

WTE correction

What kind of onion dish would not have onions in the recipe?

I had recently been called by a reader who pointed out that corrections in the Wyoming Tribune-Eagle are printed in subsequent newspapers and sometimes she couldn't remember the original story well enough to make sense of the correction.

Then, on Thursday, June 24, this bizarre correction was offered:

"Also, a recipe on Page A7 of Wednesday's Wyoming Tribune Eagle for 'rustic sweet onion tart' contained an omission. The recipe calls (sic) 2 medium sweet red onions." It then told readers where to find the "full recipe" with a website link. "The mistake was due to editor error," was offered in explanation.

On the internet link, the Ingredients are:

- 1 packaged, flat pie crust
- 3 medium sized red onions ((3!!!!))
- 2 tbsp olive oil
- 1 tbsp butter
- Salt
- 1 tspn balsamic vinegar
- 3/4 cup (not packed) roughly grated Gruyere Swiss cheese

The recipe printed in the Wednesday Tribune Eagle was:

- Refrigerated piecrust
- medium sweet red onions
- 6 ounces Swiss cheese slices
- 3 large eggs
- 2 tspn all-purpose flour
- 3/4 cup half-and-half
- 1/4 tspn salt
- 1/8 tspn black pepper

What's the deal here, folks? The ingredients in the newspaper were substantially different from the ingredients on the website link for a Rustic sweet onion tart.

The correction needs a correction. Instead of the 2 onions in the WTE correction, the real recipe calls for 3 onions. Those guys just can't catch a break.

The daily doesn't quite accept that many readers do not have access to the internet and if they're going to correct a recipe from the day before, they need to do it in the newspaper so those readers can see it, too. In this case, it doesn't seem like there really is a "recipe." If one place says vinegar and other doesn't and only one recipe calls for eggs, flour and pepper, you don't have the same dish.

Did the editor change the recipe from calling for three (not 2) onions or did he just miss the omission on proofreading?

Send in the clowns.

VOTE FOR EXPERIENCE



My family and I appreciate your support and vote on August 17th. Thank You.

Karen Fortney
Laramie County Treasurer

I have 21 years of progressive responsibility in the Treasurer's Office and have been Chief Deputy Treasurer since 1999.

"I will serve Laramie County by being fiscally responsible and providing courteous and professional customer service."

LIFELONG REPUBLICAN

Paid for by Karen Fortney

Removing mature trees from the airport flight path for a temporary airline is not a good idea

The Downtown Chamber of Commerce can say it and print it but it is not "American Airlines" that will be providing service from Cheyenne to Dallas-Fort Worth beginning in July. It is American Eagle.

While both American Airlines and American Eagle (Eagle) are owned by AMR Corp., they are not one and the same. Misleading air travelers doesn't seem wise.

AMR Corp. put Eagle up for sale a couple years back but then pulled it back when the economy tanked. "AMR Corp. will include private equity and a leveraged buyout among options under consideration for its American Eagle regional airline," Eagle CEO Dan Garton said then, according to a June 24, 2010 article.

"When they feel the time is right and that they can get a fair value, they will pull the trigger," said James Corridore, a Standard & Poor's equity analyst in New York. "One of the reasons why it's been so hard to sell is because it's a tough time in the industry and a tough business within a tough industry."

Much like the Belvoir Ranch purchase when city officials mistakenly thought the

owner of the Belvoir Ranch land also owned the Colorado Rockies, those who played roles in signing American Eagle to a lucrative and one-sided financial subsidy deal to provide jet service to DFW for a minimum of one year and not more than two, thought that Eagle was a strong airline and would be under the same corporate umbrella as the large American Airlines. That is proven by the fact the national airline is identified as the service provider from Cheyenne when it is, in fact, the tiny-by-comparison Eagle that will fly a couple planes a day between Cheyenne and DFW for a year, give or take a bit.

Casper was just as excited when they could announce that Northwest Airlines would fly through Casper. Which Northwest did until the subsidy ran out and they ditched Casper. As Eagle will here.

It is foolhardy at best, and downright stupid at worst, to knock down a bunch of mature trees to accommodate an airline of dubious financial strength or staying power. How much regret will there be when Eagle pulls out of Cheyenne in months, certainly not more than the two year potential commitment, and all those mature trees are gone? Not enough.

In a recent article in Bloomberg BusinessWeek, it was written, "About 77 percent of Eagle's aircraft have 50 or fewer seats, a size that's fallen out of favor because of operating costs and the demand for larger, more comfortable planes to move passengers to hubs. Eagle can't add more 70-seat or larger regional jets now because of a limit set in American's contract with its pilots."

And, "Those are not very attractive assets. The way the industry is moving, you need more 70- and 90- seaters."

In 1986, when I moved to Cheyenne, there were two credible commuter airlines providing service from Cheyenne. Now, there is none. No credible one. What is most likely to happen is that Eagle will be sold and the new owner will go after the Essential Air Service subsidies that now go to Great Lakes and neither airline will survive in Cheyenne. Even Air Wisconsin didn't want to do business here.

Don't take those trees down just yet. If the FAA wants safer runways, let them provide them at federal expense. Take off in the other direction but don't remove those trees just yet. Maybe after 2 years.

WE CAN RAISE THE BAR
VOTE GEORGE HALYAK. AUGUST 17TH. CHEYENNE CITY COUNCIL, WARD 1.

HALYAK WARD 1

PAID FOR BY GEORGE HALYAK