to Fairbanks on Jan. 3 again in the cabin because of his surgical sutures, Romano said. They had a four hour layover in Seattle. Once he has fully recovered from his surgery, he will be available for adoption, unless Downing decides she can't let him go.

With a smile like that, there's likely to be a long list of potential loving owners.

Source: Alaska Airlines

POLICE REPORT

■ Public Intoxication December 24, 1:50 p.m.

Officers were dispatched to Terminal B, Gate 16 in reference to a possible intoxicated person described as a male, wearing gray sweatpants, red shirt and black tennis shoes. They found a person matching that description slouched in a chair. The gate agent said the man had been up, staggering in the gate area, and he almost fell on top of another passenger. She said he would not be permitted to board an aircraft due to his intoxication. To speak to the officer, the man attempted to straighten up in his chair, but his hand slipped on the armrest. He could not tell which item in his wallet was his identification. He smelled of an alcoholic beverage. He was placed under arrest for Public Intoxication.

■ Criminal Trespass December 23, 12:57 a.m.

Officers were dispatched to Terminal E, Entry 35 in reference to a female who had been stay-

ing in the terminal for the past few days. An airport employee had supplied her with a cot during that time. After waking, the woman said she flew into DFW Airport a few days ago from St. Louis to look for her son. She was unable to provide any details other than his first name. She said that hopefully she would go back to St. Louis the next day. She said a church was helping to pay for her ticket, but she was unable to provide information about the church. When confronted with a Notice of Criminal Trespass Violation, she agreed to leave and said she could take DART to Dallas. She agreed to have officers take her to a DART Station. After going outside with her two bags, she decided not to go to the DART Station. Even though officers said her best option was to leave the terminals, she refused transport. She was given the option to ride with officers to the DART Station or be subject to arrest. When she turned to walk back into Terminal E, she was placed under arrest for Criminal Trespass.

■ Public Intoxication December 23, 5:16 p.m.

Officers responded to Terminal E, Gate 26 about a disturbance on board an aircraft from Denver. A flight attendant said a passenger became agitated when an infant, seated on her mother's lap, would not stop crying while the aircraft was in flight. The parents of the infant said they and the agitated lady had a small argument about child caring issues. When the infant did not stop crying, the angry woman flung her hands behind her seat with her middle finger out on each hand, and when she did, her fingers hit the infant on the head causing the infant to cry more. The infant did not show signs of trauma. While interviewing the angry lady on the jet bridge, officers smelled alcohol on her breath. She had glassy eyes and slurred speech. At one point, she lost her balance and fell over her carry-on bag. She was arrested for Public Intoxication. The FBI was apprised of the incident.

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Visiting the Celestial Empire — our trip to China



Photos courtesy of Chris Hale

Chris and Kim Hale stand atop the Great Wall of China, one of the wonders of the world.



Meeting people and making friends, Amber Hale spends time with a Chinese family.

By Chris A Hale

Over the course of the last 12 years, I've had some unforgettable experiences around the world with my 20-year-old daughter, Amber. It's been my policy to let her choose our destination, and she has never disappointed and has selected some truly magical places. A few months ago, she decided that for our next trip she wanted to go to China.

It was with some trepidation and fear of the unknown that I agreed and started preparing an excursion to Beijing, because she wanted to see the Great Wall. After acquiring the tourist visas for my wife Kim, Amber and myself, we were able to plan the expedition in earnest, and I began to really look forward to visiting such an exotic place. It had been more than three years since my last trip with Amber, and I was determined to do what I could to make a trip to China both memorable and exciting.

On May 1, we arrived in Beijing and it didn't take long before the three of us were convinced it was well worth any anxiety we may have felt. That is not to say, however, that we didn't have difficulties.

Abandoning western thought was essential for our survival in the busy streets of Beijing. Visitors should keep in mind that the lines on the roads, which in America we call lanes, are merely guidelines for the Chinese drivers. We also found the crosswalks didn't guarantee safe passage across the street because pedestrians don't have the right of way. Several times we were almost brushed by city buses, vehicles of all kinds, and once even a police car.

Another difficulty for us was the quality of the air. I remember the news leading up to the Bei-

jing Olympics in 2008 about the smog being a major concern to the athletes. Apparently nothing has changed in four years. Getting satisfying breaths of oxygen was similar to gasping for air in high altitudes, and many of the Chinese wear face masks for this reason.

One last word of caution. Although taxis are cheap and plentiful, getting where you want to go is another story. Many of the street signs in Beijing have been in English characters since the Olympics, but taxi drivers don't read them.

Make sure to have your destination written down in Chinese characters to facilitate moving about the city. Also, there are many small streets or hutong neighborhoods that are not well marked, so be prepared with a more well known alternate address from which you can walk. With patience, pictures and many, many hand gestures, we managed to get where we needed to go.

We had reservations at what had to be one of the most charming hotels I've ever stayed in. Behind

Continued on next page



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China trip

Continued from previous page

Wangfujing Street (the Rodeo Drive of Beijing) is the nearly hidden oasis known as the Jingyuan Garden Hotel. More than two centuries old, it was once a large one story residence with two huge, well manicured courtyards in the middle. The house itself is now divided up into individual rooms for tourists and other visitors to stay.

Although European-style chain hotels are not in short supply, we wanted a more traditional experience, and the Jingyuan provided exactly that. Kim especially enjoyed mornings reading a book at a covered table in the courtyard with songbirds in pretty cages and Wisteria-covered pergolas shading the roses. We marveled at the peacefulness of the venerable building that languishes in the shadows of the skyscrapers that tower over the tiled pagoda roof of the hotel in all directions and the commotion of the bustling city only a few feet away.

A couple of hours north of Beijing is the less crowded and touristy section of the Great Wall that you can visit known as Mutianyu. At the bottom of a hill we boarded a cable car that took us up the hill to the wall. Honestly, I had never seen anything as impressive anywhere else in the world; at least nothing that was constructed by man. After walking across the top of the wall a little way, Kim and I sat down and waited for Amber to run up the incline to a watchtower more than a mile away. We looked around and marveled at just the one section of the 6,000-kilometer-long structure. It was easy to get swept away by the scenery and to imagine how life might have been for the many soldiers whose duty it was to guard the northern border.

Mao Zedong once said that unless you have climbed the Great Wall, you are not a real man. I'm very glad I was able to achieve that level of masculine maturity on my visit to China.

Almost as equally impressive as the wall is the Forbidden City right in the heart of Beijing. From the outside, you can't imagine how expansive it is until you purchase your ticket and enter through the gate. The Forbidden City covers an area of about 178 acres with a total floor space of approximately 1,600,000 square feet. It consists of 90 palaces and courtyards, 980 buildings and 8,704 rooms. The architecture is deeply symbolic and intended to create an auspicious environment for its inhabitants.

Home of 24 imperial emperors between the Ming and Qing dynasties, the once imperial palace is now a thought-provoking museum of surviving treasures, thrones, gardens and incredible tiled art. We wandered for an hour through almost the entire complex looking for a tiled wall depicting nine dragons. We finally found it in front of the Palace of Tranquil Longevity. Created in 1773, the screen is more than 96 feet long and 11 feet high and very cool.

Regrettably, we didn't have time to visit the distant city of Xi'an and see the Terracotta Warriors, but we did see several of them, as well as some horses, in the National Museum of China on Tiananmen Square. Not quite the same experience as seeing hundreds of them lined up in excavated ditches, but it was still pro-

found and thrilling.

The Llama Temple was one of my favorite stops. The colorful artwork and architecture of the various buildings was really exciting to see. There were prayer wheels and places to burn incense outside and golden Buddhas adorned with silk, flowers, food and gifts from the many kneeling worshippers on the inside. It was encouraging to us to see that their faith was still practiced.

We also saw the scenic Summer Palace with its beautiful man-made Kunming Lake. In the northwest corner of the water sits the Marble Boat, which actually never floated and is the reason why some refer to it as the land boat. It was constructed by order of an emperor's wife at great expense with money that was intended for the imperial navy. The long, covered corridor around the lake is painted with thousands of pastoral scenes representing the four seasons; the incredible details on each painting are just riveting.

A stroll down the sacred way toward the mausoleums of the Ming Tombs was also rewarding. We walked between giant pairs of marble sentries, elephants, lions, dragons and mythological creatures guarding the path. At the end we patted the hind quarters of an enormous Bixi, or dragon-headed turtle, which the Chinese believe brings good luck.

On our last afternoon, we visited the Beijing Zoo just so Amber could see real pandas. The pandas were well taken care of but, by American standards, the rest of the zoo was a little depressing. Most of the other animals were in paddocks that were too small for their species. No trees, toys, and in some cases very little water was available.

Our last stop before returning home was the enormous Bei Hai Park just north of the Forbidden City. The Chinese are a very communal people, and it was so much fun to watch them dance and sing in full costume, do Tai Chi and play poker. We were thoroughly entertained to watch older masters of Chinese calligraphy practice and teach their art technique to younger students with large water brushes on the pavement.

Public dancing can be found everywhere in Beijing and on a nightly basis in front of the Catholic church near our hotel. Kim even participated after studying the steps for a few moments and fit right in; at least I can admit I wasn't embarrassed.

China is an amazing place to visit. The food, well ... I guess the best way to describe it kindly would be to say it was interesting. If scorpions or silk worms on a skewer are your idea of good food, then China is for you. As for me, I was grateful to return to America and have real Chinese food again. My wife, on the other hand, thought it was great.

Our visit to China was definitely a rewarding one. We enjoyed getting to know the people and their very different way of life. We hope to be able to go again soon to experience more of a fascinating country.

Chris Hale is an aviation maintenance technician for American Airlines who has traveled extensively with his family. In his spare time he writes novels inspired by places he's been. Find out more about his books at www.Chris-hale.com.

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Strange BUT TRUE

By Samantha Weaver

• It was humorist Jerome K. Jerome who made the following sage observation: "It is impossible to enjoy idling thoroughly unless one has plenty of work to do. There is no fun in doing nothing when you have nothing to do. Wasting time is merely an occupation then, and a most exhausting one. Idleness, like kisses, to be sweet must be stolen."

• Though it is unconstitutional and therefore unenforceable, there is a law on the books in Tennessee which prohibits duelists, preachers and atheists from being elected to public office.

• According to most history books, the first shots of the Civil War were fired at Fort Sumter, S.C., in April of 1861, but that's not entirely true. The first shots of the war between the North and the South actually were fired in January of that year in Pensacola, Fla., where a garrison of Union troops was stationed at Fort Barrancus. A contingent of Florida and Alabama troops marched on the fort with the intent to throw out the Yankees in their midst. However, the Southerners' dedication to the cause was somewhat lacking; as soon as the Union soldiers fired at them, they beat a hasty retreat.

• Those who study such things say that the average lightning bolt has a temperature of approximately 50,000 degrees Fahrenheit. For comparison, the sun's average temperature is only 10,000 F.

• If you've ever been told to shut your pie-hole, you might have wondered where the expression came from. The term was first used in 1983, in the film version of Stephen King's horror novel "Christine."

Thought for the Day: "Beauty is in the eye of the beholder. It may be necessary from time to time to give a stupid or misinformed beholder a black eye." -- Jim Henson

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FUN AND GAMES

Even Exchange by Donna Pettman

Each numbered row contains two clues and two 6-letter answers. The two answers differ from each other by only one letter, which has already been inserted. For example, if you exchange the A from MASTER for an I, you get MISTER. Do not change the order of the letters.

- | | | | |
|--------------------------|-----------|----------------------|-----------|
| 1. Black eye | ___ N ___ | Quiver from the cold | ___ V ___ |
| 2. Traveler's inn | ___ O ___ | Shelf | ___ E ___ |
| 3. Pointed | ___ P | Hammerhead or mako | ___ K |
| 4. Rely upon | ___ P ___ | Protect | ___ F ___ |
| 5. Shrink from fear | ___ W ___ | Blanket | ___ V ___ |
| 6. Spring holiday | E ___ | Quicker | F ___ |
| 7. Mountainous | ___ I ___ | Christmas plant | ___ O ___ |
| 8. Police officer's pin | ___ D ___ | Flat-bottomed boat | ___ R ___ |
| 9. Narrow your eyes | ___ N | Shoot water | ___ R |
| 10. Lock, ___ and barrel | ___ C | Baby-carrying bird | ___ R |

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Weekly SUDOKU

by Linda Thistle

		1		4		9		
8			7		1			6
	4		6				7	
		6		7			5	
	1				6	8		
9			4					2
6					8		9	
2	7			5				8
		9	3			2		

Place a number in the empty boxes in such a way that each row across, each column down and each small 9-box square contains all of the numbers from one to nine.

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★ Moderate ★★ Challenging
★★★ HOO BOY!

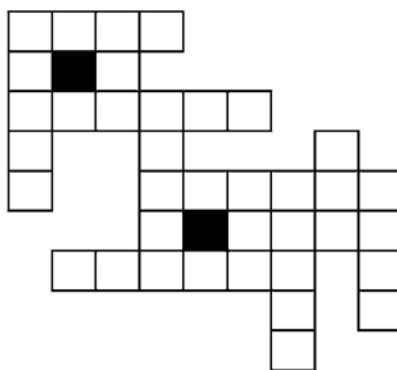
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FEAR KNIGHT

By: rj johnson

CONQUER THE WHIRLED

- SWE
♥TEFSER
MELUP
♥APRE
MOTRAF
♥RAE
♥TPSE
♥RIFEN
♥PSA
♥NIPDUW
EERAT
♥EMTE



Unscramble these twelve letter strings to form each into an ordinary word (ex. HAGNEC becomes CHANGE). Prepare to use only ONE word from any marked (♥) letter string as each unscrambles into more than one word (ex. ♥RATHE becomes HATER or EARTH or HEART). Fit each string's word either across or down to knot all twelve strings together.

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Letter Box

Solution

S	I	N	G	L	E	O	U	T
G	E	U	O	N	T	S	L	I
T	O	L	I	S	U	E	G	N
N	G	E	T	U	L	I	O	S
L	T	S	N	I	O	U	E	G
I	U	O	E	G	S	N	T	L
U	L	T	S	O	N	G	I	E
E	S	I	U	T	G	L	N	O
O	N	G	L	E	I	T	S	U

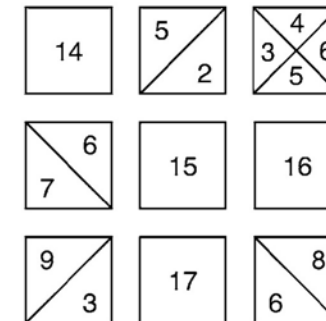
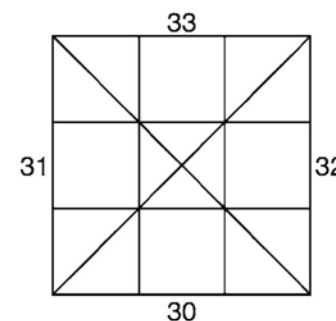
Go Figure!

answers

3	-	1	x	7	14
+		x		-	
8	÷	8	+	2	3
+		+		x	
9	-	4	x	5	25
20		12		25	

Try Squares by Linda Thistle

Without rotating the small squares on the right, try to arrange them into the pattern shown in the diagram at the left so that the number next to each large triangle equals the sum of the four numbers in that triangle.



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King Crossword

Answers

Solution time: 25 mins.

P	E	T	J	O	L	T	C	R	I	B	
I	R	A	A	V	O	W	L	L	U	L	
T	A	I	L	G	A	T	E	A	B	L	Y
L	E	G	S	A	D	N	E	S	S		
P	A	S	T	E	L	K	E	G			
A	L	P	D	A	B	N	O	T	E	S	
L	E	I	S	P	A	R	R	A	I	L	
L	E	N	I	N	H	A	W	I	R	E	
			M	U	M	M	I	S	L	E	D
L	U	M	P	S	U	M	L	A	W		
I	R	I	S	T	A	I	L	P	I	P	E
F	A	R	O	T	A	C	O	N	I	B	
E	L	A	N	S	M	E	W	D	E	B	

Even Exchange

answers

- | | |
|-------------------|-------------------|
| 1. Shiner, Shiver | 6. Easter, Faster |
| 2. Lodge, Ledge | 7. Hilly, Holly |
| 3. Sharp, Shark | 8. Badge, Barge |
| 4. Depend, Defend | 9. Squint, Squirt |
| 5. Cower, Cover | 10. Stock, Stork |

CryptoQuote

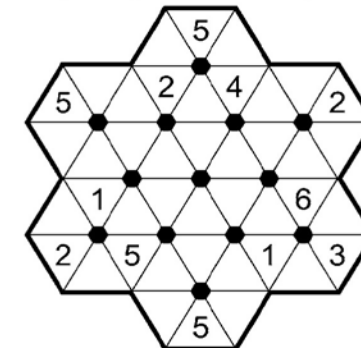
answer

All you need for happiness is a good gun, a good horse, and a good wife.
- Daniel Boone

SNOWFLAKES

by Japheth Light

There are 13 black hexagons in the puzzle. Place the numbers 1 - 6 around each of them. No number can be repeated in any partial hexagon shape along the border of the puzzle.



DIFFICULTY THIS WEEK: ◆◆◆

◆ Easy ◆◆ Medium ◆◆◆ Difficult

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today. Lab and Radiology are available
Monday-Friday 7:30am - 5:30pm
(not available for "After Hours Clinic")

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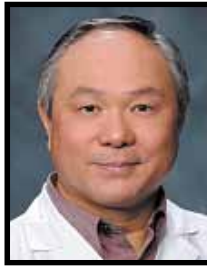
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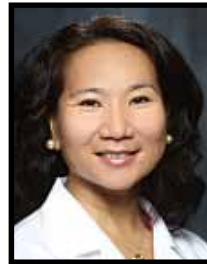
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