

Chapter 1 : Los Angeles Times - We are currently unavailable in your region

*Seeing your face displayed on a screen in front a film festival audience can be stressful. The cast and crew of Yellow Scare, a black-and-white sci-fi comedy that takes place in an alternate.*

Balancing access and preservation is a continuous problem in every archive. These two goals came into conflict while processing the Lee Ya-Ching Collection. Lee Ya-Ching was a Chinese aviatrix. After the war, she returned to China. The collection of her papers from her stay in the Americas was buried for safekeeping. Many years later the collection came to light and was eventually donated to the National Air and Space Museum Archives Division. Years of being buried caused numerous conservation issues. As a processor and the archives conservator, it was my job to determine how these materials are handled. As an archivist, I want the researcher to have access to as much of the collection as possible. As a conservator, I want to protect the materials. When moldy items were found, they were immediately removed from the collection, as mold is a known health hazard to staff and researchers, as well as being detrimental to the collection itself. Other issues were not as easy to handle. One of these was a large number of sealed envelopes in the collection. Some of these were opened by Lee Ya-Ching and had become resealed by years of storage in damp conditions. The dilemma came when deciding what to do with envelopes that appeared to have never been opened. Should these letters be opened so that researchers can read the contents, or should they be left sealed? Arguments on both sides of the debate had me conflicted as to what to do. Sealed envelopes speak to the character of the individual. Information not received can influence decisions as much as information received. We as processors are obligated to process without influencing the story. Conversely, opening these envelopes gives the researchers access to more information. Photographs, film, even certain inks and papers could be harmful to the collections. After much discussion with colleagues, both in and outside the Museum, a final decision has yet to be made. The majority of archivists polled feel the envelopes should be opened, but that they should be segregated and marked as being sealed envelopes opened by the archivist. This would allow access by archivists for conservation and by scholars for research; however, they will know that Lee Ya-Ching did not have the information contained in these envelopes during her lifetime. Please let us know what you think by posting a comment below.

**Chapter 2 : MMC! And the Envelope Please! - stampTV**

*Academy Award Performance: And the Envelope, Please is Maureen McGovern's third studio album, released in It was her last album for 20th Century Records.*

How do you compare a luxurious Ford F with an Isuzu Reach cargo van? Two completely different trucks with different purposes in life. Our task was to look for innovation and design elements that made an outstanding contribution to each vehicle. Choosing those winners from the 10 entries in all was no walk in the park. The judges were reminded that this truck was the one that achieved a remarkable 9. With that pound gorilla strapped into the passenger seat, the rest of the brief test drive was a reminder of the subtle improvements Freightliner has wrought on the Cascadia over the years. Nothing bold or dramatic this time around. The DT12 automated manual transmission was a bold difference. No driver would be disappointed with a truck like this, and any fleet owner on the planet would have a hard time looking beyond its 9. Kenworth went to some lengths with a new stamped aluminum cab design and sleeper designed for ease of repairability. Fleet owners will appreciate the cost savings associated with these changes, and the resulting decrease in downtime. The one-piece windshield uses a new adhesive that is said to cure much faster than previous versions. The passenger-side mirror is perfectly places for rear visibility without impeding the lateral view out the side window. Daily maintenance chores are predictably easy, with the check points all easy to see and address. The T gets top marks for internal noise levels and creature comforts, while keeping life-cycle costs low with low-maintenance, long-life components. The engineers decided to leave the sleeper as a discreet, detachable unit, offering some additional resale potential as a day-cab version after many hundreds of thousands of miles. The forward bulkhead of the sleeper is completely new, with a much larger walk-through opening. As a result, the roof lines of the cab and sleeper are low and very much in keeping with the traditional Pete styling. Drivers will like the open and airy cab, but those that prefer the compact style cockpit will be equally at home. As well, the beltline in the side windows was lowered somewhat. There were a few tons of gravel in the box, but the truck was far from fully loaded, which would have smoothed the ride. The 20K front axle and the super-wide tires under a inch-BBC cab look really sharp, but the maneuverability was remarkable too. The driver workspace is as well appointed as any over-the-road truck would be, with traditional Western Star dash and button-tuck upholstery. It was surprisingly quiet, too, for an uncarpeted floor. This truck was set up as a dump with a typical North Carolina lift-axle array, but the clean back of cab and the body-builder friendly electrical layout, any number of vocational applications are possible, from snowplows to vacuum trucks and anything in between. This truck has the potential to put Western Star back on top of the vocational heap. The V replaces a heavier, noisier and vastly more expensive diesel engine. This one came equipped with gaseous fuel prep package for conversion to compressed natural gas or propane. As vocational trucks go, it was very well appointed. Drivers would kill to spend 10 hours a day in a cab like this one. The ride was a little stiffer than I expected, but the gasoline engine made it very quiet. The pickup-like driving position was a bit of a departure from the typical utility truck driver ergonomics, but I could get used to it pretty quickly. It was equipped with a tailgate dump, making it a good candidate for landscapers or paving contractors. Hino h I was expecting a traditionally small-ish cab from Hino, but the company boasts that the h features enough for a fellow with a 6-foot-six frame and size 13 shoe. And the visibility has been improved as well, with a thinner and more steeply raked A-pillar. The other little surprise was the hybrid diesel-electric powertrain. This one works flawlessly. It uses regenerative braking to recapture wasted energy, and it launches with the electric motor, saving even more energy at startup. The transition between electric and diesel is seamless, and the driver has a gauge to tell what mode the truck is in. Isuzu Reach The hallmarks of a good curbside van are not necessarily driver comfort and quiet ride, but safe entry and egress, as well as easy access to the cargo body. The Reach fits those bills admirably. Access to the engine is easy from the hood or inside the cab and the daily check points are in easy reach for the driver. There are numerous safety features as well, including highly visible tread-grip entry steps, integrated yellow cab-entry handles and optional back-up camera with 7-inch LCD color monitor. Kenworth K Who needs or wants a hood in a urban workspace? While

a COE configuration is ideal in a tight environment, the traditional arguments against this body style disappear in the K Kenworth left no stone unturned in refining this truck for North American service. Our traditional fondness for conventional bodies melts away with the attractiveness and functionality of the COE body. Peterbilt The Extended Cab feature of the Pete dissolves concerns about cramped working conditions. The raised roof adds 6 inches of head room and the back wall is pushed out 10 full inches. Wider, rounder and taller drivers will be much more comfortable in a than ever before. Any driver will appreciate the added belly room, and the ability to recline the seat to a comfortable napping angle of 23 degrees for those quieter moments. Peterbilt has added 4 cubic feet of storage space along the back wall, beneath an enlarged rear window. Judging a contest like this is a no-win for the judges. But each has some feature that we as judges though was special enough to warrant special notice.

### Chapter 3 : The Envelope Please | A Woman's Nation

*Directed by Ernest R. Dickerson. With Orlando Jones, Rob Estes, Martin Landau, Anita Briem. Bishop and Cole investigate the mysterious death of a DJ, and it leads them to another murder.*

Replies are closed for this discussion. Super fun and appropriate challenge. Permalink Reply by Verna Angerhofer on February 5, at I might have to think about this and see if I can join in the fun too! Permalink Reply by Golda on February 5, at Permalink Reply by Margaret D on February 5, at So adorable and very creative. Like Verna I will have to think on this one and how to match this adorable card. Permalink Reply by Johanna Rundell on February 5, at Lovely job on the decoration though and thanks for the challenge. Permalink Reply by Jane Mason on February 5, at 1: I can not wait to get started on this. Thanks for the inspiration your card is adorable love it. Permalink Reply by Verna Angerhofer on February 5, at 1: HERE is my design. So happy I could join in this time around too! Permalink Reply by Jan Brazier on February 5, at 2: Moment of silence observed Thank you for hosting! Permalink Reply by Judy Inukai on February 5, at 5: Permalink Reply by Cindy Miller on February 7, at 2: Permalink Reply by Karen Goodfellow on February 7, at 9: You have to tell us how you made it, please? Permalink Reply by Rosy Newlun on February 19, at 7: When I saw your card and envelope, I smiled all over! Love the paw prints!!!

### Chapter 4 : And the Envelope, Please? | CloudPOST

*And the Envelope Please With awards season underway, don't we deserve our own laurels for those "you just can't make this stuff up" episodes that livened up the legal system over the past.*

### Chapter 5 : Academy Award Performance: And the Envelope, Please - Wikipedia

*And the envelope please news 7 years ago no comment No tags THE CREATOR:Marc Friedland at work in his office at Creative Intelligence, Los Angeles, smiling with his official Oscar envelope.*

### Chapter 6 : The Envelope Please: And the Awards Go to RSA

*The film with the lowest Metascore score to be nominated for a Best Picture Oscar was this drama, starring Tom Hanks and Thomas Horn, about a possibly autistic boy who loses his father in the.*

### Chapter 7 : And the Envelope Please: Rutgers Medical Students Match to Residencies | Rutgers Today

*The Envelope, Please. And Make It Quick. Image. Credit Credit Jens Mortensen for The New York Times. By Danny Hakim. May 26, ; I've got a couple favorites for the Golden Trailer Awards.*

### Chapter 8 : "The Evidence" And the Envelope Please (TV Episode ) - IMDb

*This is the back of the envelope with the puppy peeking out on the flap! I created an insert for the flap here. I took apart an envelope (moment of silence please for the envelope who was sacrificed for the betterment of his friend.) and cut down the edges just a bit after cutting out the section of the envelope to insert then used that as.*

### Chapter 9 : And the envelope please €! - Santa Monica Daily Press

*Ron Sirak is recipient of the PGA of America Lifetime Achievement in Journalism Award and the LPGA Media Excellence Award. He's covered more than major championships for The Associated Press.*