

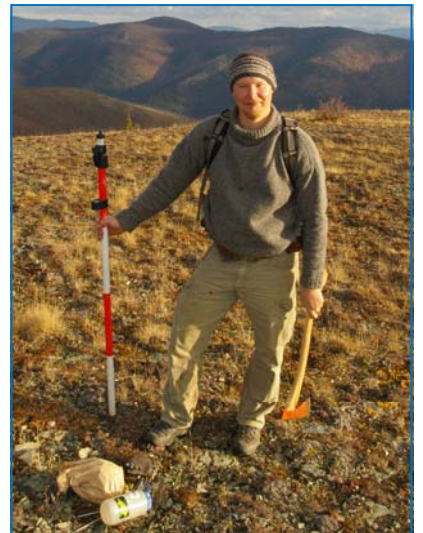
Bearing the Elements by Bill Kinne

Surveying, for me, has turned out to be a very rewarding profession. I love being in the outdoors and enjoy the technical aspects of surveying that put your mind and body to the test. From collecting and processing GPS data, to being on the end of a chainsaw cutting boundaries, the job description for a surveyor is as varied as the seasons.

Speaking of the seasons, has anyone noticed the temperature these days? Growing up, I never thought I would see the day when I would consider 10 above “good working weather.” I do know that when stationary for long periods of time, some items I like to have on or near me are my bunny boots, Carhartt bibs, parka, really good gloves or mittens, and an arsenal of chemical hand warmers. When the temperature dips to 20 or 30 below and the call comes in that we need to head out, these are the essentials for a relatively comfortable experience.

Once outside and working at these temperatures, there is the task of taking accurate measurements and keeping track of them legibly. Writing with oversized mittens on, while peering from between your hat and face mask through the localized ice fog created by your breath, takes some getting used to. No matter what method I choose, generally breathing out the corner of my mouth, I always seem to accumulate a layer of frost around my face mask and hat. This, however, was not the case on our recent trip to Marshall, where the constant 30-40 mile per hour wind blew away any lingering vapor on down the Yukon. Drifting, driving snow, on the other hand, was a brand new set of issues.

The human body is a remarkable machine that can withstand some brutal conditions. When it is too hot or too cold, it lets you know. The equipment that we use, albeit some of the finest equipment on the market, has its operating limits. Battery life is drastically reduced as temperature decreases. During the few months of warmth that we experience, the batteries can last for days on end. During the winter, we hope to get a few good hours from a single charge. We often find ourselves rotating batteries on and off the truck heater with the hopes that the blast of heat will prolong its life for just a few more shots. Well, time to gear up, someone needs a survey.



Congratulations!!



On January 14th, at 12pm, Design Alaska gathered to celebrate our newest PE's and EIT. Billy Brookins became a Civil PE and Jason Colquhoun became a Mechanical PE. Wendy Presler is now an EIT. Congratulations on your achievements!



Design Alaska would like to congratulate John and Kate Poirrier on the addition of twin grandsons to the family. John previously worked in the architectural and marketing departments.

Shawn Edwin was born on January 23 at 9 a.m. and weighed 7 lbs 4 oz.

Ethan Lawrence was born at 9:01 a.m. and weighed 7 lbs 2 oz.

Design Alaska has sent flowers and gifts to the family.

Recycling

We have started a recycling committee. The committee consists of David Weissman, Alicia Mayo, Danita Orr and Jennifer Holmes. Please see any one of us or email us at recycle@designalaska.com with comments/suggestions.



It is tax time. For those who have multiple documents from previous years that need to be shredded or have other personal items that you would like to get rid of, there is a Shredway Bin in the Main Building's Plotter Room. The key is kept at the front desk and is available. Shredway shreds our documents and takes the shredded paper to K&K for recycling.

A recent report from the EPA shows that "we recycle and composted 1.46 pounds of our individual waste generation of 4.34 pounds per person per day. Multiply that by weeks, months and years and see what you can do to increase reducing, reusing and recycling.

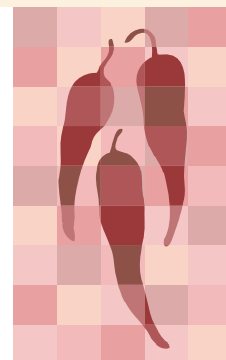
Full Report is here: [R:\Recycling\Government reports](#)



You Are Invited
To
Design Alaska's First Annual Chili Challenge
February 24, 2011
12:00 noon

Guest Judges are: Robin Rader, Bill Payton and David Weissman

Please notify Julia Harris if you wish to submit your own secret recipe for the Challenge. There will be a prize for 1st Place



7 Key Foods to Help You Get the Most Out of Your Workout

By Karen Tonnis



At some point during your workout experience, or even if you're just getting started, this thought may cross your mind: *Wish I could get results even faster.*

Well, now you can. Here's a list of dynamic foods that bring a lot to the table. Not only do they fit within a healthy nutrition plan, they're capable of sending your lazy taste buds a nice wake-up call.



1. Tomatoes. Make the lowly tomato your best friend and you could potentially up your chances of staying healthy and recovering faster. They're loaded with vitamins, minerals, fiber, and phytonutrients. And because they're particularly rich in vitamin C and carotenoids, they may boost heart health, fight oxidative stress, protect against a variety of cancers, and combat inflammation. Tomatoes also contain potassium, an electrolyte that helps maintain fluid balance.

2. Fish. A powerhouse of lean protein, fish lets you load up without blowing your calorie budget. The very leanest choices include white-fleshed fish like flounder or tilapia, as well as most shellfish, including lobster. Even dark-fleshed fish like tuna and salmon are considered lean, and the fat they provide (in the form of fish oil) can help regulate hormones and metabolism and reduce inflammation.

Of course, all this muscle-building power won't show up as a six-pack if you're not careful about how the fish is prepared. Watch out for calorie bombs like deli tuna salad and deep-fried fish or calamari.

3. Açai berry. What look like ordinary small, purple berries are actually one of the best superfoods in the world. Açai berries contain one of the highest concentrations of antioxidants of any known food, along with fiber, iron, amino acids, and healthy omega fatty acids. Add them to your diet in the form of juice or pulp and you can expect a load of benefits, including increased energy, faster recovery rate, boosted immune system, stabilized blood sugar levels, and more.



4. Dark green leafy vegetables. Breaking news: Popeye was right about eating spinach. Especially if you want to build muscle FAST. The antioxidants found in dark green vegetables help counteract the oxidative muscle damage that comes with heavy training or exercise. So vegetables like broccoli, collard greens, lettuce, kale, and our hero spinach should be high on your list.



5. Blueberries. Mom could've said, "Eat your blueberries and you'll grow up strong." This miniature superfruit is chock-full of nutrients and antioxidants. So if you're involved in strenuous activity, a daily cup or two of blueberries can help reduce cell damage. They also promote healthy blood pressure and contain complex carbs and fiber to help sustain energy and keep you in the game.

6. Eggs. When you're trying to add muscle, protein is as important as any dumbbell or training buddy. Most important, you want increased "clean calories" from whole, natural, unprocessed foods—like eggs. Eggs are one of the most perfect proteins for growing lean muscle. By incorporating egg whites into your diet (with a small amount of egg yolk), you can get a high amount of protein for a relatively low number of calories. Six egg whites will give you 99 calories and 21 grams of protein. Now that's a deal.

7. Green tea. If you're working out regularly, giving your body a constant supply of antioxidants can promote quicker recovery on a cellular level. And drinking green tea is a good way to vary your antioxidant intake. On top of its antioxidant properties, green tea can help protect the cardiovascular system, increase metabolic rate (which supports weight control), and may provide some anticancer and blood pressure-reducing benefits.



Add these 7 foods to your oxidant-fighting arsenal.

Go ahead and rev up your engine with these heavy-hitters for quicker results. But don't neglect your regular exercise program and healthy eating plan. Those are the real keys. Start with a sound regimen, then add these seven for extra kick.

The top 5 habits for your heart

By Tanise Edwards, M.D.



You have an opportunity to be in a rather elite group. Currently, only 8 percent of U.S. adults practice the best habits for their heart.

And, there's good reason to join them.

Heart disease remains the No. 1 cause of death for both American men and women. Here's another powerful fact: Research shows that you may be able to lower your risk significantly — up to 80 percent — with healthful habits alone.

5 for life

Celebrate American Heart Month by learning — and living — these five keys to a healthy heart:

1. Exercise regularly.* Your heart's a muscle that needs workouts. Get it pumping with activities such as brisk walking, biking or swimming. Aim for at least 2.5 hours of moderate-intensity aerobic exercise each week. Add muscle-strengthening activity two or more days a week.

2. Eat heart-smart. Build your daily diet around a variety of:

- ✦ Fruits and veggies
- ✦ Whole grains
- ✦ Low-fat or fat-free dairy products
- ✦ Protein sources, such as fish, skinless poultry, lean meat, beans and tofu
- ✦ Foods that contain heart-healthy fats, such as olive and canola oil, walnuts, and salmon.

At the same time, limit saturated fat, trans fat, cholesterol, sodium and added sugar.

3. Don't smoke. If you do, pick a quit date — and begin planning a strategy for success. Learn what's worked for others at www.smokefree.gov.

4. Maintain a healthful weight. If you carry excess pounds, even a small weight loss can help protect your heart.

5. Think moderation — if you drink. Women should limit themselves to one drink a day. Men should limit themselves to two.

Make that 6!

Of course, it's also important to see your doctor regularly. At your next visit, bring up heart health. Talk with him or her about your personal risk — and what you can do to lower it.

***For safety's sake, talk with your doctor before significantly increasing your level of physical activity.**

Old-Fashioned Chicken & Dumplings (Heart Healthy)**Ingredients**

1 3/4 pounds boneless, skinless chicken thighs, trimmed and cut into 1 1/2-inch pieces
 2/3 cup all-purpose flour
 2 tablespoons canola oil, divided
 2 large carrots, diced
 2 stalks celery, diced
 1 large onion, diced
 1 tablespoon poultry seasoning
 1/2 teaspoon salt
 1/2 teaspoon freshly ground pepper
 2 14-ounce cans reduced-sodium chicken broth
 1 cup water
 1 1/2 cups frozen peas, thawed

Dumplings

1 cup whole wheat pastry flour
 1/2 cup all-purpose flour
 1 teaspoon poultry seasoning
 1/2 teaspoon baking soda

1/4 teaspoon salt

3/4 cup nonfat buttermilk

Directions:

Toss chicken with 2/3 cup all-purpose flour in a medium bowl until coated. Heat 1 tablespoon oil in a Dutch oven over medium-high heat. Reserving the remaining flour, add the chicken to the pot and cook, stirring occasionally, until lightly browned, 3 to 5 minutes. Transfer the chicken to a plate.

Reduce heat to medium and add the remaining 1 tablespoon oil to the pot. Stir in carrots, celery, onion, 1 tablespoon poultry seasoning, 1/2 teaspoon salt and

Pepper. Cover and cook, stirring occasionally, until the vegetables are softened, 5 to 7 minutes. Sprinkle the reserved flour over the vegetables; stir to coat. Stir in broth, water, peas and the reserved chicken. Bring to a simmer, stirring often. To prepare dumplings: Meanwhile, stir whole-wheat flour, 1/2 cup all-purpose flour, 1 teaspoon poultry seasoning, baking soda and 1/4 teaspoon salt in a medium bowl. Stir in buttermilk.

Drop the dough, 1 tablespoon at a time, over the simmering chicken stew, making about 18 dumplings. Adjust heat to maintain a gentle simmer, cover and cook undisturbed until the dumplings are puffed, the vegetables are tender and the chicken is cooked through, about 15 minutes.

Manage Blood Pressure

Hypertension is the single most significant risk factor for heart disease. Uncontrolled high blood pressure can injure or kill you. It's sometimes called "the silent killer" because it has no symptoms. One in three adults has high blood pressure, yet, about 21% don't even know they have it. Of those with high blood pressure, 69% are receiving treatment, yet, only 45% have their blood pressure controlled.

What is High Blood Pressure?

High blood pressure, also known as hypertension, is a widely misunderstood medical condition.

The blood running through your arteries flows with too much force and puts pressure on your arteries, stretching them past their healthy limit and causing microscopic tears. Our body then kicks into injury-healing mode to repair these tears with scar tissue. But unfortunately, the scar tissue traps plaque and white blood cells which can form into blockages, blood clots, and hardened, weakened arteries.

Why High Blood Pressure Matters?

High blood pressure is the single most significant risk factor for heart disease. Uncontrolled high blood pressure can injure or kill you. It's sometimes called "the silent killer" because it has no symptoms.

Blockages and blood clots mean less blood can get to our vital organs, and without blood, the tissue dies. That's why high blood pressure can lead to stroke, heart attack, kidney failure, and even heart failure.

By keeping your blood pressure in the healthy range, you are:

- Reducing your risk of your vascular walls becoming overstretched and injured,
- Reducing your risk of your heart having to pump harder to compensate for blockages,
- Protecting your entire body so that your tissue receives regular supplies of blood that is rich in the oxygen it needs.

What Influences High Blood Pressure and the Risk for Stroke?

By keeping your blood pressure in the healthy range, you are: Reducing your risk of your vascular walls becoming overstretched and injured, reducing your risk of your heart having to pump harder to compensate for blockages, protecting your entire body so that your tissue receives regular supplies of blood that is rich in the oxygen it needs.

American Heart Association Guidelines

While there is no cure, high blood pressure is manageable. Even if your blood pressure is normal (less than 120 mm Hg systolic AND less than 80 mm Hg diastolic) and your goal is prevention only, the lifestyle modifications provide a prescription for healthy living. These changes may reduce your blood pressure without the use of prescription medications: eating a heart-healthy diet, which may include reducing salt; enjoying regular physical activity; maintaining a healthy weight; managing stress; limiting alcohol; avoiding tobacco smoke.

L D D P D D K T E E B F H C
 U E A T O N B H O L I D A Y
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 HUG
 KISS
 HOLIDAY
 SWEETHEART
 BOYFRIEND
 GIRLFRIEND
 LOVEBIRD
 CANDY HEARTS
 ANGEL
 ADMIRER
 I LOVE YOU
 BE MINE
 CANDLELIGHT



Joyka Degerlund	My first airplane ride was when I was 3 months old. My family and I flew from Fairbanks, AK to Magadan, Russia.
Janet Matheson	A pillow fight at 30,000 feet, on a charter trip from Vancouver, BC, to Amsterdam. Fortunately the flight attendants joined in, so we weren't charged for the damage to the pillows!
Victor Apodaca	My brother and I were in college and were flying from Alabama to Colorado for Christmas and were to change flights in Dallas. When we landed in Dallas, all the flights had been cancelled due to a blizzard in Colorado. After milling around for a few hours and discovering that we were way down the list for a flight into Denver, once the flights began, we discovered several other college students with the same plight. We rented a car and climbed in it like we were clowns at the circus and drove to Denver. We got to Denver before the first flight from Dallas even landed. It was great fun to begin a wonderful vacation.
Don Hopkins	Traveling with a 6 year old unaccompanied girl "Jenifer" when I was in my mid-twenties. I had hoped to be seated next to a cute girl (my age) for the trip, however seated next to a 6 year old was not quite what I was expecting. There are memorable events, but throwing an orange juice soaked napkin over the back of the seat and into the laps of other un-expecting travelers followed with me saying "She's Not My Kid!" immediately following the toss was the most memorable event. Needless to say the stewardesses gave me many thanks after this adventure. PS: She still had another leg of travel on this same plane, and the next unsuspecting traveler seated next to her.
Rick Hoegberg	Long before we were 'patted down' for weapons, I got to ride shotgun on a Boeing 707. It was 1971, boarding at Heathrow for summer holidays in Yugoslavia & the flight was overbooked by one...this kid was asked if I would sit jump seat in the cockpit. You bet. Amid the overwhelming number of lights and gauges, the fuel gauge, calibrated in kg consumed, clicking up about once per second. Now what clicks up is my disgust at being molested by the TSA 'for my protection'.
Cutter Degerlund	<p>I was once at an airport in a remote village in Kamchatka RU. We were told to unload our airplane and put everything on a bus (we thought we would be getting on a helicopter). We were directed to get on the bus then started bouncing down a dirt path (guard and AK47 blocking bus door). All of our inquiries as to the nature of our destination and reason for leaving the airport were met with grunts and averted eyes. After about 20 minutes we left the path and drove up onto a gravel bar. The guard at the door shouted for everyone to GET OFF THE BUS QUICKLY! What could we do? This couldn't be happening. We got off the bus and started marching down the gravel bar toward the creek.</p> <p>Well, we found out later that the helicopter company was not paying the airport their dues, so the airport would not allow the helicopters to land there anymore. The nearest available spot was about two miles away down an abandoned dirt path to a river bank with a flat gravel bar. The guards were security for the mining company and the unwillingness to explain this to us was a product of a local cultural aversion to courtesy. Our own imaginings of being lined up and shot in the back of the head was simply a product of our own imaginations fueled by unfamiliar surroundings and excessive display of automatic weapons.</p>
Yuanyuan Zhao	My first airplane experience was the flight I took to America when I was 21 years old. The flight went from Shanghai to Tokyo to Seattle to Fairbanks. When the airplane landed in Tokyo, I had my first sight of a foreign country and bought some sumo wrestler post cards. In America I was amazed at how big everything is: the soda cup, the serving size, and many other things. I had my second English conversation (the first one was the visa interview) with a nice lady that also flew to Fairbanks. I flew many times after that but the first one is most memorable.
Eric Gabrielson	Flying with the VP of Bema Gold on a Lear Jet from Magadan, Russia to Anchorage. We shared some fine bottles of wine, played cards, and had a great view of the northern lights from 45,000 feet.
Jeff Putnam	I flew across the Nile River in Egypt at night in the cockpit of a C-17. It was pretty cool to follow the river by all the lights along and on the river. We thankfully landed in Saudi Arabia without incident.
Andy Foran	I believe the secret to a stress-free airport visits is to have a horror story. Mine happened while trying to get home from Mexico. It turns out that the little piece of paper they hand you when you enter the country is necessary to leave. Mine was misplaced until the 11 th hour. That is, more than 11 hours after the flight was supposed to take off. If not for the cancelations, I would have had to rebook passage on my dime to get home. All told, we were delayed 22 hours. I've never been stressed since then.
Chris Miller	Being put on a 727 at age 5 by myself. To fly Milwaukee to Omaha direct. My Aunt was crying hear eyes out by putting this little kid on an airplane by himself. As for me, the flight attendant got me a nice window seat, and I could look out the window the whole way. I got wings on my shirt and everything.....

Julia Harris	Delta Airlines had an assigned escort for my mother, who had Alzheimer's. She was flying from Phoenix to Boston with the escort. During a layover in Atlanta, the escort left my mother and she missed her flight to Boston. After Boston sent an APB to Atlanta, they found her and sent her on the next outbound flight.
Lona Uzueta	About 16 years ago, when Luis was Canon to the Ordinary for the Episcopal Diocese of Alaska, we were both asked by the bishop to accompany him on a Holy Week visit to some of the Arctic Coast mission congregations. We were flown in a small private plane by a friend of the diocese. We visited the first night in Kotzebue. The next day and night were spent in Kivalina, where we were met at the airstrip by someone on a four-wheeler pulling a dog sled for us to ride in. Easter morning we left for Point Hope. It was incredibly foggy, and the pilot was having difficulty finding Point Hope. He finally was able to spot the coastline and calculate from there where he should be. Sure enough, he sat us down perfectly. That afternoon we headed toward Point Lay. As we got closer to Point Lay, the visibility became worse and worse. The front window iced over, but the pilot could still see out his side window. We came in a couple of times at an angle so he could get a good view of the airstrip through his side window. Then he came in a third time just slightly at an angle and touched down on the strip, bounced up, straightened out, and came down straight. I thought it was the most exciting thing I'd ever done. Of course, "ignorance is bliss." The pilot, the bishop, and Luis knew what a close call we'd had. They all got out on weak, shaky legs. By the time I knew the depth of our situation, it was over. I figured it was too late to get scared, so I was still enjoying myself. Later we went back to Point Hope and got fogged in for four days. We were treated like royalty at the Whalers' Inn. It was an unforgettable trip.
Robin Rader	<p>My most memorable experience was on a flight back from Kotzebue in a Cessna 206. We took off too late (It was January and the pilot was not instrument rated) and ran into weather over Tanana. We tried to go over (12,000' is the limit) but the clouds were too high. The pilot saw the Yukon through a break in the clouds and decided to try and mush underneath the clouds. Once we got down to the Yukon the tops of the hills were covered by the clouds. The pilot decided climb back up to 6,000' to try and punch through (illegal for a non-instrument rated pilot). After about 15 minutes the pilot lost contact with the ground and I notice the artificial horizon start to tilt. I thought that was odd because he let me fly a bit on the way to Kotzebue. If the artificial horizon tilts just a little you are off course. The artificial horizon continued to sag. At about 7 degrees the pilot said we were in a spin. I thought to myself "why don't you just pull us level" but didn't say anything because we still would have been hopelessly off course. I felt a little smug at this point as I thought maybe this would be a good opportunity to tell the pilot about Jesus. The artificial horizon continued to sag. I was starting to lose my smugness. At about 60 degrees the artificial horizon rolled over. I thought the plane had rolled over. At this point I figured we were dead. The pilot started shouting "look for the ground look for the ground". I thought sure, we are going to see it for a split second and it will all be over. I started praying for Maggi since we had two kids and one on the way and no life insurance. As we were spinning down through the clouds I realized that I saw all these buildings that I was helping to build were actually not all that important and I wished I'd have spent more time with my family. We came out over a creek bed so we had about 1000' of visibility. You didn't have to look for the ground because it was right in front of the windshield and spinning so fast I couldn't tell which direction we were spinning.</p> <p>Somehow the pilot was able to pull the plane out of the dive without pulling the wings off. We lucked into the haul road and took it back to the Yukon River. We figured we would either crash land on the river or at the pump station. There was a landing strip on the map but we doubted it was maintained. It turned out it was, and the pilot keyed his mike and the runway lights came on. We landed and caught a ride back to the gas station near the bridge. The owner let us stay there for free. The pilot recovered his bravado and wasn't too interested about hearing about Jesus but interestingly I heard later that the gas station owner noticed the difference in how I looked at the ordeal compared to the pilot and ended up getting saved.</p> <p>This was a great wake up call for me as far as putting too much importance on work and letting my family slide. I am thankful for the experience.</p>
Evan Roberts	I was 7 years old and my sister was 9 when we both got our first plane ride. My parents put us on a non-stop airplane from Fairbanks to New York to visit our grandparents. The take off seemed in my imagination like the blast off of a rocket ship, what with the engines revving up to speed and the acceleration pushing us back into our seats before we shot into the sky. We flew on Pan-Am (now out of business, perhaps from running non-stop flights Fairbanks to New York?). Although we flew coach, the stewardesses pampered us the whole flight with trinkets, games, and treats. I especially remember the fresh strawberries and cream, and of course the pin-on "wings". And then seeing my grandparents waiting for us at the airport and driving us to their house... It is all still so clear. It is funny, but I hardly remember the return flight at all.
Linda Taylor	It was a plane to Wales out of Nome. The pilot came in and called for the passengers to board. When we got to the plane, the loaders had put all the cargo between the door at the back and the seat I was assigned. There was no way to get into the plane. All the passengers went back into the terminal while the loaders unloaded the plane, removed the seat, put the cargo where the seat used to be, and placed the seat next to the door. We all loaded in and taxied to the end of the runway. The engines revved and we started down the runway gaining speed. Just as the wheels left the runway, the cowling over the engine came loose and blocked the view of the pilot. He immediately throttled back and touched down. We went back to the terminal to get the cowling fasteners/clips repaired. After about 30 minutes we were back on the plane (I had my fingers and toes crossed that the third time was a charm) and off to Wales. The plane ride itself was uneventful. However, now every time I approach a small one engine bush plane, I look at the cargo placement and the glance at the cowling fasteners.

February 2011 ~ Upcoming Events

Sun	Mon	Tue	Wed	Thu	Fri	Sat
		1	2 Groundhog's Day	3	4 National Wear RED Day	5
6 Super Bowl Sunday!	7	8	9	10 Biz Bee @ Westmark 7pm	11 Go Red for Women Luncheon	12
13	14 Happy Valentine's Day	15 Cold Regions Design Forum		16	17	18
20	21 President's Day - Design Alaska Closed	22	23	24 Business Managers Meeting Chili Cook-off	25	26 Engineer's Banquet @ 6pm
ENGINEER'S WEEK						
27	28					

Classifieds:
 If you're looking for a house sitter, look no further. Just give Joyka Degerlund a call for rates and more info: 460-6327. Most pets are fine (except snakes).

SUPER BOWL SUNDAY!!!

 Chris Miller showing support for his team before the big game.



Design Alaska Anniversaries

Randy Correa	1 Year	February 1st, 2010
Patrick Spencer	3 Years	February 4th, 2008

February Birthdays

Lynn Vaughan	February 2	
Victor Apodaca	February 7	
Mark Frame	February 12	
Mark Parrott	February 14	
Connie Stephenson	February 26	

March Upcoming Events

Sun., March 13th—Daylight Saving Time Begins ("Spring Forward")
 Thurs., March 17th—St. Patrick's Day
 Sun., March 20th—First Day of Spring
 Mon., March 28th—Seward's Day—State of Alaska Offices Closed.