

# Frontiers

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## KC-135 kudos

My husband and I read with delight your article on the KC-135. This plane is very dear to our hearts because our daughter is a boom operator presently stationed with the U.S. Air Force Reserve in Japan. Her husband was a boom operator instructor at Altus Air Force Base, Okla., for several years and continues to be a boom operator at their present station.

Again, thanks for the awesome article.

—Donna Garst  
Glasco, Kan.

## Badge procedures, Part I

I want to echo concern about people, no matter who they are, not wearing their badges visible (see Letters, Page 6, October 2006). I used to work in a “black” (high security) area where you didn’t go anywhere without your badge. For the last 10 years, I’ve worked in a “white” area.

I constantly check for badges out of (a hard-to-break) habit and have stopped a couple of people over the years. Most thank me and show me their badge. But I did have one woman who didn’t have her badge. When she wanted me to let her in, she got mad when I refused.

I refused because I didn’t know her and didn’t remember ever seeing her in our building before. I feel I was right in not letting her into a Boeing building since I didn’t know her.

And I would do it again.

—Christina Titchenal  
Bellevue, Wash.

## Badge procedures, Part II

I’d like to add my comment to Russ Christianson’s letter in the October 2006 issue.

I work in a secured building with badge readers at every door. It’s my responsibility to

**“The KC-135 is very dear to our hearts because our daughter is a boom operator presently stationed with the U.S. Air Force Reserve in Japan.”**

—Donna Garst, Glasco, Kan.



stands for preferred provider organization, a type of medical plan.

• In “Speaking with one voice” (October 2006, Page 34), the name of the organization responsible for improving quality processes at businesses in the Asia-Pacific region was misstated. Its name is Asia Pacific Aerospace Quality Group (APAQG). Also, the quality standard AS9100 is international, not specific to the Americas; however, this standard is specific to aerospace.

• Because of production errors, lines in several articles in the October 2006 issue were omitted.

On the Letters page (Page 6), the letter “Way to go, Chinooks” was written by Bernie Weisberg of San Diego and ends with, “I am proud to have been associated with all of the other products built at Boeing during my employment.” The correct page is on the *Boeing Frontiers* Web site at [http://www.boeing.com/news/frontiers/archive/2006/october/i\\_letters.pdf](http://www.boeing.com/news/frontiers/archive/2006/october/i_letters.pdf)

The caption for the 747 Large Cargo Freighter photo on Page 8 ends with, “The airplanes are being modified by Evergreen Aviation Technologies Corp. (EGAT), a joint venture between General Electric and EVA Air.” The correct page is on the *Boeing Frontiers* Web site at [http://www.boeing.com/news/frontiers/archive/2006/october/i\\_nan.pdf](http://www.boeing.com/news/frontiers/archive/2006/october/i_nan.pdf)

look at the badge of the person following me into the building to ensure that they are cleared for access. I detest having to look at someone’s crotch because they insist on hanging their badge off their belt instead of chest high. Maybe you can address this in a future issue?

—Debi Pennington  
Everett, Wash.

## Corrections and clarifications

• In “Determined to find a better way” (October 2006), the titles of Mike Sheary and Dana Dowell were misstated on Page 17. They are mechanics.

• The address of the Web site with information on the Share-Value Trust incentive plan was misstated (October 2006, Page 37). That site is at <http://www.boeing.com/nosearch/share>.

• In “Another health choice” (October 2006, Page 10), PPO

## Letters guidelines

*Boeing Frontiers* provides its letters page for readers to state their opinions. The page is intended to encourage an exchange of ideas and information that stimulates dialogue on issues or events in the company or the aerospace industry.

The opinions may not necessarily reflect those of The Boeing Company. Letters must include name, organization and a telephone number for verification purposes. Letters may be edited for grammar, syntax and size.