Grandmother is still waiting for thank-yous from teens

DEAR ABBY: It seems the children I raised and taught to write thank-you notes somehow failed to teach their children the importance of being grateful receivers. My two teenage grandchildren have never thanked me for a birthday or Christmas gift. I gave one of them a set of personalized notepaper, but it didn't spur any action.

Birthdays have come and gone this year, but Christmas is on the way. I'm wondering what I can do to reach these young people in a meaningful manner. I'm older now and don't know how much longer I'll be around to influence them. I recall you had a booklet that addresses writing thank-you notes, among other subjects. Do you still have it available?

— LOVING GRAN IN OKLAHOMA

DEAR ABBY

DEAR LOVING GRAN: Yes, my "How to Write Letters" booklet is still available. And it's because the topic of thank-you notes (or the lack of them) is one of the most common complaints I get from readers. If someone sends a gift or a check and it isn't acknowledged, the message the giver receives is that it wasn't appreciated, which is insulting and hurtful.

One of the main reasons people don't send thank-you notes is they don't know what to say, or they are afraid they will say the wrong thing. They think the note has to be long and flowery when, in fact, short and to the point is more effective.

That's the reason "How to Write Letters" was written. It contains samples of thank-you letters for birthday gifts, shower gifts, wedding gifts, as well as those that arrive around holiday time.

It also includes letters of congratulations and ones that are especially difficult to write — including letters of condolence for the loss of a parent, a spouse or a child. It can be ordered by sending your name, mailing address, plus check or money order for $7 (U.S. funds) to Dear Abby Letters Booklet, P.O. Box 447, Mount Morris, IL 61054-0447. (Shipping and handling are included in the price.)

It can be used to tailor your own messages. With the holiday season approaching and people sending gifts and messages through the end of the year, this is the perfect time to be able to reply with a handwritten letter, note or well-written email.

Because composition of letters and notes is not always effectively taught in the schools, my booklet can provide an easy way for parents to teach their children proper etiquette -- a valuable lesson that will last them a lifetime.

DEAR ABBY: Most of my friends are guys, and people tend to assume that I have slept with them or that we have dated, but it's not true. How do I answer when someone asks, "Is this your boyfriend?" or, "Have you guys dated?" without coming off as offended when I answer?

— NOT THE CASE

DEAR NOT THE CASE: All you have to do is smile and say, "We're not involved romantically. We're friends."

DEAR ABBY: My 16-year-old daughter, "Sierra," started baby-sitting in the afternoons for a couple when she was 15. Sometimes her dad or I would drop her off; sometimes the husband, "Karl," would before he left for work. My husband and Karl became friends, and when Karl and his wife split up, we let him stay on our couch for a few months.

Then we found out Sierra was pregnant and that she and Karl had been sleeping together before he split with his wife. My daughter is upset that we want to involve the police and press charges because she was underage. How can I get Sierra to stop hating me and understand that this relationship isn't healthy?

— "THE ENEMY MOM" IN SOUTH CAROLINA

DEAR "ENEMY MOM": Sierra is mad at you because you are injecting an unwelcome note of reality into her fantasy of "love." Karl is a predator who needs to be answerable for what he did. He will also have to support that child until he or she is no longer a minor. Because he has shown himself to be amoral and irresponsible, involve not only the police but also the department of social services to ensure that he lives up to all of his responsibilities.

Pilots says Boeing didn't disclose jet's new control feature

By David Koenig
AP Airlines Writer

Boeing didn't tell airline pilots about features of a new flight-control system in its 737 MAX that reportedly is a focus of the investigation into last month's deadly crash in Indonesia, according to pilots who fly the jet in the U.S.

Pilots say they were not trained in new features of an anti-stall system in the aircraft that differ from previous models of the popular 737.

The automated system is designed to help pilots avoid raising the plane's nose too high, which can cause the plane to stall, or lose the aerodynamic lift needed to keep flying. The system automatically pushes the nose of the plane down.

But if that nose-down command is triggered by faulty sensor readings — as suspected in the Lion Air crash — pilots can struggle to control the plane, which can go into a dive and perhaps crash, according to a Boeing safety bulletin and safety regulators.

The bulletin included new details on how to stop a runaway series of events from leading to a crash, pilots say.

"It is something we did not have before in any of our training. It wasn't in our books. American didn't have it," said Dennis Tajer, a 737 pilot and spokesman for the pilots union at American Airlines. "Now I have to wonder what else is there?"

Jon Weaks, a 737 captain and president of the pilots union at Southwest, said he couldn't recall a similar omission in a Boeing operating manual.

"I was not pleased. How could something like this happen? We want to be given the information to keep our pilots, our passengers and our families safe," he said.

Weaks said he is satisfied that "we have been given, finally, the correct information."

The MAX is the newest version of the twin-engine Boeing 737. More than 200 have been delivered to airlines worldwide, including American, Southwest and United.

Boeing Chairman and CEO Dennis Muilenburg said Tuesday that the Chicago-based company remains confident the MAX is a safe airplane. He said Boeing did not withhold operating details from airlines and flight crews.

"We ensure that we provide all of the information that is needed to safely fly our airplanes," Muilenburg told Fox Business Network. He said Boeing bulletins to airlines and pilots "point them back to existing flight procedures" to handle the kind of sensor problem suspected in last month's crash.

A Southwest spokeswoman said the new automated maneuvering system was not included in the operating manual for MAX models. An American spokesman said the airline was unaware of some new automated functions in the MAX but hasn't experienced nose-direction errors. A United spokesman said Boeing and the FAA do not believe additional pilot training is needed.

The Federal Aviation Administration issued an emergency directive last week to airlines, telling them to update cockpit manuals to include instructions for how pilots can adjust flight controls under certain conditions.

"The FAA will take further action if findings from the accident investigation warrant," the agency said in a statement Tuesday.

On Oct. 29, Lion Air Flight 610 plunged into the Java Sea shortly after takeoff from Jakarta. All 189 people on board were killed.

John Cox, a former 737 pilot and now a safety consultant to airlines, said Boeing's steps since the crash "have been exactly correct. They have increased pilot awareness, they have reminded them of the proper procedure to disable (the automatic nose-down action), which stops the problem."

Indonesian investigators say that the Lion Air Boeing 737 MAX 8 experienced malfunctions with sensors that indicate the angle of the nose on four recent flights, including the fatal one.

The Wall Street Journal reported that U.S. and Indonesian investigators are increasingly focusing on the way that the plane's automated control systems interact. They are also questioning whether the FAA and Boeing adequately analyzed potential hazards if the systems malfunction and send faulty data to the plane's computers, according to the newspaper.

Shares of Boeing Co. ended Tuesday down $7.52, or 2.1 percent, at $349.51 after falling to $342.04 earlier in the day.

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weather

	TONIGHT	THU	FRI	SAT	SUN
	Mostly cloudy	Periods of sunshine	Mostly cloudy	Partly sunny	Sunny to partly cloudy
Baker City	23	53 24	53 25	49 16	48 18
Comfort Index™	5	7	7	7	5
La Grande	34	54 34	52 30	45 17	47 20
Comfort Index™	5	8	7	3	5
Enterprise	32	52 33	47 31	43 17	46 20
Comfort Index™	5	7	3	5	5

Comfort Index takes into account how the weather will feel based on a combination of factors. A rating of 10 feels very comfortable while a rating of 0 feels very uncomfortable.

ALMANAC

TEMPERATURES	Baker City	La Grande	Elgin
High Tuesday	45°	46°	49°
Low Tuesday	16°	28°	20°
PRECIPITATION (inches)			
Tuesday	0.00	0.00	0.00
Month to date	Trace	0.65	1.58
Normal month to date	0.37	0.85	1.22
Year to date	5.24	13.57	24.65
Normal year to date	8.62	13.68	18.77

AGRICULTURAL INFO.

HAY INFORMATION THURSDAY	
Lowest relative humidity	45%
Afternoon wind	S at 4 to 8 mph
Hours of sunshine	4.6
Evapotranspiration	0.05
RESERVOIR STORAGE (through midnight Tuesday)	
Phillips Reservoir	8% of capacity
Unity Reservoir	14% of capacity
Owyhee Reservoir	32% of capacity
McKay Reservoir	13% of capacity
Wallowa Lake	10% of capacity
Thief Valley Reservoir	16% of capacity
STREAM FLOWS (through midnight Tuesday)	
Grande Ronde at Troy	779 cfs
Thief Valley Reservoir near North Powder	N.A.
Burnt River near Unity	7 cfs
Umatilla River near Gibbon	60 cfs
Minam River at Minam	126 cfs
Powder River near Richland	24 cfs

TUESDAY EXTREMES

NATION (for the 48 contiguous states)	
High: 91°	Immokalee, Fla.
Low: -17°	Antero Reservoir, Colo.
Wettest: 4.17"	Hatteras, N.C.
OREGON	
High: 66°	Brookings
Low: 9°	Madras
Wettest: Trace	Astoria

WEATHER HISTORY

A devastating tornado cut an 18.5-mile-long path through Huntsville, Ala., on Nov. 15, 1989. Twenty-one people died, and 463 were injured. Over 500 buildings were damaged at a cost of $100 million.

SUN & MOON

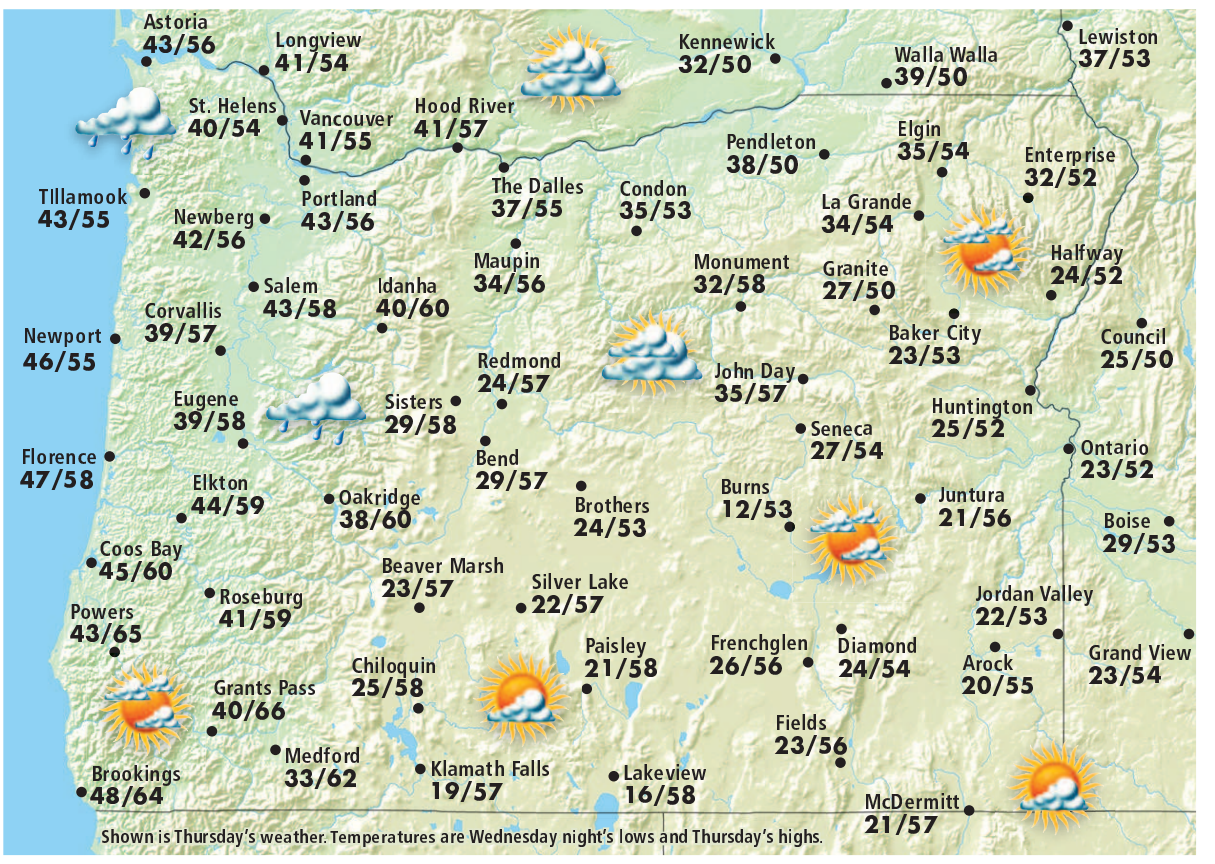
	WED.	THU.
Sunrise	6:49 a.m.	6:51 a.m.
Sunset	4:24 p.m.	4:23 p.m.
Moonrise	12:41 p.m.	1:13 p.m.
Moonset	10:31 p.m.	11:31 p.m.

MOON PHASES

First	Full	Last	New
Nov 15	Nov 22	Nov 29	Dec 6

AROUND OREGON AND THE REGION

Forecasts and graphics provided by AccuWeather, Inc. ©2018



Shown is Thursday's weather. Temperatures are Wednesday night's lows and Thursday's highs.

REGIONAL CITIES

City	THU. Hi/Lo/W	FRI. Hi/Lo/W	City	THU. Hi/Lo/W	FRI. Hi/Lo/W
Astoria	56/47/c	57/43/c	Lewiston	53/39/c	50/32/sh
Bend	57/30/pc	59/30/c	Longview	54/44/c	53/40/c
Boise	53/30/pc	53/30/c	Meacham	52/33/pc	50/28/sh
Brookings	64/49/s	66/45/pc	Medford	62/35/s	62/35/pc
Burns	53/12/pc	54/17/c	Newport	55/44/c	56/44/c
Coos Bay	60/42/pc	59/43/c	Olympia	54/45/sh	53/40/c
Corvallis	57/38/pc	58/36/c	Ontario	52/27/pc	55/30/c
Council	50/29/pc	49/27/sh	Pasco	49/37/c	51/30/c
Elgin	54/35/pc	50/30/sh	Pendleton	50/39/pc	48/32/c
Eugene	58/39/pc	57/39/c	Portland	56/44/c	56/42/c
Hermiston	51/40/c	51/33/c	Powers	65/41/pc	66/41/pc
Hood River	57/44/c	55/38/c	Redmond	57/26/pc	58/27/c
Imnaha	57/37/pc	50/34/sh	Roseburg	59/43/pc	58/40/pc
John Day	57/36/pc	55/31/c	Salem	58/41/c	58/39/c
Joseph	51/32/pc	47/29/sh	Spokane	44/34/c	43/26/c
Kennewick	50/39/c	51/30/c	The Dalles	55/41/pc	55/38/c
Klamath Falls	57/21/s	59/20/pc	Ukiah	54/33/pc	50/26/c
Lakeview	58/19/s	59/18/pc	Walla Walla	50/42/c	49/33/sh

Weather(W): **s**-sunny, **pc**-partly cloudy, **c**-cloudy, **sh**-showers, **t**-thunderstorms, **r**-rain, **sf**-snow flurries, **sn**-snow, **i**-ice

RECREATION FORECAST THURSDAY

ANTHONY LAKES
Partly sunny
29 20

MT. EMILY REC.
Clouds and sun
41 34

EAGLE CAP WILD.
Periods of sun
35 21

WALLOWA LAKE
Partly sunny
47 31

THIEF VALLEY RES.
Periods of sun
45 23

PHILLIPS LAKE
Partly sunny
44 26

BROWNLEE RES.
Partly sunny
48 29

EMIGRANT ST. PARK
Mostly cloudy
46 32

MCKAY RESERVOIR
Mostly cloudy
53 39

RED BRIDGE ST. PARK
Periods of sun
49 34