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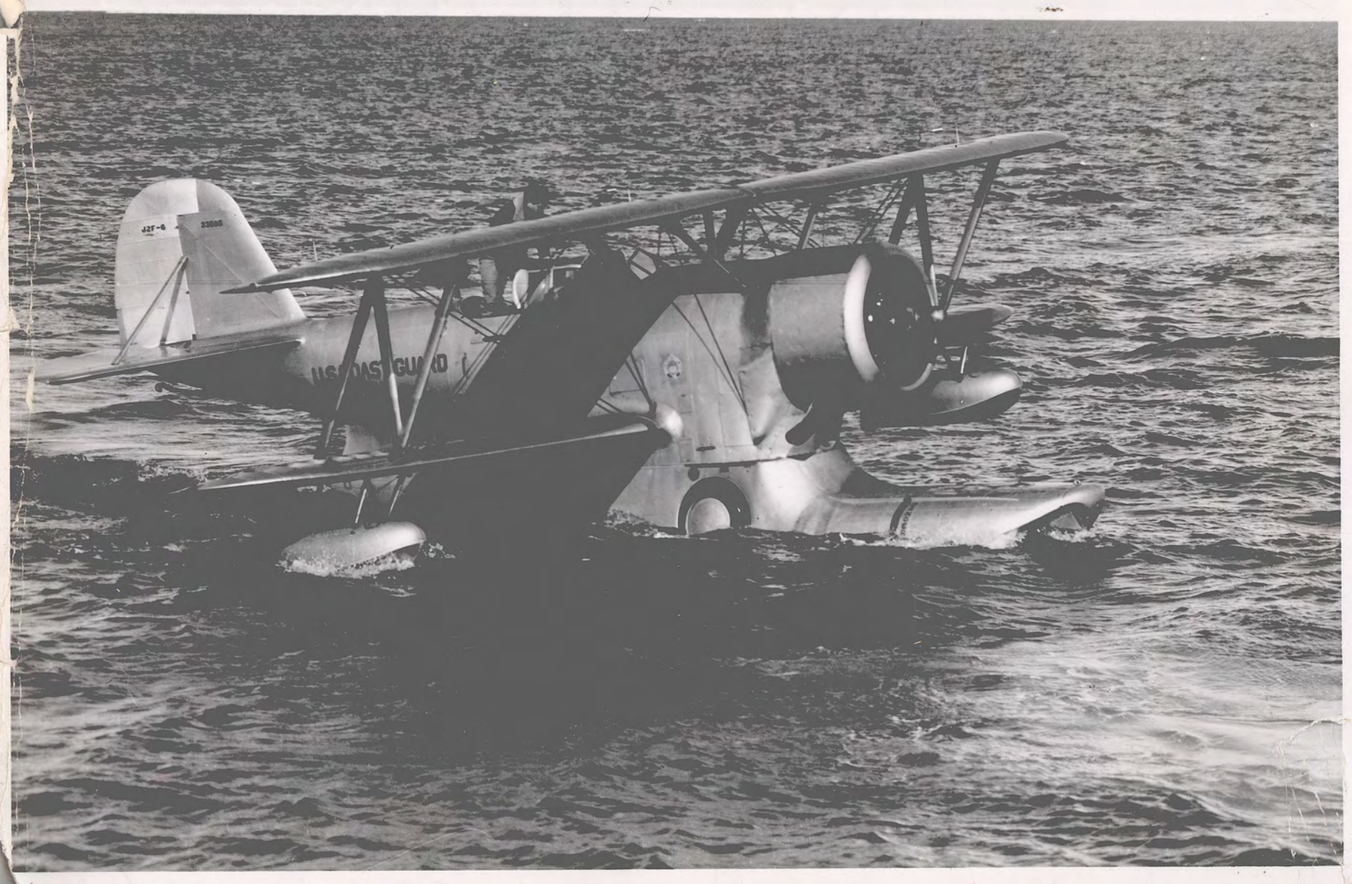
Another Styled-by-HANSON feature — this alphabetic index for your convenience



Public Information Division
U. S. Coast Guard Headquarters
Washington, D. C. 20226

PLANES - HISTORICAL

OFFICIAL U. S. COAST GUARD PHOTOGRAPH - Gen. No. 01-07-47 (0213)

A J2F-6 (Grumman) seaplane, attached to the U. S. Coast Guard icebreaker NORTHWIND during Antarctic "Operation High Jump" of 1946-47, is seen here ready for its first reconnaisance flight in the South Pole region. The J2F-5 and 6 were similar in dimensions and performance to the JF-2. Five J2F-5 and J2F-6 were acquired by the Coast Guard between January 1942 and October 1945. By mid - 1946, the Coast Guard began returning these aircraft to the Navy, U. S. Air Force, and War Assets Administration. The last of the group left in September 1948. One was lost in a storm in October 1946.

CREDIT - OFFICIAL U. S. COAST GUARD PHOTO

From:
Public Information Division
U. S. COAST GUARD
WASHINGTON 25, D. C.

For release:
Sunday
14 May 1950

OFFICIAL COAST GUARD PHOTO - 5127

COAST GUARD HELICOPTER IN RESCUE DEMONSTRATION

The hydraulic hoist pick-up method of rescue and inflation of "flotation gear" will be demonstrated by this U. S. Coast Guard HO3S-1 helicopter in a show Friday, May 19, 1950, preceding the Congressional baseball game in Griffith Stadium, Washington, D. C.

Both types of equipment were developed at the "Rotary Wing Development Unit" of the Coast Guard Air Station at Elizabeth City, N. C.

LT Stewart R. Graham, one of the first qualified Coast Guard helicopter pilots, will be at the controls. Another helicopter pilot LT David Oliver, USCG, will explain the methods over a public address system. Completing the operations, a Coast Guard communications truck will contact the helicopter pilot by radio, demonstrating rescue work communication methods.

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U. S. Coast Guard Headquarters
Washington, D. C. 20226

HELICOPTERS -
U. S. COAST GUARD
AVIATION HISTORY

OFFICIAL U. S. COAST GUARD PHOTOGRAPH - Rel. # 5168

HTL-5 (Bell) helicopter.

Other designation: H-13

Contract No:	CG-19087	Unit Cost:	$49,290.00
Length:	41 ft. 5 in.	Height:	11 ft. 3 in.
Diameter:	35 ft. 2 in.	Blade Area:	35 sq. ft.
Fuel:	29 gals.	Oil:	2 gals.
Empty Weight:	1,561 lbs.	Gross Weight:	2,350 lbs.
Places:	3		
Top Speed:	92 mph	Vertical Climb:	350 fpm
Cruise Speed:	74 mph @ 1,500 ft.	Range:	110 mi. @ 1.5
Sea Level Climb:	850 fpm	Service Ceiling:	10,600 ft.

ENGINE: Aircooled O-335-5
Takeoff Power: 200
Tail Rotor Diameter/Blades: 5 ft. 8 in./Two

Coast Guard No.	Commissioned	Decommissioned
1268	Feb. 1952	
1269	Feb. 1952	
1270	Feb. 1952	

OFFICIAL U. S. COAST GUARD PHOTO - CREDIT

UNITED PRESS FULL LEASED WIRE SERVICE | SIXTEEN PAGES | TRAVERSE CITY, MICHIGAN — THURSDAY, FEBRUARY 15, 1951 | FIFTY-THIRD YEAR—13672. | PRICE—FIVE CENTS

West Bay Ice is Death Trap for Three Boys

Scenes of Winter's Worst Tragedy

Within minutes after the alarm was sounded around 5:00 p.m. Wednesday that th[illegible]ungsters had through the ice on the west arm of Grand Traverse Bay, a helicopter from the T[illegible]se City Coast air station was on the scene. The helicopter quickly located the spot where the three victims had through and guided rescue crewmen to the spot. (Record-Eagle Fotocut)

Two bodies, those of Richard Smith, 11, and his brother, Gary, 7, were recovered by state pol[illegible]

(Continued from Page One)

body of the Johnson boy was taken to the Hibbard chapel.

Funeral arrangements will be announced Friday.

Bernard A. Johnson, son of Mr. and Mrs. Bernard Johnson, Sr., of West Bay Shore Road, was born January 23, 1943, in Detroit. The family moved here a year ago. Mr. Johnson is an official of Cone-Drive Gears industry in this city.

Surviving are the parents and two sisters, Donna Jean, 14, and Gloria, 4.

Richard Frederick Smith was born November 22, 1939, in this city and was in the fifth grade at Norris school. His brother, Gary, was born December 4, 1943, and attended the first grade at Norris.

They are survived by their parents, one brother, Teddy, 4, a maternal grandmother, Mrs. Florence Willlams, a paternal grandmother, Mrs. Ida M. Smith, and several aunts, uncles and cousins.

Bodies of Leelanau Children Recovered

Rescue crews carrying on dragging operations from small boats this morning recovered the body of the third victim of a triple tragedy recorded Wednesday evening when three young boys lost their lives after plunging through the ice on the west arm of Grand Traverse Bay.

Troopers Charles Long and Ed Hill of the local state police post, manning one of three boats at the scene five miles north of the city limits on M-22 in Elmwood township, Leelanau county, recovered the body of Bernard Johnson, Jr., 8, at 9:35 a.m.

The other two victims of the tragedy, worst to be recorded on bay waters in years, are Richard Smith, 11, and his brother Gary,7. The bodies of the two Smith boys were recovered at 7:30 last night, a little more than two hours after the trio of youngsters had broken through the ice while playing in front of the home of the Smith boys' parents, Mr. and Mrs. Fred Smith, on West Bay Shore Road.

The three boys, playmates and students at Norris school in Greilickville, were playing out on the ice shortly before 5:00 p .m. One of the trio was wearing skates and the other two were sliding on the smooth bay ice.

Fred Smith, the father, saw the boys from the family home and went down to the shore to call them in. Just as he reached the shore the boys plunged through a spot of thin ice about a quarter mile from shore.

The father ran to the rescue but broke through and had to fight his way to solid ice and pull himself out.

The alarm was given and Coast Guard, state police and Leelanau county sheriff's department officers responded immediately.

A helicopter from the local Coast Guard air station which had just landed from a routine flight, was dispatched and arrived at the scene within five minutes, locating the spot and hovering over the area to guide rescue crewmen.

Coast Guard and state police rescue boats were skidded out over the ice and dragging operations started in 90 feet of water in near-zero temperatures. State Troopers Long and Sterling Breed recovered the bodies of the Smith brothers as flares dropped from a Coast Guard PBY plane illuminated the area.

The search was finally discontinued because of darkness and intense cold and resumed this morning, assisted by volunteers from the neighborhood, when the third body was recovered.

Bodies of the two Smith boys were taken to the Martinson funeral home in this city, and the

Public Information Division
U. S. Coast Guard
Washington, D. C.

HELICOPTER -
COAST GUARD AVIATION
HISTORY

OFFICIAL U. S. COAST GUARD PHOTOGRAPH - CPI -07-13-55 (05) GEN.

HTL-4 - (BELL)

An HTL-4 (Bell) helicopter takes off with mail from the flight deck of the U. S. Coast Guard Cutter STORIS off Nome, Alaska, while the cutter is en route to DEW Line Operations in the Arctic, July 1955. This helicopter was used for ice reconnaisance work during the operations.

CREDIT - OFFICIAL U. S. COAST GUARD PHOTO

Public Information Division
U. S. Coast Guard
Washington 25, D. C.

PLANES--Historical

OFFICIAL U. S. COAST GUARD PHOTOGRAPH

Douglas RD-4 plane, used by the U. S. Coast Guard between 1934 and about 1943.

Also known as the "Dolphin".

Span:	60'-0"	Unit cost:	$60,000.00
Height:	17'-1"	Length:	45'-3"
Fuel:	252 gals.	Wing area:	592 sq. ft.
Empty wght:	6,730 lbs.	Oil:	20 gals.
Top speed:	156 m.p.h.	Gross Wght:	9,500 lbs.
Cruise spd:	140 m.p.h. at 10,000 ft.	Stall spd:	64 m.p.h.
		Range:	720 miles at 10,000 ft.
Sea-level climb:	710 f.p.m.	Service ceiling:	19,800 ft.

ENGINE: Pratt and Whitney "Wasp" C-1 R-1340-C-1
Take-off power: 450 Places: 3
Prop. Diameter/Blades: 8'-10"/2 Hamilton Standard, fixed pitch

Coast Guard Number	Commissioned	Decommissioned
125	Nov. 1934	Jan. 1943
126	Feb. 1935	Aug. 1941 - crash
127	Feb. 1935	Unknown
128	Feb. 1935	Unknown
129	March 1935	July 1942
130	Feb. 1935	Aug. 1935 - crash
131	March 1935	July 1940
132 "Capella"	April 1935	June 1943
133	April 1935	Unknown
134	April 1935	Aug. 1942

CREDIT - OFFICIAL U. S. COAST GUARD PHOTO

Public Information Division
U. S. Coast Guard Headquarters
Washington, D. C. 20226

PLANES - Military

OFFICIAL U. S. COAST GUARD PHOTOGRAPH

U. S. COAST GUARD PLANE

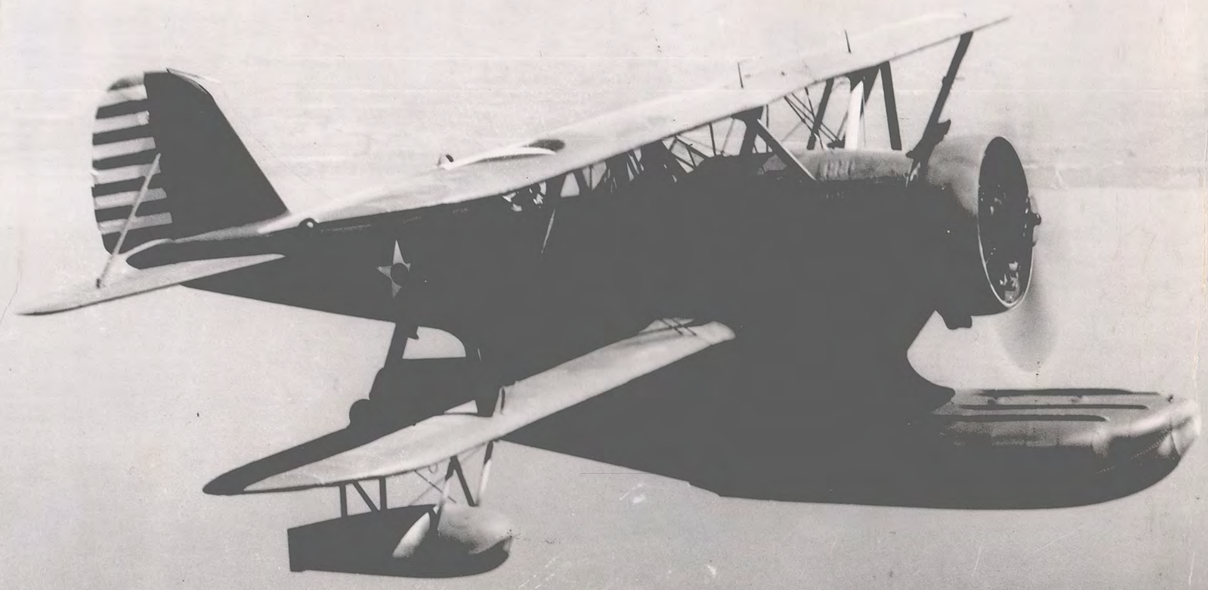
JF-2 (Grumman)

Cost:	$45,000	Places:	2
Span:	39 ft.	Top Speed:	176 mph
Length:	33 ft.	Stall Speed:	63 mph
Height:	12 ft. 8 in.	Cruise Speed:	153 mph at 7,000 ft.
Wing Area:	409 sq. ft.	Range:	795 mi. at 7,000 ft.
Fuel:	150 gals.	Sea Level Climb:	1,400 fpm.
Oil:	11 gals.	Service Ceiling:	18,500 ft.
Empty Weight:	4,114 lbs.	Engine:	Wright Aero "Cyclone 9", R-1820-102
Gross Weight:	5,800 lbs.		Take-off power - 775
			Prop. Diameter/Blades: 9 ft./3 (Hamilton Standard)

Number in Coast Guard Service: 14, first one commissioned October 1934.

All were decommissioned by about 1941.

CREDIT - OFFICIAL U. S. COAST GUARD PHOTO



OFFICIAL U. S. COAST GUARD PHOTOGRAPH

An SOC-4 (Curtiss) "Seagull" being checked over at a U. S. Coast Guard Air Station. Three of this model were in the Coast Guard service:

Coast Guard No:	Commissioned	Decommissioned
171	March 1938	Unknown
172	April 1938	Unknown
173	March 1938	Unknown

Manufacturer:	Curtiss		
Contract No.:	TCG - 27,787	Unit Cost:	$48,601.00
Span:	35 ft. 11½ in.	Length:	31 ft. 9 in.
Height:	13 ft. 1 5/8 in	Wing Area:	342 sq. ft.
Fuel:	170 gals.	Oil:	12 gals.
Empty Weight:	3,636 lbs.	Gross Weight:	5,290 lbs.
Places:	2		
Top Speed:	165 mph	Stall Speed:	Unknown
Cruise Speed:	Unknown	Range:	891 mi.
Sea-Level Climb:	Unknown	Service Ceiling:	14,900 ft.

Engine: Pratt and Whitney "Wasp" R-1340
Take-off Power: 550
Prop. Diameter/Blades: 9 ft. 0 in/2 Curtiss, fixed pitch.

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Washington, D. C. 20226

OFFICIAL U. S. COAST GUARD PHOTOGRAPH

OO-1 (Viking) flying boat. Six of this model were in U. S. Coast Guard service between 1931 and 1939, as follows:

Coast Guard No.	Commissioned	Decommissioned
107	Dec. 1931	March 1934, fire
152	Oct. 1936	March 1939, Crash
153	Oct. 1936	Nov. 1940
154	Nov. 1936	April 1941
155	Dec. 1936	Nov. 1939
156	Dec. 1936	Dec. 1939

Manufacturer: Viking Boat Co.
Other Designations: V-2 (Originally French FBA - Schreck design)

Contract No.	Tcg - 26,271; 14773	Unit Cost:	$7,215; $6,500
Span:	42ft. 4 in.; 38 ft. 7 in.	Length:	29 ft. 4 in.
Height:	10 ft. 4 in.	Wing Area:	250 sq. ft.
Fuel:	90 gals.	Oil:	Unknown
Empty Weight:	4,200 lbs.	Gross Weight:	5,900 lbs.
Places:	4		
Top Speed:	104 mph	Stall Speed:	48 mph
Cruise Speed:	88 mph	Range:	390 mi.
Sea-Level Climb:	690 fpm	Service Ceiling:	15,300 ft.

Engine: Wright Aero "Whirlwind" R-760
Take-off Power: 250
Prop. Diameter/Blades: 7 ft. 0 in./Two - Wood, fixed pitch.

CREDIT - OFFICIAL U. S. COAST GUARD PHOTO

PLANES IN U. S. COAST GUARD AVIATION HISTORY

O2U-2 (Vought-Corsair) type landplane on air field. Numbered 301 to 306, six of these former Navy planes were transferred to the Coast Guard in 1934 and 1935. They were also identified by Coast Guard numbers as follows:

	Commissioned	Decommissioned
No. 117	July 1934	August 1934
118	Aug. 1934	Jan. 1940
119	May 1934	April 1937, surveyed
120	Feb. 1935	April 1937, surveyed
121	May 1935	June 1937, surveyed
122	March 1935	June 1937, surveyed

Physical Features:

Span:	36' - 0", - 34' - 6"	Length:	24' - 5 3/4"
Height:	11' - 0"	Wing Area:	319 sq. ft.
Fuel:	110 gals.	Oil:	8 gals.
Empty Wght.:	2,252 lbs.	Gross Wght.	3,703 lbs.
Top Speed:	147 mph	Stall Speed:	58 mph
Cruise Speed:	90 mph	Range:	450 miles
Sea-Level Climb:	1,310 fpm	Service Ceil.:	20,100 ft.
Places:	2		

ENGINE: Pratt and Whitney; "Wasp" R-1340-B
Take-off Power: 450
Prop. Diameter/Blades: 8' - 11 1/2" /2 Std Steel, 3,792, fixed pitch

CREDIT - OFFICIAL U. S. COAST GUARD PHOTO

Public Information Division
U. S. Coast Guard Headquarters
Washington, D. C. 20226

NT-2
PLANES IN U. S.
COAST GUARD AVIATION

OFFICIAL U. S. COAST GUARD PHOTOGRAPH - CPI-03-15-52 (n) USN. P.

NT-2 - Two of these were acquired by the U. S. Coast Guard from the U. S. Customs Service in 1934. They had been confiscated from smugglers.

COAST GUARD NUMBER	COMMISSIONED	DECOMMISSIONED
No. 311 (V-123)	March 1934	Crashed Oct. 1935
No. 312 (V-124)	Sept. 1934	Crashed Nov. 1935

Other designation:	D-29-A (Belgian Stampe-Vertongen)		
Manufacturer:	New Standard		
Unit Cost:	$12,000		
Span:	30-ft.	Length:	24-ft. 7-1/2
Height:	9-ft. 7-in.	Wing Area:	245 Sq. Ft.
Fuel:	22 gals.	Oil:	3 Gals.
Empty Wght.:	1,211 lbs.	Gross Wght.:	1,799 lbs.
Places:	Three	Stall Speed:	47 mph
Top Speed:	99 mph	Range:	280 miles
Cruise Speed:	70 mph	Service Ceil.:	10,800-ft.
Sea-Level Climb:	480 fpm		

ENGINE: Kinner, K-5, R-370
Take-off Power: 115
Prop. Diameter/Blades: 8-ft. (Two) Hamilton Standard

CREDIT - OFFICIAL U. S. COAST GUARD PHOTO

Exhibit Traces Coast Guard History

WASHINGTON, D. C. — "Men . . . with a liking for the sea and its lore"—members of the United States Coast Guard—are the heroes of the current exhibit at the Truxtun-Decatur Naval Museum here, which opened November 16.

From its birth in 1790, as a tiny colonial unit, to its present world-wide reach, Coast Guard history has kept pace with American growth, and the exhibit depicts memorable events of the past and present.

Above old prints, paintings, and ship models displayed in the exhibit, a wall-to-wall mural dominates one room, showing scenes of Coast Guard progress. Pirates, Indians, and colonial figures appear in the mural. A change of uniform, from colonial to modern, including a woman in a SPAR uniform, also illustrate the service's growth.

When the Coast Guard was first established, in 1790, as the Revenue Marine, it was assigned ten vessels. They were to protect "the security of the revenue," according to orders issued by Alexander Hamilton, first Secretary of the Treasury and father of the Coast Guard.

First Called 'Revenue' Marine

Revenue Marine ships cooperated with the Navy in fighting French privateers, and in the War of 1812 the ships attacked British raiders, who impressed captured American sailors into British service. During times of peace, the Revenue Marines warred on pirates and the slave trade—a large, colorful picture shows kerchiefed pirates of the "bayou" country in Louisiana and Mississippi being arrested by the Coast Guard.

In 1837, Congress authorized the use of the Revenue Cutter Service, as it was then called, to aid "distressed navigators." This was the beginning of the cutters' long service in promoting maritime safety. In the exhibit several prints show dramatic rescues by "breeches buoy," a line fired by a gun onto a sinking vessel. Men placed the buoy over their "breeches" and were hoisted to shore by the taut rope. Invention of the rope-firing gun has been of great value in Coast Guard rescues.

Included in the exhibit is a large water color of the **Miami** at Fortress Monroe during the Civil War. This was President Lincoln's personal transport, and actually landed him on Confederate soil on May 9, 1862, the day before the fall of Norfolk. It was the first time that anyone serving as President set foot on enemy soil.

The cutter **Lincoln** was the first American vessel to arrive in Alaska after the U. S. purchase in 1867. Revenue cutters saw duty in Cuba and the Philippines during the Spanish-American war.

Coast Guard Started 1915

The present Coast Guard got its start in 1915, when Congress consolidated the Life Saving Service with the Revenue Cutter Service. The Coast Guard today is still under the jurisdiction of the Treasury Department, although it becomes part of Navy service during wars at sea. Life saving stations are located on all the coasts, in Alaska, the Great Lakes, and even on the Ohio River.

The Coast Guard served in World War I, suffering the heaviest losses, in proportion to strength, of any of the services. The ships were part of convoys and also aided in rescues. Between 1920 and 1933, the Coast Guard enforced laws against smuggling alcoholic beverages during the prohibition era.

In 1939, the Lighthouse Service of the Department of Commerce was also transferred to the Coast Guard. Some of the most striking objects in the Coast Guard display are the models of lighthouses, buoys, and other safety devices.

Besides lighthouses, the Coast Guard had close to 30,420 different types of aids to navigation, ranging from day markers to light ships, by 1940. During World War II, Loran, a system of radio navigation using pulse transmissions from a far-flung network of 49 stations extending from Greenland to Tokyo, enabled mariners and aviators to fix their positions under all weather conditions. Radar reflector buoys were another innovation.

Captured Enemy Trawlers

The Coast Guard maintained a World War II beach patrol of 24,000 members covering 50,000 miles of American coasts to prevent enemy landings. Mounted, in jeeps, on foot or in boats, with sentry dogs, the men lived up to their motto of "Semper Paratus" —Always Ready. Two Coast Guard icebreakers captured enemy trawlers in eastern Greenland only a few hundred miles from the North Pole, and destroyed radio stations there that were sending vital weather information to the Germans.

Serving in convoys and amphibious landings, Coast Guard craft sank 12 enemy subs. Along the Atlantic seaboard, in the dark days of 1942, the cutters and lifeboats brought in thousands of survivors from tankers and other torpedoed vessels, some of them within sight of people on shore.

The brilliant flame of a blasted munitions transport is so intense in one oil painting that it almost seems to radiate heat. Lt. Comdr. Anton Otto Fisher's "Burning Tanker" is a canvas illuminated by the red and orange of fire and smoke from the burning ship and flaming, oil-laden sea.

Air-Sea Rescue

The Air-Sea Rescue of the Coast Guard landed on open seas at times during World War II to perform emergency rescues. One plane sank a submarine in the Gulf of Mexico. This branch later became the peacetime Search and Rescue, and today much of the rescue work is done by helicopter.

Among its many services, the Coast Guard is also concerned with merchant marine vessels and personnel, in maintaining proper standards.

Besides showing the many phases of rescue and war work which the Coast Guard engaged in, such historical mementoes as old bow ornaments, models of early ships, swords, scimitars, and pistols are displayed, along with medals, hats, and different types of gold braid. The exhibit will be displayed at the Naval Museum until March 2.

DEC. 11, 1951

Hunt 2 Missing Cleveland Flyers

27 Planes Search Lake, Find Oil Slick

BULLETIN

Cleveland Coast Guard officials reported that an oil slick has been found one mile east of East Sister Island, northwest of Pelee Island and about 65 miles northwest of Cleveland. It was sighted by the crew of a fishing tug. The Coast Guard cutter Acacia was dispatched to the scene.

Two Greater Cleveland pilots today were missing, presumably over Lake Erie, in a charter flight to Detroit.

The missing airmen are Raymond Lasker, 30, of 3611 E. 140th St., the pilot, and James Boughter, 30, of 238 Grand Blvd., Bedford, co-pilot. Both are veteran flyers of World War II and are employed by Aero-Ways, Inc., at Cleveland Hopkins Airport.

An air, ground and lake search was organized in an effort to locate the missing plane and pilots.

A total of 27 airplanes, 16 of which are from Airways, Inc., and the rest of Coast Guard and Civilian Air Patrol are participating in the search for the two men.

Planes in Search

Lasker and Boughter left Cleveland late Wednesday afternoon in a twin-engine Cessna with cargo consigned to both Akron and Detroit. They landed at Akron-Canton Airport, where they dropped off part of their cargo, and left there at 6:36 p. m. for Detroit.

Coast Guard planes and surface ships, private and Civil Air Patrol planes, a Canadian rescue squadron and State Highway and local police were recruited to participate in the search which was hampered by the frigid weather and poor visibility.

Two Coast Guard amphibians, along with a Canadian RCAF rescue squadron and U. S. Air Force search and rescue planes were searching the west end of the lake for traces of the missing plane.

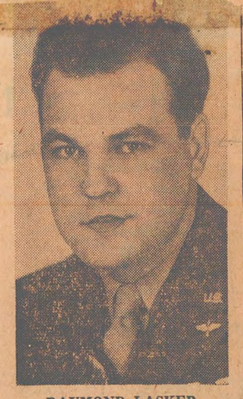
Three Coast Guard cutters—the Caw, from Cleveland, the Acacia, from Detroit, and the Tupelo, berthed at Toledo, battled wind-whipped waves in Lake Erie in a quest for wreckage or other clews to the fate of the lost plane.

Mrs. Lasker, 27, said her husband was in the Air Force from August, 1941, to October, 1945.

Lasker is the son of John Lasker, Cleveland patrolmen who retired on police pension last August.

Boughter is married and has a nine-year-old daughter, Judith Ann, a pupil at Ellenwood School in Bedford.

His wife, Marion, 28, was notified of the search at Lempco Products, Inc., in Maple Heights, where she is employed as a secretary.



RAYMOND LASKER

JAMES BOUGHTER

PAGE EIGHT

Retires from Coast Guard

(U. S. Coast Guard Photo)

After 30 years of service, 25 of them with the United States Coast Guard, Chief Pay Clerk Edward H. Dunlap retired from duty last week and was tendered a rousing send-off by his mates at the local station. This picture was made by a Coast Guard cameraman as Chief and Mrs. Dunlap cut the large cake which the officers and mates provided for the occasion. Chief Dunlap has been attached to the local coast guard station since 1946. Prior to that he served five years with the navy in Haiti and since entering the coast guard in 1927 has served aboard the destroyers Fanning, Downes, and Tucker, and aboard the cutter Apache out of New York and San Juan. Chief and Mrs. Dunlap plan a trip to Mexico following his detachment from duty and have promised to return to Traverse City for many visits with their countless friends here.

3-24-52

CG Water Drills Slated In Bay

The Coast Guard Air Station in Traverse City will be conducting water drills in East Bay Tuesday and Wednesday.

Aircrewmen and pilots will be working with rubber rafts and the latest rescue and survival equipment off Acme in the middle of East Bay.

THE GRAND RAPIDS HERALD, THURSD

WORST IN 71 YEARS

The Weather Bureau warned weary residents of the twin Cities that the Missouri will probably reach the 25-foot mark—10 feet above the flooding point—Thursday morning. At 2 p. m., the depth was 22.65 feet. It was the worst flood in 71 years.

A Coast Guard helicopter, amphibious vehicles and a score or more boats worked virtually without letup evacuating residents.

Dr. Charman H. Sutley, Red Cross disaster chairman, said 75 per cent of Ft. Pierre will have to be evacuated. Only a limited supply of drinking water remains and no more can be pumped until emergency power generators are installed. Two feet of water covered Deadwood St., Ft. Pierre's main thoroughfare.

A familiar sight Wednesday downtown Pierre were white-tailed deer and other wild life bounding out of the lowlands to nearby hills.

3-FOOT WALL

Originally, the sandbagging had been done with expectation of a 22-foot crest. As the water moved higher, more sandbags were ordered brought in by boat. At 3 p. m., the sandbags were holding back a three-foot wall of water.

Downstream from Pierre, City, Iowa, was set for its flood in history. A revised er Bureau prediction calle crest of 24 feet Monday or day.

Three Iowa National Gu units were mobilized for rescu work. Persons in a low area of Sioux City were ordered to be ready to leave their homes.

—The Herald-AP Wirephoto

River Enters Ft. Pierre

Picture shows the main street of Ft. Pierre, S. D., as workers engage in a last ditch fight to keep the rising Missouri River floodwaters out of the business district. The town lost its last link with neighboring communities when its power plant became inundated.

Flood Covers 30 Blocks in Pierre

1,500 Flee Homes; Sandbag Battle on at Power Plant

PIERRE, S. D. (AP) — The muddy Missouri River had driven some 1,500 persons from their homes Wednesday night and gushed through the nearby Ft. Pierre municipal power plant. Sandbag crews fought to save Pierre from a blackout.

All of Ft. Pierre, a City of 700, and about 30 blocks of Pierre, population 5,700, were under water ranging up to housetop level. By 3 p. m. (CST) Pierre's main business district was going under the swollen Missouri.

Coast Guard 'Copter Aids Flood Rescue

TRAVERSE CITY—Within minutes of its arrival at Bismarck, N. D., to assist in emergency flood service, the 12-passenger helicopter of the Traverse City Air Patrol station, Coast Guards, rescued a farmer who had spent 36 hours atop his barn surrounded by swirling waters of the Missouri river.

As the helicopter arrived, piloted by Lt. Comdr. Fletcher Brown and Chief Aviation Pilot John A. Olson, word was given them of the plight of Arthur Zimbaum a short distance from the airport.

Excess load was dumped hurriedly and the big ship was soon hovering over the shivering man who was hoisted aboard and taken to an emergency hospital.

The rescue was made hazardous by large trees about the barn but it was carried out without difficulty.

Local 'Copter on Flood Duty

A giant helicopter from the local United States Coast Guard airbase has been doing outstanding rescue work in the mid-western flood area. This picture was taken last week and shows the craft in the "town square" at Fort Pierre, S. Dakota. The craft, piloted by Lt. Commander Fletcher Brown and co-pilot Chief John Olson, Traverse City, has since moved along with the crest of the flood and is scheduled to follow the flood waters until danger is past. Landings and take-offs were made from the main street of Ft. Pierre and provided emergency transportation to Pierre on the other side of the swollen Missouri river.
(Coast Guard Photo)

3-17-52

C.G. Gets New Litter Ship

Mechanical equipment at the local United States Coast Guard air base was augumented this week by the addition of a factory-new Grumman litter ship. The plane, capable of carrying 12 stretchers on a rescue mission, was brought directly from the factory on Long Island. Lt. Commander Richard Fuller and Chief Machinist Mate Harry Eckels of the local base, flew the craft to Traverse City. This picture was made only a few moments after the plane landed on the east ramp at the air base hangar. (Record-Eagle Fotocut)

3-18-52

Nice Work if You Like It

Coastguardsmen at the local United States Coast Guard air station were put through their paces Tuesday when they were checked out on hoist maneuvers and rescue tactics. This picture was made as Clayton Swinford, aviation ordnanceman, was taken from the ground and aboard a hovering helicopter. The precision piloting of the craft was done by Chief Aviation Pilot John Olson while Lt. Commander Fletcher Brown directed the ground operations. Brown and Olson conducted extensive rescue operations in the middle west during the Missouri flood period and only recently returned to the local base.

4-7-52

Open House by Coast Guard

Participation in Armed Forces Day will be observed at the local United States Coast Guard air station on Saturday, May 17, when the area will be open to the public and a cordial invitation is extended to visit the military installation.

Guests will have an opportunity to inspect aircraft on the base, including two helicopters and other heavier-than-air craft. One of the 'copters, recently used in the Mississippi flood area, carries 12 passengers and a new Albatross ship is equipped to carry 10 stretcher chases at one lift.

Demonstrations of search and rescue will be carried out for the visitors and there will be small arms, pyrotechnics and other demonstrations of interest.

The United States Coast Guard has been authorized to cooperate with other branches of the military in observance of the day and local personnel wish to demonstrate close relationship of the armed forces and to give local folks a view of the armed strength on a national as well as a local level.

Open House at Coast Guard

A reminder was issued today by officers at the Traverse City Coast Guard air station concerning the open house program to be held at the base Saturday in conjunction with the observance of Armed Forces Day.

An invitation has been extended to the public to tour the installation and inspect Coast Guard facilities here between 1:00 and 3:00 p.m.

Weather permitting, plans have been made for a demonstration at 2:30 in which the helicopter will take a man aboard ship, utilizing the copter hoist.

UNITED PRESS FULL LEASED WIRE SERVICE — FOURTEEN PAGES — TRAVERSE CITY, MICHIGAN — SATURDAY, JUNE 7, 1952 — FIFTY-FIFTH YEAR—14062. — PRICE FIVE CENTS

Two Drown in Bay When Rowboat Swamps

Smoke Flare Marks Tragedy Scene

KEITH WOOTERS

RONALD BREITHAUPT

This picture shows two facets of the tragedy which claimed two lives in the west arm of Grand Traverse bay Friday evening. In the foreground is a portion of the tremendous crowd which gathered on the beach to watch the rescue attempts and in the distance can be seen the billowing smoke from a flare which was dropped from a United States Coast Guard helicopter to mark the location of the bodies of the drowned youths. The smoke flare is about a quarter of a mile from shore at a point where the water is about 15 feet deep. Only a few feet farther to the west would have put the boys in shallow water. At left are the two drowning victims.
(Record-Eagle Photo)

Another Is Rescued

Grand Traverse Bay claimed the lives of two persons Friday evening about 5:00 o'clock when Keith L. Wooters, 14, son of Mr. and Mrs. Arthur Wooters, and Ronald Breithaupt, 22, his brother-in-law, son of Mr. and Mrs. Ronald Breithaupt, Sr., jumped from a swamping rowboat north of Bryant Park. A third member of the party, Carl Wooters, 16, was rescued by James Large, 15-year-old son of Mr. and Mrs. Harold Large, Peninsula Drive, who swam nearly a quarter of a mile to make the heroic rescue. All lived at 1018 Boyd avenue.

Conservation officers, city police, sheriff's department officers and state police, as well as volunteer workers, manned boats in a quickly organized rescue effort. A PBY amphibian plane and a helicopter from the local United States Coast Guard air station circled over the spot where the boat swamped and the boys were last seen. A crewman on the PBY sighted the bodies in about 15 feet of water at 6:00 and dropped a smoke flare.

Sheriff Richard Weiler, directing a phase of the search from the county rescue and emergency boat, dove into the water twice to bring the bodies to the surface. Hershel Evans, a volunteer, also dove in an attempt to secure the bodies.

A fire department inhalator squad, standing by at the east shore of the bay just north of Bryant park, made immediate application of first aid. Dr. Donald Pike, county coroner, pronounced both of the victims dead.

City police, first to be called to the scene when a resident of the Bryant park district heard calls for help, said that the trio was rowing an old wooden boat toward the mouth of the Boardman river when it seeped full of water and, with the weight of the occupants, swamped. Carl Wooters clung to the edge of the swamped craft until he was rescued by Large.

Ronald Breithaupt, who served with the United States Coast Guard at Cape May, New Jersey, and was discharged in 1948, later enlisting in the Air Force, will be buried with full military honors under the auspices of the American Legion, Bowen-Holliday Post No. 35.

He is survived by his wife, Viola, and two small children, Barbara Ann and Jimmie; his parents, Mr. and Mrs. Ronald Breithaupt, Sr.; two brothers, Duane and Robert; one sister, Mrs. Joan Phillips; four grandparents, Mr. and Mrs. Christain Breithaupt and Mr. and Mrs. James K. Waldron, all of Traverse City.

Services will be held at the Leonard Funeral home with Rev. Marshall Rogers of the First Christian church officiating, at 1:30 p.m. Monday and burial will be in Oakwood cemetery.

TRAVERSE CITY STATE BANK
TRAVERSE CITY, MICHIGAN

JULIUS H. BEERS
PRESIDENT

September 28, 1961

Commander Warren Rast
U. S. Coast Guard Air Station
Traverse City, Michigan

Dear Rusty:

In going through some of my junk I came across the enclosed picture and thought it might be of interest to you.

This was probably the first Coast Guard aircraft that ever landed in Traverse City. I believe that this was in 1936 or 1937. As you can see, this was before we had any paved runways and they had quite a time trying to get out of here.

If the picture is of any interest to you or the base, you are welcome to it.

Very sincerely yours,

Jake

JHB/em
Enclosure

Picked Up Downed Airmen

A helicopter from the local coast guard air station was dispatched Wednesday afternoon to rescue two jet pilots who bailed out of their craft over Hoxeyville just before it crashed. The men were picked up in a wooded area and flown to Cadillac where they were relayed to their home base near Oscoda. Neither man, according to reports, was seriously injured. This picture was made as the 'copter returned from its mission. On the right is Lt. Alfred J. Tatman, pilot, and D. L. Castleveter, AM/2. A hoist was used to pick the men from the ground. (Record-Eagle Photo)

☆ ☆ ☆

AF to Probe Crash of Jet Near Cadillac

CADILLAC, MICH., Jan. 24—(UP)—Air force officials planned an investigation today into the crash of an F-89 Scorpion jet which plowed into the ground near Cadillac after its two crewmen parachuted to safety.

The plane was on a routine training flight from Wurtsmith AFB yesterday when the pilot, Lt. Jacques A. Suzanne, 23, Lake Placid, N. Y., radioed that the ship was out of gas and that he and Lt. Charles Edwards, 21, Tucson, Ariz., were bailing out.

Neither officer was injured in the leap to safety.

Suzanne and Edwards were picked up by a coast guard helicopter and taken to Cadillac and from there an air force helicopter carried them back to Wurtsmith.

The plane passed over a house near Hoxeyville before crashing a quarter mile away.

State Police Troopers Lee Albright and Wilbur Shelly, both of the Traverse City post, in a state police plane, first discovered the two downed flyers while on of them was still hanging in his chute from a tree.

Albright and Shelly were dispatched into the rescue operation immediately upon hearing of the crash. They were joined in the search by four aircraft from the Traverse City coast guard base.

The troopers, after locating the parachutes, contacted the Cadillac post, which in turn relayed the information to the local post. The local post gave the information to the coast guard station and a helicopter was directed to the scene where Albright and Shelly circled.

The helicopter that lifted the stranded flyers was piloted by Lt. A. J. Tatman. D. L. Castleveter, AM/2, operated the cable hoist.

TRAVERSE CITY Record EAGLE 25 Oct, 1952

Plane Crashes At High Bridge

One Man Dies, Pilot Badly Hurt In Plunge

MANISTEE, MICH., Oct. 25—(UP)—Raymond McGrane, 24, one of two Muskegon men injured Friday afternoon when a plane crashed on the north bank of the Manistee river, died early today in Mercy hospital.

Gordon Hoffman, 27, of 1591 Richards Dr., Muskegon, the pilot, suffered severe cuts and scalp lacerations. The two men were taken from the brush by state police and sheriff's officers who used a boat and makeshift litters to bring the men out.

A fisherman, Frank Aldrich, saw the plane go down near High Bridge in Norman township.

The two-seater plane, owned by the Travis Air Service of Big Rapids, was demolished in the crash.

Three aircraft from Traverse City, two from the local Coast Guard air station and the other a state police plane, cooperated in the rescue effort Friday afternoon to reach two men injured when their light plane crashed on the bank of the Manistee river south of Brethren, in Manistee county.

A Grumman Albatross, crewed by Lt. Harold French and Lt. Robert Brunk, and a big helicopter piloted by Lt. Louis Hooper, took off from the air station at 1:25 p.m. to assist in the rescue. Lt. Hopper landed the 'copter on the river bank while the amphibian stood by for help if needed.

Captain Earl Hathaway, district commander, was flown to the scene in the state police plane piloted by Trooper Chester Nottage.

WEDNESDAY, SEPTEMBER 16, 1953

Who said the romance of the Great Lakes went out with sail?

We have in mind the past weekend when men and machines from the local coast guard air station flew into the teeth of the worst storm of the season and saved human lives.

To us the coast guard has always been one of the most romantic branches of the services, and the least publicized. They do what they call their routine work quietly and efficiently and the public is merely informed that "the coast guard went to the rescue."

Even as a kid, coastguardsmen were heroes to us. We used to hear of rescues made by the Sleeping Bear, South Manitou and Charlevoix stations when about the only rescue equipment they had were boats rowed by the crew.

In weather which beached huge vessels, the coast guard was able to reach these ships and perform rescues in their tiny little cockleshells.

Then came power on the life boats, and the work of the men became somewhat easier but certainly no less dangerous.

Now we're in the air age and the tradition and the record of the coast guard continues in its new phase.

Not until the Coast Guard air station was located in Traverse City did we fully appreciate the responsibilities and accomplishments of the organization.

Remember last Saturday, what a miserable day it was? The wind was swooshing in off the bay at from forty to fifty miles per hour. It rained and it blustered. Grand Traverse bay was churned up like a steaming teapot.

All the time the rest of us were seeking shelter from the weather, three planes from the local air station were heading into the teeth of the northwest gale, on their way to rescue men from a grounded ore carrier. Two of the ships were helicopters, certainly not heavy weather or heavy duty planes.

But they did their job and took off many of the sailors from the grounded ship.

What the coast guard needs is to hire us as publicity man.

RECORD-EAGLE, TRAVERSE CITY.

Pictured (top) are the two units of the local coast guard air base at the Traverse City Airport. Both ships are permanent units and are available for service over the entire Great Lakes area. Four pilots are available for flight duty. In the lower photo is the coast guard crew at the station. Left to right they are J. I. Calhoun, W. Rettig, L. D. Day, W. Roberts, G. A. Spaargaren, G. C. Miller, T. P. Lantz, F. J. McNeil, C. W. Meeks and Executive Commander Lt. R. R. Johnson. Assigned to the local base with the addition of another ship is Lt. E. J. Suydam, (below) commanding officer.

Honors Trio At Traverse

Coast Guard to Give Air Medals for Rescue

Traverse City—Presentation of air medals for outstanding performance of duty in aerial flight will be made to three members of the Traverse City coast guard air station Thursday afternoon.

Rear Adm. Roy Raney, ninth district commander, will come here from Cleveland headquarters to present the medals to Lt. Thomas Hynes, Lt. Robert Brunk and AM3/c George Fennell.

The awards are being made to the three men for their work last Sept. 12 in rescuing 11 crewmen from the 530-foot ore carrier Maryland which was dashed ashore by fierce gales on Lake Superior. The entire 32-man crew of the Bethlehem Steel Co. ship was rescued by the coast guard, 11 being taken off by helicopter and the others riding a breeches buoy to safety.

Two helicopters and an amphibian plane from the local air station participated in the successful rescue effort.

4 FEB 1954

For Rescue Heroism

3 Coastguardsmen to Get Air Medals

Presentation of Air Medals for outstanding performance of duty in aerial flight will be made to three members of the Traverse City Coast Guard air station complement at ceremonies to be held at the local base Thursday afternoon.

Rear Admiral Roy Raney, Ninth District commander, will come here from Cleveland headquarters to present the medals to Lt. Thomas Hynes, Lt. Robert Brunk, and Aviation Machinist's Mate Third Class George Fennell.

Award of Air Medals is being made to the three men for their work last Sept. 12 in rescuing 11 crewmen from the 530-foot ore rier Maryland, which was das ashore by fierce gales on L Superior. The entire 32-man c of the Bethlehem Steel Com ship was rescued by the C Guard, 11 being taken off by copter and the others ridi breeches buoy to safety.

Two helicopters and an a an plane from the local air participated in the success cue effort.

A general muster of air personnel will be held at Thursday in the mess ha medal presentation ceren

4 FEB 1954

For Even Greater Cooperation

In an effort to better coordinate the work of the two units in rescue operations, a series of meetings has been scheduled between personnel of the Empire Air Force base and the Traverse City Coast Guard Air base. While the two organizations have been operating with a high degree of efficiency and cooperation, officers have expressed an opinion that still greater safety factors can be provided by a closer working search and rescue program. This picture was made at Empire base during the first of the scheduled sessions. Left to right are Captain Harold Peasley, Empire; Major John Pemberton, Empire; Captain Jamil Hassen, radar officer; Lt. T. L. Hynes, Traverse City; Lt. S. A. Kennedy, Traverse City; Lt. Eugene Carter, assistant operation officer, Empire; and Lt. M. H. Nadley, Traverse City. The Traverse City men in the photo are officers who fly locally based helicopters in rescue work. Lt. Hynes was recently decorated for outstanding ability and bravery on a rescue mission.

22 FEB 1954

His Last Formation

United States Coast Guard officers and men stood muster Tuesday at the local air station and saw En. (L)/1 Roland Ericson receive the congratulations of the staff on the occasion of his retirement from the service. This picture was made as Commander Chester Bender wished him well. Ericson entered the service in 1931 and has piled up an exemplary record with the Coast Guard. He, with his wife, will make their home in the village of Frankfort. He was presented with a gift from the station personnel. (Record-Eagle Photo)

2nd in 9th District

Russell V. Gilbert, YN/1, United States Coast Guard, is sold on his job. In fact he is so satisfied with his work that he was honored this week at a general muster. While not on the staff of any recruiting party, he enlisted five men in the Coast Guard and was second high recruiter in the Ninth District. For his efforts he was presented with a $25 government bond and the best wishes of the department. This picture was made as Commander Chester Bender congratulated Coast Guardsman Gilbert. (Record-Eagle Photo)

owever, applies only to the sea
s the international sections
rows on the map.

Pilot Saved From Tiny Life Raft

Had Bailed Out of Jet Into Cold Waters of Lake Michigan

TRAVERSE CITY — An Air Force pilot who was forced to bail out of his jet craft over Lake Michigan at 11 a. m., Thursday, was rescued from a tiny life raft by a Coast Guard amphibian from the Traverse City air patrol station 17 miles east of Lake Forest, Ill., at 3:40 p. m.

The pilot, Capt. H. W. Nelson, stationed at O'Hare Air Base in Chicago, was suffering from severe exposure in the icy waters of the lake and could not have lived much longer. He was flown to O'Hare base for hospitalization.

The Coast Guard plane piloted by Lt. Comdr. Warren Mitchell and Aviation Pilot W. D. Chitwood, was led to the raft by a Navy plane which spotted Capt. Nelson and gave radio directions to the amphibian.

Comdr. Mitchell set his big Albatross down in a choppy sea and took Nelson aboard. Nelson was in too bad a condition to tell much about what had happened and was thoroughly exhausted.

Almost simultaneously with the emergency call to the Traverse City base came another call of a civilian amphibian plane down in Lake Michigan 17 miles east of Milwaukee. Another amphibian ship from Traverse City was dispatched to the scene piloted by Lt. Kenneth Lundeby and Lt. Melvin Handley.

They found a tanker ship already standing by and a Coast Guard surface craft speeding to the scene, so they flew on south to assist the other amphibian crew which rescued Capt. Nelson.

Big New 'Copter for Coast Guard

Adding to the rescue and emergency equipment already available to this region, this eight-passenger Sikorsky observation helicopter arrived here Saturday and will be stationed at the United States Coast Guard air base. The ship will carry eight passengers and a crew of two and has a cruising range of 400 miles. It was brought to this city by Lt. Commander F. W. Brown and Chief John H. Olsen. The craft was picked up at Bridgeport, Connecticut, and flown directly to this city. It will be used this winter on ice patrol and will be available for all types of emergency rescue work. (Record-Eagle Fotocut)

ON TRIP OVER ICE NEAR ST. IGNACE

2 Men Feared Drowned

TRAVERSE CITY—A helicopter and an amphibian from the Traverse City Coast Guard station made a three-hour unsuccessful search Sunday for two Upper Peninsula men who are believed to have gone down with their automobile in St. Martin Bay, northeast of St. Ignace in Lake Huron.

The two men, John Ellison, 63, and his son, John Jr., 29, both of St. Ignace, have been missing since they set out in their auto across the ice for St. Martin Island Saturday on a coyote-hunting expedition.

There has been no word from the men and searchers have been unable to find a trace of the pair. Searchers said the ice was unsafe for travel and fliers reported open water between the two points.

The two hunters were reported to have left from Pine River, approximately one mile east of St. Ignace. They were last seen by several fishermen as they made their way toward the island.

A four-man party was picked up by the helicopter on the island Sunday and flown back to the mainland.

Lt. K. W. Lundeby and Ens. J. E. Olsen said when they returned to their base that when they flew over the area Sunday afternoon they found only open water. The Coast Guard cutter Mackinaw continued the search.

TRY KEYKO MARGARINE
The Sunshine Spread—rich in flavor and savory goodness.—Adv.

Gould's You-Drive-Trucks. 24 hr. serv. GL 4-1275. 1721 Alpine—Adv

21 FEB 1954

Cmdr. Hudgens Assigned to Traverse Base

TRAVERSE CITY—Commander John E. D. Hudgens, recently in charge of a Coast Guard air rescue unit on Wake Island in the Pacific, has been named Executive Officer at the Traverse City Air Patrol Base, Commander William Bender announced Monday.

Commander Hudgens, his wife and child, were in Traverse City Monday evening and he will take over his new duties soon, it was indicated.

Commander Bender will remain in command of the station.

15 JAN 1954

GRAND RAPIDS, MICH., SUNDAY, JULY 27, 1952

Traverse City's Albatross Guards the Lakes

On Patrol Out of Traverse City Station

The Albatross, started as the first massive hull built at Evansville, now patrols the Great Lakes region, (left) flying out of the Coast Guard Air Station at Traverse City, Mich. Covering an area of more than 300,000 square miles, this Albatross is the "ready" plane of the Ninth Coast Guard District, on alert 24 hours a day. Medical flights, search and rescue missions, flood patrols and ice patrols—all are part of the duties of the hard-worked plane and its crews. At right, slashing to a water landing, the Coast Guard's Albatross cuts through a thousand reflections of the noonday sun on the surface of Grand Traverse Bay. For year-'round rescue work, the plane is triphibious, equipped for water, land or snow and ice operation.

CROSS-COUNTRY ASSEMBLY LINE

From Indiana to New York to Michigan

From the southwestern corner of Indiana there runs a defense assembly line 600 miles long, stretching eastward through four States to the sea. Starting point on the line is the Chrysler Corporation Plymouth plant at Evansville, Indiana. The end is the Grumman Aircraft plant in Bethpage, Long Island.

The two terminals are joined by a continuous conveyor of specially built truck-trailers which haul massive airplane hull sections from the auto plant in Indiana to the aircraft plant in New York. The conveyor follows U. S. Highways 41, 40, 22, 30, and 1 through Indiana, Ohio, Pennsylvania and New York.

It went into operation last November when the first hull was shipped out of Evansville, and it has been picking up tempo steadily as the completed aircraft have been moving out of the Grumman plant to duty with the Air Force, Navy, and Coast Guard.

Behind this unique assembly line is the story of ingenuity and co-operation that is the heart of the American industrial defense effort. Little more than a year ago, the Evansville auto plant was given the assignment to build hulls for the Grumman Albatross air rescue plane. Minimizing the impact of changeover on civilian economy, auto production continued uninterrupted in one part of the plant while a 200,000 square foot area of the plant was cleared and converted to the defense job.

Auto workers affected were given special training in airframe work to adapt their skills for their new jobs. Production equipment was put into use as fast as it was installed. By mid-summer last year sub-assemblies were being shipped to Grumman. In November, the first completed hull, 60 feet long, 12 feet high, and 8 feet wide, was on its way to the sea over the highway conveyor system.

FLIGHT-TESTED

At the Grumman plant on Long Island, the hull made by the Indiana auto workers took on wings. Tail section, landing gear, engines, and the intricate internal nerve system of controls, radio, and rescue equipment were installed. The plane was flight-tested, first by Grumman, then by the Government. Two days after the completed aircraft was delivered, it had flown its first mission.

By coincidence, the first aircraft hull to be made in the Indiana auto plant was returned to service over Indiana and neighboring Midwest States. It was assigned to the Ninth Coast Guard District which guards an area of more than 300,000 square miles—reaching from the Mississippi River to the middle of New York State and from the Canadian border to northern Indiana, Illinois, Ohio and Pennsylvania.

AT TRAVERSE CITY

Now on duty at the Coast Guard Air Station in Traverse City, Michigan, this Albatross is

See TRAVERSE—Page 32

GLOUCESTER DAILY TIMES

96th Year, No. 265 — 20 Pages — GLOUCESTER, MASS. THURSDAY, NOVEMBER 13, 1952 — PRICE FIVE CENTS

ALMANAC
FRIDAY
Sun rises 6.33
Sun sets 4.24
High water 8.22-8.47
Light vehicles 4.54

FAIR—COOL
Partly cloudy with diminishing northwest winds. No important temperature change. Details on page 8.

Two Airmen Die In Helicopter Crash At Beverly Cove

Plane Skims 35 House Tops, Drops Into Backyard—Pair Meet Death

BEVERLY, Nov. 13 (INS)—Two Coast Guard airmen met instant death today. Their helicopter skimmed over the tops of 35 houses in the new Beverly Cove development. It exploded as it dropped into the back yard of the last house.

Killed were Comdr. Joseph McCue, commanding officer of Salem Air Station and Henry White of Hingham, aviation machinist's mate.

Because of the cold weather the many children and others of the neighborhood were in their homes and the plane did not endanger the lives of any of the residents.

The helicopter was out of the Coast Guard Air station at Salem and had soared over the "cove" section when it suddenly began to lose altitude. The motor sputtered and kicked before the aircraft dropped into the back yard of a Lothrop street home and exploded. There was no fire.

Wreckage from the craft which turned upside down was strewn over a 50-foot area. Bodies of the airmen were removed from the cabin.

Another helicopter from the Salem Air base brought Coast Guard

See TWO AIRMEN DIE Pg 8

Two Airmen Die

CONTINUED FROM PAGE ONE

investigators to determine the cause of the tragedy.

The helicopter in trouble dropped at 10.25 a.m. EST. It was equipped with pontoons. When it struck the earth it did not bounce but turned upside down as it exploded.

Persons whe were in the neighborhood saw the plane as it began to plummet. However it came down so fast that they did not reach the scene before the aircraft had exploded.

One of the eyewitnesses, Mrs. Edward Burkhardt, was driving her automobile on Corning street 100 yards away. She said she lost sight of the sinking helicopter as it dropped behind some trees.

She heard the explosion but did not go to the scene.

At 10.46 a.m., another helicopter from the Salem Air base landed at Beverly Airport, five hundred yards away. The investigators went to the scene which is in the north end of the new housing development occupied mostly by war veterans and their families.

Yugoslavian Sailor Dies at Cheboygan

CHEBOYGAN (UPI) — A Yugoslavian sailor, taken from his ship by Coast Guard helicopter after severely injuring himself, died Thursday enroute to a Cheboygan hospital.

The sailor, identified as Roko Gouid, 55, of Piran, Yugoslav, fell into a 35-foot deep hold aboard the 540-foot freighter Piran in Lake Huron early Thursday, a Coast Guard spokesman said. A helicopter was dispatched from the Traverse City Coast Guard Air Station.

Gouid died enroute to the hospital after being landed in Cheboygan. Doctors said he had suffered severe head injuries.

RECORD-EAGLE
12 MAY, 1967

Cheryl ann DeLoy.

april 23, 1969

Dear Lieutinant Aites,

We had a good time at the Coast guard station. We liked to see the helicopter go up. We would like to go up in it some day.

thank you for sharing us Around.

your friend Lieutenant aites

BOARDMAN School – PRIMARY Special Room tour 4/69

April 23 1969

Dear Lieuten Aites,

We had a good time at The Coast Guard station. We liked to see the helicopter go up. We would like to go up in it some day.

Thank you for showing us around.

love Charles

RETIREMENT CEREMONY FOR MORWOOD E TERRELL, ALC, GIFT PRESENTATION BY CDR W.J. LAWRENCE, COMMANDING OFFICER 1-31-52

Seek Missing Man in Lake

Dragging operations were begun Monday night for Oliver Duplessis, 35, 3785 Brookside, believed to have drowned in Long Lake Monday afternoon.

No one saw Duplessis go into the lake. However, his part time employer, Jerry Oleson, found Duplessis' clothing and other personal effects lying in the boat house on Long Lake.

Duplessis, father of two young children, was last seen about 3 p.m. yesterday, when he was relieved from duty at the state hospital, where he worked as an attendant.

Sheriff Richard Weiler said this morning the family reasoned Duplessis had gone from the hospital to the cottage to do some work, but had intended to take a short swim before beginning.

Under the direction of the Grand Traverse sheriff's department, recovery operations were begun Monday evening. Cooperating were members of the state police, Coast Guard, and many civilians, including skin divers.

Among Duplessis' survivors are his widow, Mrs. Barbara Duplessis, a daughter, 12 years old, and an 11-year-old son. Duplessis had been a resident of Traverse City for three years.

Four Rescued After Squall Tips Boats

TRAVERSE CITY — A squall of brief duration churned Grand Traverse Bay Monday afternoon and capsized two sailing craft at Bowers Harbor, nine miles north of Traverse City.

A Coast Guard helicopter manned by Cmdr. Ben F. Engel and Lt. Donald G. Nystrom of the Traverse City base was dispatched at 4 p. m. and 10 minutes later was hovering over the overturned craft guiding surface boats to the rescue.

A Grand Traverse Sheriff's boat carrying Deputies Don Vezina and Ray Avery picked up four Cincinnati resorters, Charles A. Bosworth, Lawrence Lindgren Harley Morrison and William Stillwell who clung to their craf three-quarters of a mile from shore.

After the men were taken t land their boats were towed t safety by crews of several craf assisting the sheriff's officers.

Coast Guard Finds Muir Father, Son

Plane Spots Missing Pair Waving Boat Sail on North Manitou

Leland — An Ionia county father and son, feared drowned in rough Lake Michigan waters near Leland Wednesday, were found shortly before 6 p. m. on the sparsely inhabited southwest beach of North Manitou island.

The pair, Walter McCabe and his son, Thomas, both of Muir, were waving the sail of their 14-foot boat, which was also equipped with a motor, after they apparently beached the craft because of the choppy waters.

The Muir sailors were spotted by a Traverse City coast guard plane conducting a search for the pair. The plane contacted a coast guard craft but it could not pick the two up in the 8 to 10-foot-high waves.

Calls for Auto.

The boat contacted one of the few auto owners on the island and one of them motored to the beach and brought the McCabes to the north end of the island where they boarded the coast guard boat.

The McCabes were then taken to South Manitou island to the home of Ed Riker. Riker is McCabe's brother-in-law.

Walter and Thomas had set out for the Riker home at 8 a. m. from Glen Haven. They were sighted off Glen Arbor about 9 a. m. but had not been heard from since that time. Late in the afternoon the search was started when McCabe's wife, also visiting here, became alarmed.

Mail Boat Turns Back.

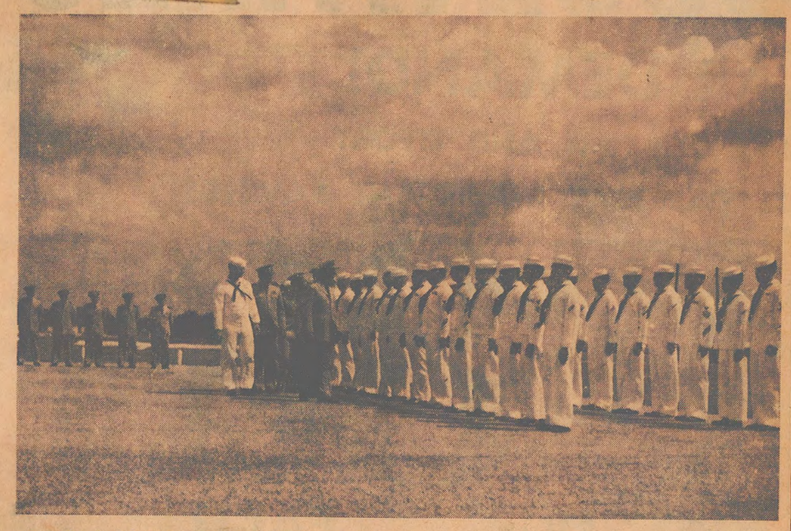
George Grosvenor, who operates the island mail boat, said 8 to 10-foot waves Wednesday afternoon prevented him from making a mail run from North Manitou to South Manitou and he returned to Leland. Among passengers on his boat were Mrs. McCabe and the McCabe's daughter.

When the boat docked at Leland they left immediately for Glen Haven to try to learn what happened to the other two members of the family.

AUG 24 1955

Admiral Inspects Air Station

Taken from Traverse City Record Eagle dtd 8/11/55.



Rear Admiral F. A. Leamy lauded the officers and men at the local United States Coast Guard air station here Wednesday when he inspected the facilities and personnel. This picture was made as Admiral Leamy inspected the crew, which stood muster in dress whites. The local station was inspected as a part of the Ninth Coast Guard district, headquarters of which is located in Cleveland.
(Record-Eagle Photo)

Squall Capsizes Boats

Four Rescued From Bay

Coast Guardsmen, sheriff's deputies and civilians combined their efforts Monday afternoon in rescue operations to save the lives of four vacationers whose boat had capsized in Bowers Harbor in a sudden squall.

The rescued men were listed as Charles A. Bosworth, 44; Lawrence Lindgren, 40; Harley Morrison, 22; and Bill Stillwell, 19; all of Cincinnati, Ohio.

The men, all of whom were staying at Neah-Ta-Wanta resort, reportedly were on the lake in two sailboats when a sudden squall of rain and wind twisted the small boats onto their backs.

According to sheriff's department reports, the incident was witnessed by a Mrs. Read of Bowers Harbor.

The Coast Guard's helicopter, manned by Lt. (jg) D. A. Nystrom, Commander B. F. Engel and AD1 R. C. Watson, was immediately called, as was the sheriff's department, which responded by sending its rescue boat manned by Deputies Don Vezina and Ray Avery. A Peninsula fire department truck and crew also stood by with a resuscitator.

The boaters had clung to the sides of their crafts, and all were picked up by the rescue boats. Boats from nearby resorts recovered the overturned sailboats.

GUIDE JET TO SAFETY—Navy Lt. Hal Joines, left, extends his thanks to Cmdr. Benjamin E. Engel, second from left, and Lt. Alfred J. Tatman of the Traverse City coast guard air station for assisting him in saving his $1,000,000 jet Monday at the Kent airport. Cmdr. Engel, a native of Grand Rapids, and Lt. Tatman, flying a coast guard flying boat, led Joines to a safe landing after he lost use of his navigation equipment. Joines, test pilot at the naval air test center at Patuxent River, Md., was coming into the local airport, where visibility was limited, to have equipment installed by Lear, Inc. He had 13 minutes of fuel left. At right is R. A. Robinson of the Lear instrument contracts department.

TRADITION IS MAINTAINED

Romance and adventure have not gone from the seas. Proof of this can be found by reading the log of the local Coast Guard Air-Sea Rescue station.

Every few days this newspaper chronicles activities of the local coast guard station, activities which, to men of the service, are routine, but to the laymen are adventurous and romantic.

Not many coast guardsmen pull an oar as they did before the days of power, but their rescues and services are just as dramatic and their activity covers a far wider field.

Errands of mercy, such as flying injured or ill persons from remote sections to medical care, searching for lost persons or lost air and sea craft, keeping a watchful eye on all lake shipping, are just a few of the many tasks of the local coast guard station.

Much of the station's activity actually could be considered beyond the call of duty, but the command's interpretation of duty seems to be to all mankind instead of just those connected with the sea.

An instance of this occurred just a few days ago when Cmdr. Ben Engel, station commander, and Lt. Alfred Tatman, happened to be in Grand Rapids on a training flight. A jet plane became lost and in distress. Cmdr. Engel and Lt. Tatman immediately took to the air and brought the jet safely to the ground. This is just one example of the coast guard's readiness to be of assistance wherever assistance can be rendered.

No request involving urgent human need goes unheeded.

Perhaps all this follows the tradition of the service or it may only reflect the good impulses of the local station personnel. However, this humane attitude has prevailed under every commander since the station was established.

It is doubtful if the general public appreciates the great service the coast guard station performs.

C.G. Plane Joins Search

A Traverse City coast guard plane and crew today joined in the search for a plane and three passengers lost somewhere between two Wisconsin towns, Madison and Marshfield.

The plane, piloted by Earl Ericson of Madison, and carrying another man and a woman, left Madison at 1 p.m. yesterday and has not been heard from since.

The coast guard plane, which is aiding CAP planes from Madison and the vicinity, is flown by Pilot Lt. Cmdr. Harry Potter, Co-Pilot Lt. L. D. High, and a crew of four enlisted men.

Hunt Missing Small Plane

BENTON HARBOR, MICH., Dec. 28—(UP)—A massive land and air search was scheduled to get under way at daybreak today for a smal plane carrying two persons which is believed to have crashed between here and Grand Rapids.

State police said they would concentrate their ground search in the area between the two cities while planes of the Civil Air Patrol circled the area and looked for traces of the smal ship from the sky.

The plane, piloted by John Boone, 38, Grand Rapids, the father of five children, disappeared Wednesday night after leaving the Benton Harbor airport for the 40 minute flight to Grand Rapids. Airport officials said Terry Scott, 36, Oak Park, was a passenger in the ship.

2 AF Jet Bombers Crash; 10 Killed, 4 Jump Safely

Coast Guard Joins Search

A search plane from the Traverse City coast guard air station is covering the area between Benton Harbor and Grand Rapids in an effort to help locate a light civilian plane which has been missing on a flight since 8:30 p.m. Wednesday.

When field checks by the state police failed to turn up the plane, a call was made to the coast guard air station here Thursday evening, reguesting help in the search. An UF-1-G amphibian was sent to the area this morning with station Commander B. F. Engel as pilot and Lt. L. D. High co-pilot. A crew of five members completed the air search party. Three Civil Air Patrol planes and one state police plane are also in the search area.

Missing is John Boone, 38, of Grand Rapids, owner-pilot of the light plane, and his passenger, Terry Scott of Oak Park, Michigan. The two men left Benton Harbor for Grand Rapids Wednesday night and have not been heard from since. Both men worked for the C. B. DeKorn Cutting Tool Company in Grand Rapids.

Mrs. Boone, wife of the missing pilot, said that the plane's radio transmitter had become defective Christmas Day.

Missing Tug is Located

CHARLEVOIX, MICH., Jan. 15—(UP)—The U. S. coast guard today reported a missing fishing tug, the Jackie C., has made radio contact with a coast guard search plane from Traverse City.

A coast guard patrol boat was sent to tow the drifting 36-foot tug to port from where she drifted with a useless engine eight miles west of Charlevoix.

The tug left Charlevoix early yesterday with a three-man crew to lift nets in the Grand Traverse Bay.

John Cross, Charlevoix, owner of the craft, reported the Jackie C. missing late yesterday as she failed to return to port.

State police, sheriff's officers and the coast guard began the search for the missing tug at daybreak.

The coast guard plane began the search shortly before daylight this morning. It was piloted by Lt. L. D. High with Lt. (jg) Charles Colman as co-pilot.

Local C.G. Planes Join Rescue Work

By United Press

Two U.S. air force jet bombers crashed last night, killing ten fliers from one and dropping four others alive into a snowy Canadian wilderness.

All 10 men aboard a B-52 Stratofortress died when the $8 million plane crashed and burned in a grain field shortly after taking off from Castle Air Force Base, Calif., the air force announced.

The other plane, a B-47 Stratojet, burst into flames while flying over Ontario bush country. Its crew of four parachuted safely and a joint Canadian-U.S. rescue operation swung into action today to bring them out.

Woodsmen slashed a path through scraggly bush toward a point about 30 miles northeast of Port Arthur, Ont., where the four men were spotted from the air. Search planes were guided to the scene by a fire kindled in the snow-covered underbrush and by the airmen's flashlights.

The ground rescuers expected to reach the fliers ahead of aerial rescue parties scheduled to take off at dawn in planes and a helicopter.

The California crash killed six crewmen of the B-52 and four instructors who had joined them on a routine training mission.

The plane, attached to the 93rd bombardment wing at Castle AFB, crashed about four miles north of the field. The sheriff's office reported one airman was taken from the flaming wreckage alive but paralyzed and died en route to a hospital.

The B-52, one of the 650-mile an hour heavy bombers that make up the backbone of America's Strategic Air Command, apparently bounced several times across the soft ground before breaking up and burning, an air force spokesman said.

The $1,900,000 B-47 was on a training flight to Canada from Barksdale Field, a Strategic Air Command base near Shreveport, La., when it ran into trouble over the northern shore of Lake Superior.

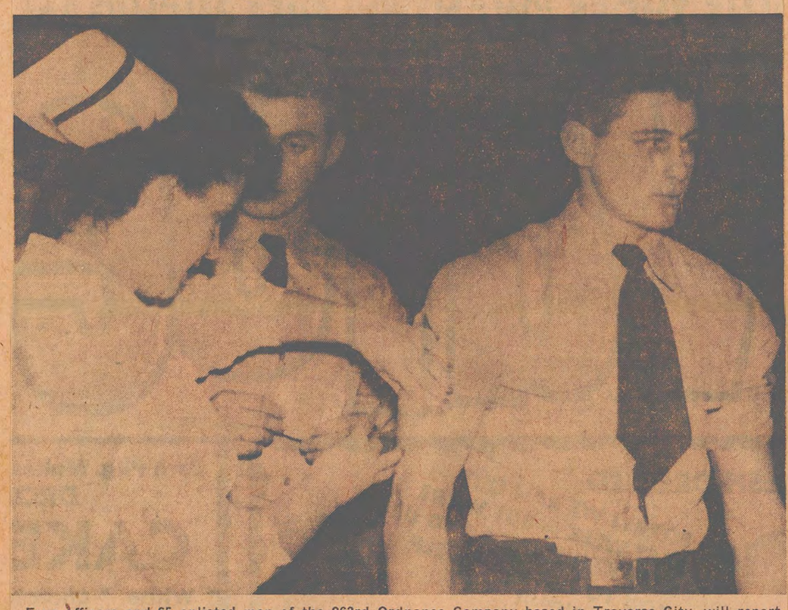
Two search planes from the Traverse City coast guard station participated in the night-long watch last night, circling the Canadian wilderness area where the air force jet bomber burned and fell from the sky.

The planes were piloted by Lt. Cmdr. Gerald McGovern, with Lt. (jg) Charles Colmer; and Lt. James Sigman, with Lt. (jg) Dan Nystrom. Each plane carried a crew of five enlisted men also.

The coast guard planes were called into immediate action yesterday, and after locating a bonfire where it was supposed at least one of the airmen parachuted to safety, the planes circled the area throughout the night.

This morning the Traverse City crews were relieved and sent home with the arrival of smaller planes and helicopters.

Preparing for Active Duty Training



Four officers and 65 enlisted men of the 863rd Ordnance Company based in Traverse City, will report February 2 for two weeks of active training at Ft. Riley, Kansas. Immunization shots, three for each man, were administered Wednesday evening at army reserve headquarters at the United States Coast Guard station. Receiving one of the shots is Sgt. 1/c Danny Bristol and awaiting his turn is Sgt. Carl Dreves. Margaret Newberry, R.N., is shown administering the shots. She was assisted by Henry Michaels, United States coast guard corpsman. (Record-Eagle Photo)

Two Killed in Plane Crash

ALLEGAN, MICH., Dec. 29—(UP)—Two Michigan men, missing since Wednesday on a flight from Benton Harbor to Grand Rapids, were found dead yesterday in the wreckage of a light plane.

Two Allegan rabbit hunters — Clayton Foster and Royal Sebright —found the wrecked aircraft in which F. John Boone, 38, Grand Rapids, the father of five, and Terry Scott, 36, Oak Park, died.

Allegan county medical examiner Dr. Peter Brachman said both men died instantly when their ship crashed into a heavily wooded area six miles southwest of here.

State police said the plane clipped tops from trees, then skidded 50 feet along the ground, finally slamming into a large tree.

Scott was thrown from the wreckage which did not burn.

The plane was the object of an air and ground search yesterday after Boone's wife reported her husband was long overdue on a 40-minute flight.

Search Plane Returns Here

One of the Traverse City-based coast guard planes which were used in the search for four downed fliers, victims of a crash in Ontario, was ordered back to this city yesterday after participating in the search for five days.

The plane was one of two UF's that were pressed into duty to search for the lost flyers immediately after their plane crashed Friday. One plane returned Sunday after one man had been found.

The second plane, piloted by Lt. James Sigman and Lt. (jg) Don Nystrom, was kept in the area to aid in the search for the remaining three airmen.

Crewmen in the plane were Dorris Gaga, M. J. Cook, Thomas Pigg, Thomas Hummell and Charles McClure.

While the Traverse City-based plane and other aircraft searched the area for signs of the survivors, a special crew of men was taken to the crashed plane by helicopter.

The crew reported that at least two, and possibly three men, went down with the plane.

Coast Guard Mercy Mission

Nelson Holton, Northport, was seriously injured in a logging camp accident on South Fox Island late Friday afternoon and was evacuated to the mainland in a coast guard helicopter from the local station. Holton, who sustained severe head injuries when struck by a log chain, was landed at the Traverse City airport at 7:12 p.m. and taken to Munson hospital. Lt. (j.g.) Charles Colmer piloted the small 'copter for the flight and was assisted by crewman Robert Reince. Because of impending darkness at the time of the flight and the fact that the helicopter has no lights, an amphibian plane flew assistance on the rescue. An ambulance was on hand when the injured man arrived at the local airport and crewmen transferred the stretcher (above) into the vehicle. (Record-Eagle Photo)

Grand Rapids Herald

3-STAR FINAL
Latest News in Western Michigan

GRAND RAPIDS, MICH., MONDAY, MAY 28, 1956 * * * PRICE SEVEN CENTS

Tubes Replace Arteries

UNUSUAL OPERATION FOLLOWS RACE TO GR HOSPITAL

A Grand Rapids man's life blood will course through plastic arteries as a result of an emergency operation late Saturday employing a technique devised only recently.

The unusual surgery was performed at Blodgett Memorial Hospital to save the life of Cornelius A. Troost, 55, of 526 Storrs SE, a Salesman, who was stricken while on a vacation trip in the Upper Peninsula.

Troost raced death Saturday in a two-plane airlift from Manistique to Grand Rapids. His condition was described as satisfactory Sunday by Blodgett Memorial Hospital officials.

* * *

Sections of the main artery from the heart and arteries running into both legs of Troost were replaced with plastic tubing during a six-hour operation, according to a Grand Rapids surgeon. This technique is being used more frequently as the disease becomes recognized earlier, the surgeon said.

He said that approximately seven inches of tubing, slightly smaller than a garden hose, replaced the defective arteries in the region below the kidney arteries. The surgeon added that the technique has come into use during the past two years.

* * *

Troost had been on a fishing trip with his wife and another couple near Manistique when he was taken ill Friday evening. His critical condition was discovered at the Manistique Hospital early Saturday morning .

The stricken man, his wife and a nurse were flown in a private plane from Manistique to Traverse City where bad weather forced the craft down. The remainder of the trip was made in a Coast Guard plane flying on instruments, pilots Lt. Charles Klomer and Lt. Cmdr. Glenn L. Smith said.

The Grand Rapids surgeon said that the illness was caused by a form of hardening of the arteries which resulted in severe swelling and thinning out of certain areas. Such a condition becomes critical when the artery reaches the point of rupturing.

He explained that the plastic tube should last indefinitely.

CORNELIUS A. TROOST
Race With Death

Coast Guard Flies Ill Boy To Hospital

Traverse City Coast Guard air station, state police, and Osteopathic hospital joined forces Wednesday to rush a seriously-ill Boyne Falls youngster to Ann Arbor University hospital for expected surgery.

The boy, 10-year-old Darwin Bell, had been admitted to Osteopathic hospital Tuesday evening. His illness was diagnosed as acute nephritis, a kidney disease, and arrangements were made immediately to transfer him to University hospital.

The trip was made by means of a Coast Guard air station patrol plane, with an Osteopathic hospital staff member in attendance, and with general assistance from the state police.

The plane, piloted by Lt. Comdr. James Maher, left Traverse City at 1:42 p.m. and arrived at Willow Run airport near Ann Arbor at 3:10 p.m., returning to Traverse City later in the day.

Dr. William Wagner of the Traverse City hospital staff accompanied the ill boy. Other members of the plane crew were Lt. Richard Kerr, Francis Scully, Gerald Skorski, and John Rudy.

Emergency Drop Demonstration

One of the demonstrations of skill offered as a part of Armed Forces Day Saturday at the local United States coast guard air station was a spot drop of emergency rations from a plane. The drop was made on a sodded plot near the big hangar. The parachute, just opening, can be seen at the lower left. (Record-Eagle Photo)

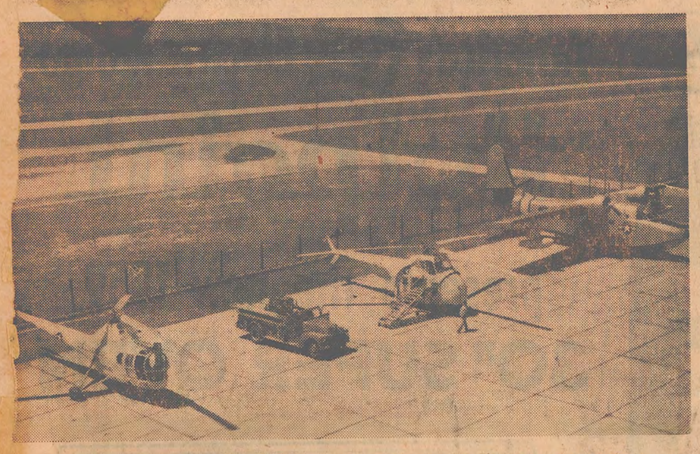
5-21-56

Veteran Coast Guardsmen Retire

In an impressive muster and inspection at the United States Coast Guard Air Station in Traverse City, two veterans were retired from active duty Thursday afternoon. Lt. Commander G. E. McGovern left the service after 29 years of active duty which took him to all parts of the world. Lt. Commander McGovern was one of the early pilots in the coast guard service. Homer Tessier, Chief Aviation Machinist's Mate, was retired after serving in the coast guard since 1936. Chief Tessier will remain in Traverse City and Lt. Commander McGovern will take a vacation before announcing his plans for the future. Principals in the retirement ceremony were, left to right, Commander B. F. Engel, station commander; Lt. Commander McGovern, Chief Tessier, and Commander J. F. Bills, executive officer. (Record-Eagle Photo)

The Detroit News

Magazine Page



COAST GUARD EQUIPMENT AWAITS NEW EMERGENCY
Lake Disaster Force Ready for Action

* * * * * * * * *

Lake Rescue Team Proves Readiness

(From a Staff Correspondent)

TRAVERSE CITY, Mich., Nov. 26.—With its protective wings covering a 95,000-square mile area, the Coast Guard air station here seldom gets a mission close to home.

But when its biggest assignment came along last week—the search for survivors from the sunken freighter Carl D. Bradley—it was virtually in the station's backyard, less than 100 miles away.

Although Coast Guard boats from Charlevoix and private ships responded to the Bradley's distress call with equal speed and valor, the air station took over direction of the search, a job for which it is particularly well suited.

COPTERS GROUNDED

Throughout the night after the Bradley went down in storm-tossed Lake Michigan, a Grumman UF2G, the Albatross, shuffled to and from Traverse City, refueling and picking up more flares to drop at the scene.

The same high winds that whipped up the lake and brought about the sinking forced the station's four helicopters to stay aground until morning.

SPOTTED SURVIVORS

When they did get aloft at daybreak, their crews promptly spotted the only two survivors and by radio directed the Coast Guard cutter Sundew to complete the rescue.

The "whirlybirds" also airlifted State Police and sheriff's officers to nearby islands to search for any other members of the Bradley's crew who might have been able to swim ashore.

One of the station's two amphibian planes carried fuel to Beaver Island for the refueling of the three helicopters that hovered over the disaster area.

The entire operation was directed by Lt. Cdr. Arthur Hancock Jr., 37-year-old executive officer of the air station.

The Traverse City base is responsible for the waters bounded roughly by Massena, N.Y., on the east, Duluth, Minn., on the west, the Canadian border on the north and Cleveland on the south. That takes in the entire Great Lakes area.

FLYING AMBULANCES

The two amphibious planes are equipped with stretchers, life rafts, flares, radios and survival kits. The four helicopters—ideal for search operations because observers have time for scanning—are fitted out with first aid equipment and can carry stretcher cases across the rear seat.

Most of the station's calls for help involve dispatching of a helicopter to pick up water accident victims or to airlift accident victims from remote islands or woodlands to hospitals for emergency care.

To meet such life-and-death situations, the station's 14 officers and 85 enlisted men based at the Traverse City airport practice constantly.

MAKE-BELIEVE TRAGEDY

Sandbags sometimes are used to simulate bodies. Coast Guardsmen pose as make-believe victims and are lifted from an air strip or lake waters.

To co-ordinate its efforts with those of the Air Force, the National Search and Rescue agency was set up two years ago. Under this arrangement, the Coast Guard has authority to conduct the rescue if it concerns water and the Air Force takes over if it is a land operation.

Thus when a pilot from Kinross Air Force Base was forced to parachute from his disabled plane over the Upper Peninsula a year ago, both the Coast Guard and the Air Force sent rescue planes to the scene. Locating the airman in a wooded area, the Coast Guard reported its find to the Air Force, which took over the actual rescue.

TRAPEZE ACT

To pluck a victim from the water or ice, the helicopters are equipped with a padded sling hanging from the end of a swinging cable.

The sling is dropped to the victim who, if he is able, slips it under his arms, pulls out the retractable straps in the sling and fastens them around his chest.

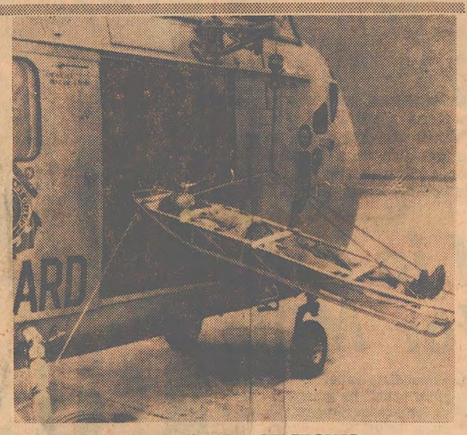
The pilot lifts the craft and pulls the man upward, cranking in the cable. A crewman, leaning out the cockpit door on the side, directs the operation and helps the victim inside the copter.

This device was used to pick two boys from ice in the St. Clair River early this year. The operation was carried out by Lt. James Sigman and Aviation Machinist's Mate 2/c Robert Anderson from the deck of the cutter Mackinaw based at Port Huron.

ROUTINE DUTY

Some of the air station duties are not so spectacular. Pilots have been used to scout forests to locate possible trout rearing ponds for the Conservation Department, or to find a spot to plant pine trees.

But rescue is its main business. And the officers and men here are confident they could have saved more of the Bradley's crew if the men could have stayed afloat only a little longer.



FLYING MERCY STRETCHER
Injured Man Carried Safely

SLING UNDER VICTIM'S ARMS LIFTS TO 'COPTER
This Is How Air Rescue Team Saves Lives

4 - 5 December 1961
Assistance Report # 46-62 CGAS, Traverse City
Photo by OSC CG 1023 LT RUSSELL, CHMACH WRIGHT

Cutter Saves Freighter From Heavy Seas

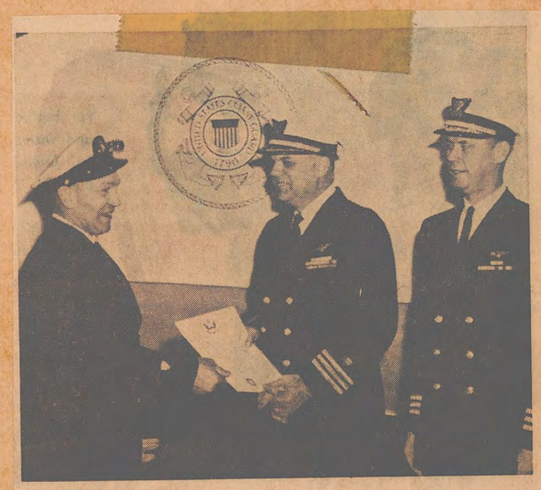
The disabled Canadian freighter C. D. Secord was anchored Wednesday in the lee of Upper Michigan's Keweenaw Peninsula following rescue by the Coast Guard cutter Woodrush (smaller ship) from heavy seas in Lake Superior.

The Woodrush towed the 542 - foot Secord Tuesday night into the shelter of Bete Grise Bay on the eastern side of the northern tip of the peninsula.

The Coast Guard ordered the Woodrush to stand by until the Canadian steamship Mohawk Deer arrives at Grise Bay Thursday to tow the freighter to Fort William, Ont., on the northern side of Lake Superior for repairs. The Woodrush will escort both ships to Fort William.

The 9,000-ton Secord, with a crew of 28 aboard, had been wallowing without power since Monday night when a tow line broke as it was being towed to Duluth, Minn., by the Sir Thomas Shaughnessy for repair of a broken propeller.

The Secord weathered a night of 10-foot waves and winds up to 40 miles an hour about 10 miles south of Rock of Ages light station off the western tip of Isle Royale in Lake Superior.



COAST GUARD RETIREMENT—At a general muster Thursday at the United States Coast Guard Air Station, Leonard W. Rapson, ADC, was retired from active duty after 20 years of service. Left to right in this picture, taken at the time of muster, are Rapson, Commander William E. Chapline, station commander, and Commander W. E. Rast. (Record-Eagle Photo)

12-1-61

Life Line

GREAT LAKES CRUISING CLUB

JUNE 1961

Arch. M. Gibson
Editor

LORE OF THE LAKES.....

The wreck of the Francisco Morazan, one more chapter in the never ending story, written by Rear Commodore John Driscoll.

It was a languorous Fall day on the glassy waters of the Caribbean, the SS. "Francisco Morazan" lay at anchor discharging cargo. Out from shore in a small launch, the ship's master, Eduardo Trivizas, and the ship's agent, came clambering up the side. He announced to his wife and his mates, that their orders had come to pick up cargo to be discharged at Toronto, Ontario, Canada.

"From Toronto," he said, "we go straight thru to Chicago, which is on Lake Michigan, and there we load for Rotterdam". The old mate shook his head, "That is a long voyage. It will be touch and go, lest we be iced in on the Lakes". The master smiled tolerantly, "The Lakes, if necessary, I shall step over them". The old mate shook his head. "Do not underestimate them, Captain. You have never been there, but do not think lightly of starting a voyage late in the year into that cold and unfriendly region".

In due time the "Francisco Morazan" picked up the cargo for Toronto, and set sail on her long voyage to the Gulf of St. Lawrence. At Montreal she was boarded by the representatives of the American Bureau of Shipping, who made a thorough inspection of her seaworthiness and conformance to American standards. The "Francisco Morazan" had been rated "100 A1" by Lloyds. The American Bureau derated her. The "Morazan" sailed on to Toronto where all cargo was discharged, then proceeded as fast as her 38 year old engines would drive her to Chicago.

At Chicago, she stood off the Calumet Light, until a tug came alongside, took her lines to help her up the river to Lake Calumet, where she berthed at the loading piers of the Midland Overseas Shipping Company. Loading an assorted cargo of green hides, electric refrigerators, and tinned chicken pot pies is a time consuming business. Days went by, the necessity of getting thru the locks and up the St. Lawrence became ever more important. It was late November, almost the first of December, the "Morazan" just had to get out of the Lakes before they froze over.

Finally at 02:30 on November 29th the last of the cargo was stowed. The tugs came alongside and taking her lines assisted the "Francisco Morazan" down river and out into the Lake, and cast off. A howling gale was blowing, there were fitful snow flurries. The captain rang for full speed ahead, and set a course that would take them straight up the middle of the lake.

Late that afternoon the "Morazan" was steaming along between Ludington and Manitowoc in a heavy snow storm, with zero visibility as the master and the mates pondered their situation on the bridge. The "Morazan" could save time if they altered their course to the East to pass between the Islands, South Manitou, North Manitou, South and North Fox, and the big Beaver, and the East shore of Lake Michigan. A course between the Islands and the mainland would be much the quickest. The old mate shook his head. He argued with the master, there was no visibility, the longest way was the safest way. They should continue on their present course up the middle of the lake, and when they had run their time out, they should reduce speed and turn East to the Straits, and wait for some visibility. The captain disagreed. If they did not get out of the Lakes before the freeze-up, the owners stood to lose sixteen hundred dollars a day for crew wages and ship's time, until the Spring thaws. This meant absolute ruin. The "Francisco Morazan" was not worth that much money. Decision was made to change course to the East and make the passage between the Islands and the mainland. The "Morazan" was not slowed down. Momentarily the snow subsided, the anxious men on the bridge thought they could see a clear stretch ahead. The The snow started again to fall heavily, but the "Morazan" plowed on at full speed ahead.

Suddenly there was tremendous crunching, a sickening crash, the "Morazan" stopped dead. The snow was falling so heavily, the men on the bridge could barely make out the bow. Apparently, the "Morazan" was on the rocks near some shore. They could hear the surf on the shore. The engines were put full astern. Nothing happened. The old mate went forward to sound the holds. He came back to the bridge, and told Captain Trivizas, "She is full of water, we will never get her off, the whole fore-peak is gone". Distress signals were sent out. After a time their calls were answered, they were told that they were aground on the southwest corner of South Manitou, that the cutter "Sundew" had been ordered to standby. Finally the engines were stopped from their mad race astern, and to the accompianment of the terrible pounding that the "Morazan" was taking from the sea and the rocks, those on board resigned themselves to wait for help to come.

With next day came clearing weather. The coastguard cutters hovered just to the West. Mountainous seas continued to come boiling in to spend their fury on the sands, and with each mountainous wave the "Morazan" took further punishment. Great cracks appeared in her plates and she began to take water fast. The pumps were working as they had never worked before. The rise of the water was checked. The surveyors sent by the underwriters arrived, and came on board in the lifeboats from the cutters. It was decided that perhaps the "Morazan" could be towed off by salvage tugs. Except for the terrible pounding as each succeeding mountainous wave swept in, it was in a way comfortable on board, steam pressure was being maintained, the radiators were warm. As night came on, the wind began to freshen and finally became a full gale. The "Francisco Morazan" began to take a more terrible beating. Apprehension began to mount, perhaps, the "Morazan" might break up, all on board might lose their lives. Thursday morning as the sun came up over South Manitou, just to the West the USCGC "Mackinaw" was standing by.

The possibility of rigging a breeches bouy from the shore was discussed, and abandoned. The "Morazan" was too far off the beach. A desperate decision was made. Mrs. Anastasia Trivizas, the Captain's wife would be taken off by the "Mackinaw's" lifeboat, brought on board the "Mackinaw", and airlifted by her heliocopter to the mainland. Fortunately, there soon was a momentary lull in the storm, and the dangerous plan was put into operation. The lifeboat was dispatched from the "Mackinaw", and after a display of heroic seamanship, Mrs. Trivizas was transferred from the battered "Morazan" to the USCGC. "Mackinaw". The operation was completed in the nick of time. Plans to airlift the underwriters representatives had to be abandoned, as storm mounted in fury. Salvage vessels which had been standing by were forced to seek shelter. Only the faithful "Mackinaw" remained at the scene.

When the "Francisco Morazan" had touched Chicago to pick up her cargo, her crew consisting of Spaniards, Cubans, and Greeks had been classed as containing "undesirable aliens". At this juncture in the misfortunes of the "Francisco Morazan" there arrived on the scene United States Immigration officials with the pronouncement that the crew must remain on the vessel until bond had been posted by the owners to insure the eventual departure of the crew from the United States. Meanwhile the storm raged with unabated fury. According to accounts from those on shore the wind was fluctuating around sixty knots. This weather continued until Saturday might when the Weather Bureau put out a forecast for strengthening winds out of the Southwest to commence Sunday afternoon. The "Mackinaw" had been hove to just West of the "Morazan" in deep water. Again it was decided to evacuate everyone on board the "Morazan" with the "Mackinaw's" lifeboats. Accordingly, on Sunday morning with another exhibition of incredibly skilful, daring seamanship, the lifeboat men of the "Mackinaw" succeeded in taking everyone off the "Francisco Morazan" without damage to men or equipment.

The "Francisco Morazan" was built in Hamburg, Germany, in 1922. Originally, she was a handfired coal burner, with a quadruple expansion steam engine, but after sailing under seven names, and innumerable flags and owners, when she came on the Lakes she had been converted to oil. The "Morazan" was only 247.9' feet in length, and thus could have plied the Lakes from the day she was launched. However, there is no record of her ever having sailed the Lakes previously. Whether she will be salvaged or remain an eyesore on the lovely shore of South Manitou is conjectural. The cargo was finally taken off in January, and cargo losses were promptly paid by Lloyds. Mrs. Anastasia Trivizas and her husband rejoined their older child in Athens, who at the time of the grounding was fourteen months of age. Eduardo Trivizas at twenty-six was one of the youngest masters in the Greek Merchant Service. No doubt, he left not only the rusting bones of the "Francisco Morazan" on the rocky shore of South Manitou, but also the dreams and the future of a dashing graduate of the Royal Greek Naval Academy. Members may reflect on the strange tides in the affairs of men as they pass by South Manitou on their way to or from the Straits of Mackinaw.

MACKINAW ON WAY

CLEVELAND, Ohio, Jan. 25 (UPI) — Ninth district coast guard headquarters here said today the icebreaker Mackinaw is enroute to Lake Michigan where heavy ice has disrupted winter ferry and other shipping operations.

'Copter on Ice Jam Work

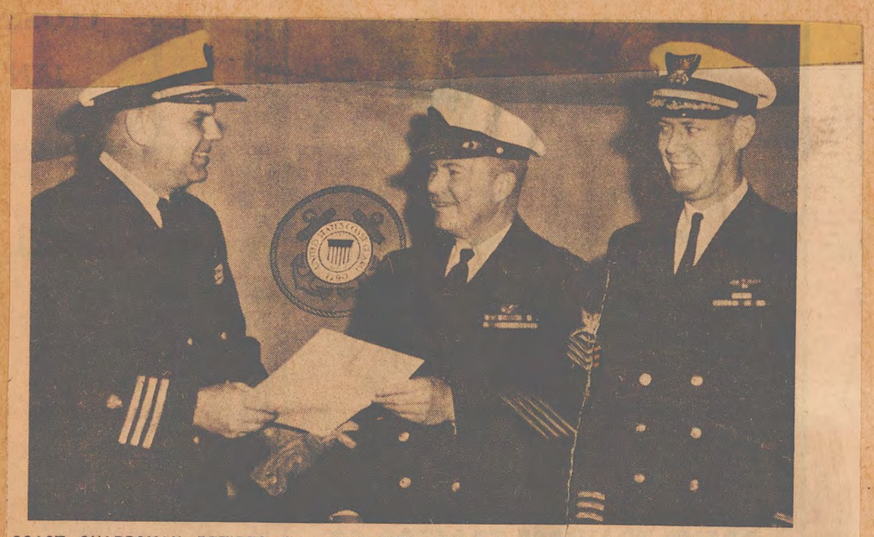
1-29-62

An HO4S helicopter from the U.S. Coast Guard Air Station, Traverse City, arrived in Cairo, Illinois, at 8:00 a.m. Sunday to make ice reconnaisance and possible rescues on the Mississippi River.

Ice jams of 40 feet in height are reported just north of Cairo.

The Traverse City helicopter, piloted by Lt. Cmdr. G. R. Decker and Lt. (jg) N. E. Patterson, left here at 10:19 p.m. Saturday. Crewmen are Ad2 L. G. Boslau and At2 J. R. Hart.

Other helicopters in New Orleans and Traverse City have been placed on call by the Coast Guard Commander of the Eastern area for diversion to the Cairo area should the ice accumulation require further assistance.



COAST GUARDSMAN RETIRES—Colon Best, ADC, United States Coast Guard, was retired from duty Friday morning at a dress parade and formal ceremony at the Traverse City Coast Guard Air Station. Best has served with the Coast Guard more than 20 years and will make his retirement home at Suttons Bay. Left to right at the time the retirement order was read were Commander William Chapline, Best, and Commander W. E. Rast. (Record-Eagle Photo)

12-20-61

Spot 26 Elk in Otsego Survey Flight

A total of 26 elk were sighted Friday during a one-hour helicopter survey flight made over Otsego county to check on the location and condition of the elk herd in that area.

The special elk survey was conducted by conservation department game biologists, with the cooperation of the coast guard air station in Traverse City.

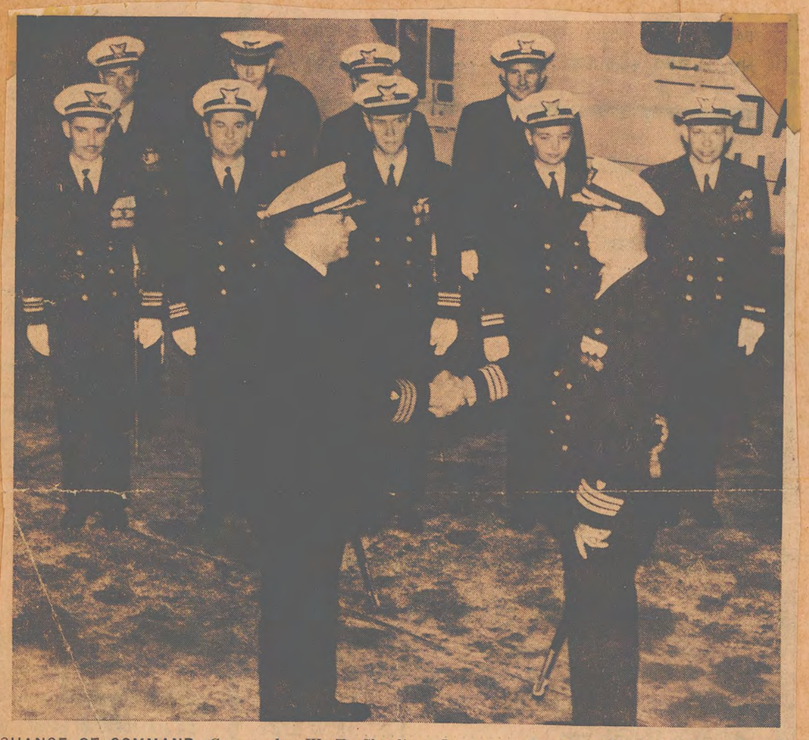
Cmdr. W. E. Rast piloted the eight-place Sikorsky 'copter on the survey. He was accompanied from here by Bill Goudy of Benzonia, local game biologist, and at Pellston they were joined by John Winship, game biologist from Indian River.

The flight was limited to one hour, covering the elk country in Otsego county. Groups of four, five and six elk were spotted, mostly in the edges of swamps, with the total count set at 26.

COAST GUARD RETIREMENT — Wendell Barber, BTC, United States Coast Guard, retired from active duty here Wednesday. His retirement took place at a muster Wednesday afternoon. Chief Barber, who has been in the service for more than 20 years, will make his home in Wisconsin. Left to right in this picture are Chief Barber, Commander Warren Rast, and Lt. Commander Joseph M. Weber.

1-31-62

(Record-Eagle Photo)



CHANGE OF COMMAND—Commander W. E. Chapline, Jr., accepted command of the Traverse City Coast Guard Station Wednesday at an impressive ceremony and inspection. Commander W. E. Rast, acting commander, presented the command and will now assume the duties of executive officer of the station. In the foreground are Commander Chapline, left, and Commander W. E. Rast. In the back row are Lt. E. E. Walker, Lt. R. G. Kerr, Lt. (j.g.) I. G. Sauer, and Warrant Officer W. H. Becker. In the front row are Lt. Commander J. T. Maher, Lt. Commander L. T. Donohoe, Lt. Commander R. T. Penn, Lt. E. J. Quinn, and Warrant Officer R. E. Stephen. (Record-Eagle Photo)

1961

IN BUSINESS — BTC Austin Fife, left, receives the key to the recruiting office for a new U.S. Coast Guard Reserve unit to be based at the Coast Guard air station in Traverse City. Presenting the key to fife in a symbolic ceremony at the office in Traverse City Chamber of Commerce building is BMCM Don Pyle, state recruiting officer for the Coast Guard. Enlistments in the reserve formation to be commanded by Lt. Cmdr. Gary Morgan of Traverse City are open to former servicemen and some officers, as well as to first-time recruits.

(Record-Eagle Photo)

'Copter Flies Mercy Mission

1-1-62

A Traverse City Coast Guard air station helicopter Monday transported a sick Beaver Island woman to Little Traverse hospital at Petoskey.

The woman, Mrs. Sidney Schoechet, 56, wife of the island's only doctor, was reportedly suffering from influenza. The 'copter picked the patient up at 9:30 a.m. and arrived in Petoskey about 10:00 a.m.

A second helicopter also took part in the operation, backing up the rescue craft in case of any difficulty. Lt. Cmdr. L. Hubert piloted one 'copter, Lt. R. G. Kerr and Lt. W. J. Russell the other, with AD2 Wayne Weinert and AD2 C. A. Smith serving as crew members, the air station said.

The Lake Michigan island has been isolated from the mainland since boat service was suspended for the winter on December 30.

1-31-62

South Manitou Being Supplied by Air-Drop

Residents of S. Manitou island in Lake Michigan seven miles northwest of Glen Arbor are now receiving groceries, mail, and other supplies by air-drop after being ice-bound for a month.

J. Forbes Tompkins of Traverse City made an air drop of supplies to the island's three residents on February 18 and again last Friday. Tompkins said that unless ice conditions change, he probably will drop more supplies next Friday.

The flights were made from Traverse City airport in a four-place Cessna Skylark, with a stop at an airstrip on N. Manitou island, where supplies also were left.

George Grosvenor of Leland, who regularly supplies S. Manitou island by boat from Leland, accompanied Tompkins on the flights and dropped the supplies near an abandoned lighthouse on the southeast side of the island and at the Ed Riker residence in the middle.

Tompkins said that last Friday the plane assisted Riker in an unsuccessful search for a cow. The pilot said the three residents have reported that they are all right.

The last boat trip to the island was on January 26. Since that time, ice has blocked access to S. Manitou, and the glaze now is reported solid between Leland and the island. A small patch of open water was reported by Tompkins to be visible on Friday in an area between S. Manitou and Glen Arbor.

Two U. S. Coast Guard helicopters from Traverse City air station removed a man needing medical care and his wife from the island early in February. The 'copters also took supplies to the residents at that time.

Three Lost Boys Rescued

2-11-62

Three Kingsley boys were rescued Sunday night after being lost for several hours while on a cross-country snowshoe hike.

Led out of a sparsely-settled area about two mile. north of Bancroft school northeast of Kingsley after their signal fire was spotted by a helicopter were Max Nickerson, 15, Allen Wooley, 16, and Mike Knipe, 15.

Grand Traverse sheriff's officers said the three boys were tired but in good condition and able to walk to safety with deputies who snowshoed about a mile to reach the trio.

Sheriff's officers and state police started a search at 9:05 p.m. after the boys failed to return from their hike to Brown Bridge dam from the Knipe home. The three youths started their trip about 1:00 p.m.

A Traverse City Coast Guard helicopter was called at 10:38 p.m. Seventeen minutes later, the pilot, Lt. Cmdr. Levine Hubert, and his crew, Chief Machinist Frank Wright and AD3 Norman D. Hogg, spotted the signal fire. The plane hovered over the location to direct rescuers.

The boys said they became lost before reaching the dam and probably hiked about six miles through snow some three feet deep before building their signal fire as darkness set in.

They told officers that they planned to stay at the fire all night, if necessary, rather than risk movement at night. The boys had sandwiches with them, officers said.

The rescue was completed shortly after midnight, the sheriff's department said.

C.G. Locates Missing Ship

March 15, 1962

A Traverse City Coast Guard plane located the missing fishing vessel Charles W. of Racine, Wisconsin, at 8:30 a.m. today.

The 42-foot vessel, sighted in Lake Michigan seven miles off Racine, was proceeding toward Racine under its own power, according to Lt. John H. Hancock and Lt. jg Irvin G. Sauer, crew of the UF-2G amphibian which found the boat after a search of a little over two hours.

The three men aboard the ship appeared to be in no distress.

The Coast Guard plane took off from Traverse City at 5:04 a.m. and was on the scene to start the search at 6:12 a.m. After finding the boat, it continued to circle to guide other vessels, including the Coast Guard Cutter Woodbine of Grand Haven, to the scene. The plane returned to Traverse City at 11:15 a.m.

The Coast Guard search began Wednesday when the Charles W. failed to return to its home port. The Traverse City station was notified that the vessel was missing at 7:40 p.m. Wednesday.

The men on board have been identified as the owner, Charles M. Wood, 40, Racine; Ralph Adam, about 30, Kansasville, Wisconsin; and Murrel Hansen, about 45, Kenosha.

'Copter Flies Mercy Mission

A Traverse City Coast Guard air station helicopter Monday transported a sick Beaver Island woman to Little Traverse hospital at Petoskey.

The woman, Mrs. Sidney Schoechet, 56, wife of the island's only doctor, was reportedly suffering from influenza. The 'copter picked the patient up at 9:30 a.m. and arrived in Petoskey about 10:00 a.m.

A second helicopter also took part in the operation, backing up the rescue craft in case of any difficulty. Lt. Cmdr. L. Hubert piloted one 'copter, Lt. R. G. Kerr and Lt. W. J. Russell the other, with AD2 Wayne Weinert and AD2 C. A. Smith serving as crew members, the air station said.

The Lake Michigan island has been isolated from the mainland since boat service was suspended for the winter on December 30.

Nominated for Rear Admiral

2-62

SEATTLE — President Kennedy has nominated Captain Willard J. Smith, chief of operations for the 13th Coast Guard District, to the rank of rear admiral.

The nomination goes to the senate for confirmation.

Smith, who lives at 204 109th S. E., Bellevue, has been chief of operations here since July 1960.

Captain Smith is a native of Suttons Bay, Michigan. He received his early education at Charlevoix high school and attended the University of Michigan at Ann Arbor for two years. He entered the Coast Guard Academy in 1930 and was graduated in 1933.

After early duty aboard a cutter and as an aide to the Coast Guard's commandant, Smith was assigned to flight training at Pensacola, Florida. He was designated an aviator on June 14, 1940.

His first aviation assignment was in connection with the construction and commissioning of the Coast Guard Air Station at San Francisco where he remained until 1944. He then was transferred to Washington to again serve as aide to the commandant.

In 1946 he returned to his native Michigan to command the Air Station at Traverse City. Then followed another tour in Washington, D.C., and a course of instruction at the Armed Forces Staff College at Norfolk.

In April 1951 he was named commanding officer of the Coast Guard depot at Guam with collateral duty as Commander, Western Pacific

CAPT. WILLARD J. SMITH

Section. In 1952 he returned to Michigan, this time to take command of the heavy-duty icebreaker Mackinaw, a cutter specially built for icebreaking on the Great Lakes, based at Cheboygan.

Then followed a three-year tour of duty at Coast Guard Headquarters as chief, administrative management division.

His previous assignment prior to arriving here was as commandant of cadets at the Coast Guard Academy, New London, Conn.

Captain and Mrs. Smith, the former Harriet A. Lary of Los Angeles, are the parents of a daughter Lary, 18 and a son Jeffrey, 16, both students at Bellevue high school.

SATURDAY, MARCH 31, 1962

COAST GUARDSMAN RETIRES—Frederick Hamilton, BMC, United States Coast Guard (right), retired from active duty Thursday following 20 years of duty. Commander W. E. Rast (left) presented Chief Hamilton with his authorization. Mr. and Mrs. Hamilton and their two daughters will make their home in Grand Haven. (Record-Eagle Photo)

14 April-62 Kalkaska Sharp Tailed Grouse Range 840 Acres Burn

PHOTO OF A PHOTO BEING TAKEN—This photograph shows a Coast Guard plane from the Traverse City Air Station as it flew over the controlled burning project, taking photos of the fire. Shown at the right is the fire safety line along the road which served as a boundary for the burning. (Ford Kellum Photo)

'Copters Make Mercy Flights to Island

2-12-62

Two Traverse City Coast Guard Air Station helicopters evacuated an ill man and returned with emergency food and mail to ice-locked S. Manitou island in Lake Michigan Monday afternoon.

Taken to Northport for medical aid was Archie Miller, 41, accompanied on the flight by his wife, Geraldine. Coast Guard spokesmen said Miller did not appear to be critically ill, but needed medical attention.

The two helicopters then picked up food and about 25 pounds of mail and returned to the island. The small colony of persons living on S. Manitou this winter has been isolated since January 26 by ice blocking the 15-mile wide stretch of Lake Michigan between the island and Leland. Supplies ordinarily are transported to S. Manitou from the Leelanau county port.

The two Coast Guard helicopters were piloted by Lt. R. G. Kerr and Lt. (j.g.) S. E. Csintyan. The evacuation took place about 4:30 p.m.

WEDNESDAY, JULY 11, 1962

SEARCH AND RESCUE — A United States Coast Guard helicopter, one of three used on patrol missions over the Grand Traverse Bay region, co-ordinates with a Coast Guard launch during air-sea search. (Record-Eagle Photo)

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Coast Guard Patrols Regional Waters

The United States Coast Guard air station at Traverse City conducts routine air patrols over the Grand Traverse bay region, looking after the safety of vacationers and residents.

On a patrol mission, East bay is checked north to Elk Rapids, and West bay is checked north to Suttons Bay. The 110-mile trip takes slightly more than 1 hour and 10 minutes.

The route of a patrol mission varies from time to time due to wind and weather conditions.

Air patrols are usually made during the pre-dusk hours on weekends, holidays and periods of concentrated boating. A sharp eye is kept open for possible trouble before it occurs.

For patrol missions, helicopters are preferred over conventional Grumman Albatross aircraft because of their maneuverability and slow flying speed. They can also be operated with less crew.

The Traverse City air base presently maintains three Sikorsky HO4S—3G helicopters and three UF-2G Grumman Albatross aircrafts.

Seeing a Coast Guard aircraft in the air acts as a conscience for persons who might violate boating or water safety regulations, a Coast Guard official said.

The mission of the Coast Guard air base here is to provide search and rescue facilities for the Great Lakes area. They also work in close co-operation with local and national law enforcement agencies.

In the winter months, patrols check the safety of ice fishermen and survey ice flows in the Great Lakes that could become hazardous to navigation.

As the Coast Guardsmen glide over the waters of northern Michigan, they are greeted by waving fishermen, swimmers and boaters —the young and old alike.

"They expect us to wave back," one Coast Guardsman said. "It's like when we used to sit on the fence and wave at the engineer when the train went by. We felt bad if he didn't wave back."

RETIRES — Richard L. Sherman, telephone technician at the Traverse City Coast Guard Air Station, was retired at a general muster Wednesday afternoon. Sherman, right, served 20 years with the United States Coast Guard. On the left is Commander W. E. Chapline, station commandant. Sherman has been stationed at Traverse City for four and a half years. (Record-Eagle Photo)

Coast Guard, Mich, Mutual V-Ball Winners

Coast Guard and Michigan Mutual were winners in the second round of the local volley ball tournament now in progress at the Willow Hill gym.

Coast Guard had a stiff battle with Kiwanis before they finally posted a 12-15, 15-12, 15-13 win. The winners almost blew a 14-6 lead in the second game before evening the series at one each and forcing the match into a third and deciding set.

Michigan Mutual took a 15-8 beating from Traverse Bay Woolen in the first set of the nightcap, then rallied to win the next two sets to win the series.

Next Monday night, losers will take the floor. Rotary and Teachers will meet at 7:30, with Munson Employes and Dill's Restaurant clashing at 8:30. Losers will wrap up their schedule for the season.

V-Ball Schedule

Two all-important games are on tap this evening in the Willow Hill gym, where the volley ball tournament reaches the showdown stage.

At 7:30 p.m., Kiwanis and Traverse Bay Woolen clash with the winner moving into a final's berth on the losing side of the tourney. The loser will be through for the season.

At 8:30 p.m., two unbeatens, Michigan Mutual and last year's champion Coast Guard sextet clash. The winner will await the result of the loser's bracket games but the loser will have to come back and play the winner of the first game.

April-7th 1962

'Copter Rescues Ice Fisherman

A Traverse City Coast Guard air station helicopter Friday rescued a fisherman stranded on Burt lake in Cheboygan county when ice separated from the shore.

The helicopter was summoned after two companions of the stranded man, Robert E. Kline of Petoskey, reported to state police that they fell into the water as they tried to go ashore. The 'copter picked Kline up without difficulty and carried him to safety.

The rescue craft was manned by Lt. Cmdr. Jerry Decker, Lt. Cmdr. LaVine Hubert, and AD3 Norman Hoag, the air station said.

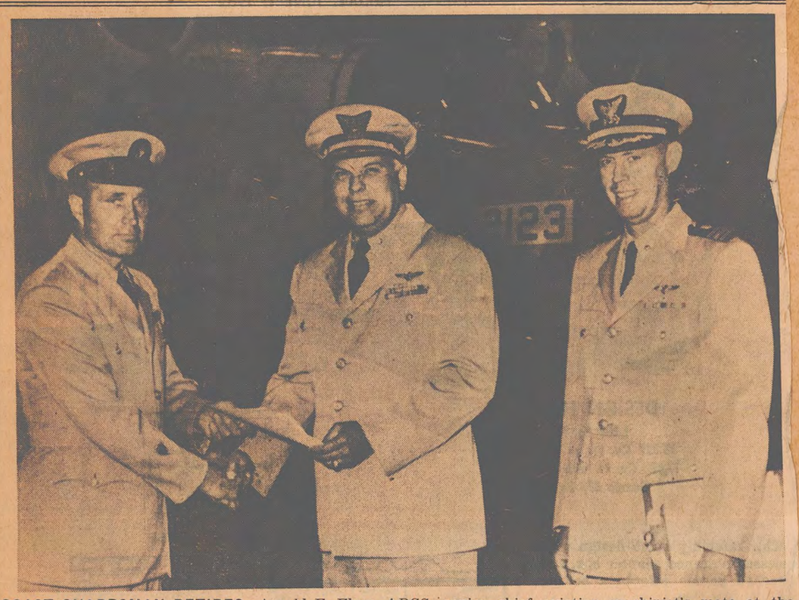
April - 25th 1962

Rotary Hears Talk On Coast Guard

Aspects of a career in the U.S. Coast Guard were described to Traverse City Rotary Clum members Tuesday by Cmdr. Warren Rast of Traverse City Coast Guard air station.

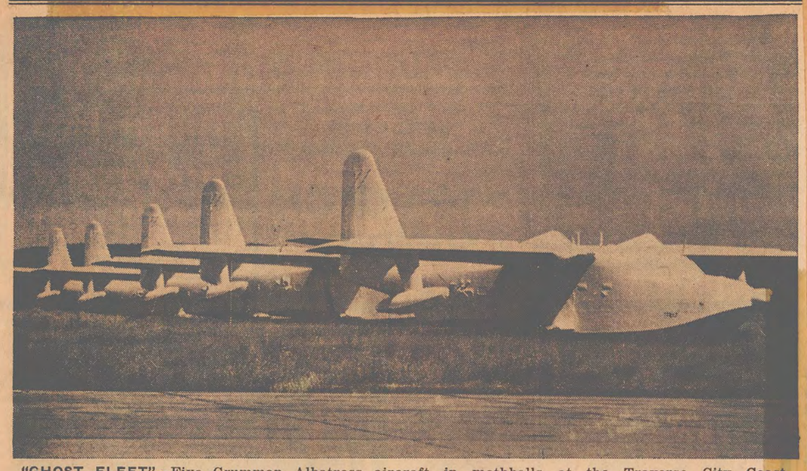
Cmdr. Rast was assisted in the presentation by AOC Herbert Hemingway of the air station staff during the regular Rotary luncheon meeting at Shield's. A. Kent Schafer was program chairman.

It was announced that the club meeting next Tuesday noon will be held at Traverse City state hospital in connection with observation of national Mental Healh Week.



COAST GUARDSMAN RETIRES—Arnold E. Elzer, ADCS, senior chief aviation machinist's mate at the U. S. Coast Guard Air Station here, was congratulated Thursday on his retirement from active duty after 21½ years of service. He will be placed on the retirement list as a Lt. (j.g.), and he plans to live in the Traverse City area. Shown here, center, is Cmdr. William E. Chapline, commander of the station, and to the right, Cmdr. Warren Rast, executive officer. (Record-Eagle Photo)

 18 July, 1962



"GHOST FLEET"—Five Grumman Albatross aircraft in mothballs at the Traverse City Coast Guard Air Station. (Record-Eagle Photo)

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Coast Guard Aircraft in Mothballs Here

A "ghost fleet" of seven UF-2G Grumman Albatross aircraft are being preserved and stored at the Traverse City Coast Guard Air Station.

The planes are in excess of present Coast Guard needs and were obtained through the Department of Defense in a swap with other branches of the armed forces.

They are being stored at the Traverse City Coast Guard installation because of the corrosion-free atmosphere and available storage space.

Five of the planes have already been sealed and tied down in a field east of the Coast Guard hangar. A sixth plane is in the final stages of preservation.

In the south end of the huge hanger, a seventh plane is undergoing preparation for treatment.

After the engines and external accessories are removed the entire surface of the plane will be washed down by hand. The large wheel-well openings are plugged with plywood and sealed with tape.

Smaller openings and cracks between stationary and moving parts on the wings and tail are covered with aluminum-impregnated cloth and cealed with tape.

Valuable radio, radar and navigation equipment as well as anything that would deteriorate over a period of time are removed from the interior of the plane before it is sealed up.

A two-by-four inch timber is placed atop the leading edge of the main wing on each side of the plane. Known as a "spoiler," the boards break the air flow around the wing of the stored aircraft, keeping it from becoming airborne during high winds.

The inside of the main and wingtip fuel tanks are sprayed with a protective film.

After all preliminary preparations, the plane is sprayed with an undercoat of Spraylat. This black rubber-based emulsion gives elasticity to the protective film, allowing it to be easily peeled off later.

Two coats of white coverlat, the final sealer, are then sprayed over the base coat.

A small opening on the underside allows the plane to "breathe," preventing its "skin" from buckling and preventing moisture from condensing on the inside.

A preservative is sprayed on the main and nose-wheel landing gear and the plane is then anchored in the storage field with 11 7,000-pound-pull tie-downs.

The engines and propellers are stored or rebuilt and sent where needed. The radio and radar equipment is also stored or sent to other Coast Guard installations.

The planes will remain in storage until Coast Guard headquarters orders them removed, a Coast Guard engineering officer said.

He estimated it takes about four weeks to put a plane in mothballs, and from six to eight weeks to get one back in flying condition. The actual time would depend on the availability of engines and radio equipment, he added.

RETIREMENT CEREMONY—A retirement ceremony and dress inspection were held at Traverse City Coast Guard Air Station Thursday in honor of Irineo A. Agruda, steward first class. Agruda originally enlisted in the Coast Guard at Seattle, Wash., in 1942 and has completed over 20 years' honorable service. Included in the years of service were nine years at the air station in Traverse City, where he plans to make his home at 878 Centre street. A personal retirement gift was presented to Agruda by the officers and men of the station. In the photograph, Agruda, center, receive congratulations from Cmdr. William E. Chapline, right, statio commanding officer. Also in the picture is Cmdr. Joseph M. Webe station executive officer. (Official Coast Guard Phot

Bowling Notes

TIMBER LANES

There were a total of 70 200 better games at Timber Lanes last week with Russ Lentner's 279 the high game. This puts Lentner in first place on the Honor Roll, replacing Ken Darrow who previously led with a 278. And Jack Gardner moved into a tie for fourth place on the roll with a 268. Just a few of the other high games last week include Tom Craig 254 and 240, Otto Kelenske and Mike Hurchick 244s, Jack Gardner 235, Bob Franke 237, Chet Shea 227, Richard Quimby 234, Bob Price 225, Art Kendell and Bill Ganger 222s, Richard Hoover 231, Paul Kishefski 226, Ernie Hill 224 and 225, Art Jones 226, Gordy Turnquist 233 and 222, Howard Leach 223, Tony Koteles 231, and Harris Schrotenboer 239.

High series was Jack Gardner's 687, also a new high on the Honor Roll. Russ Lentner had 670, Gordy Turnquist 669, Tony Koteles 653, John Fouch 621, Ernie Hill 631, to name just a few other highs.

Top team game was Timber Lanes' 1013 and 1004. Swenson Memorial had a 1002 with Timber Lanes also rolling 988, Frigid Foods 978 and Duffy's 969.

High team series belonged to Timber Lanes with 2932, a new high on the Honor Roll. They also had a 2818 and Shaffer's Men's Shop had 2801, Bluebird of Leland 2781, Swenson's 2737, Duffy's 2726 and Drewry's Beer (Honor) 2720.

High game among the women was a 225 by Lois Morrison but Arlene Cardwell had 223, Jeanne Knudsen 220, Minnie DesJardins 212 and Helen Jackimowicz 211 in other fine games.

Top series was Minnie DesJardins' 562. Helen Jackimowicz and Louise Tannehill each had and Alice Ashley rolled a 52

Best game was an actual Timber Lanes. Eastfield had 863 and Alpha Cr for other good game Lanes also had high tea

Storm Hampers Lake Search for Lost Pilot

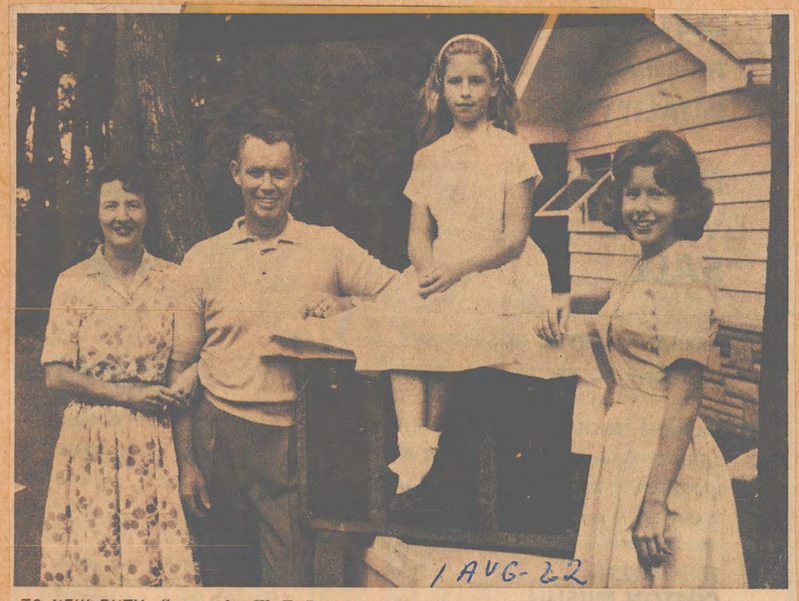
A blinding snowstorm and high waves hampered an air-water search of Lake Erie off Dunkirk, N. Y., yesterday for a Cleveland pilot of a missing light plane.

Coast Guard planes joined cutters in a widening search between Buffalo and Ashtabula, the Associated Press reported.

Thomas Dickinson, 32, who lived at Burke Lakefront Airport, radioed Tuesday night his engines' carburetors were icing a half-hour after leaving Buffalo for Cleveland. He was returning after flying two men to Buffalo.

Earlier it was believed another man was aboard the plane.

Dickinson is manager of Remmert-Werner, Inc., based at the lakefront airport. The plane was leased from the H. W. Hosford Co., 4600 E. 71st Street, Cuyahoga Heights.



TO NEW DUTY—Commander W. E. Rast, executive officer at the Traverse City Coast Guard Air Station for the past three years, left today for a new assignment at San Francisco. Commander Rast and his family arrived here three years ago Aug. 4 and the tour of duty at this station was the longest in his Coast Guard career. Movers arrived Tuesday afternoon to pack and load the household furnishings and the Rast family left today by automobile. In San Francisco, Commander Rast will assume the duties of search and rescue officer for the Twelfth Coast Guard District. This picture, posed amid trunks and packing boxes at their residence on East Shore drive, shows the Rast family. Left to right, they are Mrs. Rast, Commander Rast, Claudia, and Christine. (Record-Eagle Photo)

1 AUG-22

C. G. Plane Aids Rescue

Two men in a small boat buffeted by high winds were rescued from Lake Erie Wednesday afternoon after being spotted by a patrol plane from Traverse City Coast Guard air station.

Overdue since Tuesday afternoon on a trip from Erie to Presque Isle park, the two men were covered about seven miles off mal course attempting to ro safety against 30 mile-an- head-winds and choppy seas.

The Coast Guard said the horsepower motor on their 15- boat apparently had broken do

Lt. John Hancock was pilot, Robert Peterson co-pilot, of patrol plane from Traverse spotting the men during the search after being called to scene Wednesday.

Two Missing, Three Safe in Boating Mishap

CHARLEVOIX, MICH., Sept. 1 (UPI)— Two men were missing and presumed drowned today in northern Lake Michigan but three other members of the fishing party were found safe on Hog Island.

The Coast Guard said Floyd Potts Sr., about 65, Petoskey, took four Indianapolis men on a fishing excursion yesterday in his 26-foot cabin cruiser.

Potts and one of the passengers, John J. Ruckelshauf, 62, apparently drowned when a small skiff they were riding from Hog Island to the moored cruiser capsized about 5:30 p.m.

A third man in the skiff, Lindle Clark, 23, was able to swim back to the uninhabited island where he joined two companions, Ruckleshauf's son, William, 30, and Don Mossiman, 33.

They were unable to summon help, but Potts' wife notified the Coast Guard about 10:30 p.m. that the five men were missing. She said her husband, who operated his cruiser on a charter basis, had instructed her to call the Coast Guard if he ever failed to return from a trip by a pre-arranged time.

The Coast Guard sent out search boats from Charlevoix and nearby Beaver Island.

A plane from the Traverse City Coast Guard Station joined the search at dawn and spotted the three men on Hog Island a short time later.

They were picked up by a Coast Guard boat and told rescuers Potts anchored the cruiser nearly a mile off Hog Island and took them to the island in the skiff.

He left for the return trip to the cruiser with the elder Ruckelshauf and Clark was scheduled to come back to pick up Mossiman and the younger Ruckleshauf.

The skiff capsized about 500 yards offshore.

Promote T.C. Coa Guard Commande

Former Commander D Luzius, who has had com of the Traverse City Guard Station since Ju 1963, was promoted to c July 1.

Indications are that h remain in command he another year.

Capt. Luzius has been service for almost 25 yea er graduating from the Guard Academy in 1942, convoy duty during Worl II. In 1947, he graduate Pensacola Flight Trainin then served air units t. Petersburg, Florida; k, Alaska; Corpus Christi, as, where he was commander rt Angeles, Washington; au, Alaska; San Diego, Calif a; and then Traverse City.

7/8/64

BAY PATROL—Hovering low over Grand Traverse Bay, a helicopter from the Traverse City Coast Guard air station practices maneuvering during a simulated air-sea rescue. (Record-Eagle Photo)

Coast Guard Patrols Regional Waters

The United States Coast Guard air station at Traverse City conducts routine air patrols over the Grand Traverse bay region, looking after the safety of vacationers and residents.

On a patrol mission, East bay is checked north to Elk Rapids, and West bay is checked north to Suttons Bay. The 11-mile trip takes slightly more than 1 hour and 10 minutes.

The route of a patrol mission varies from time to time due to wind and weather conditions.

Air patrols are usually made during the pre-dusk hours on weekends, holidays and periods of concentrated boating. A sharp eye is kept open for possible trouble before it occurs.

For patrol missions, helicopters are preferred over conventional Grumman Albatross aircraft because of their maneuverability and slow flying speed. They can also be operated with less crew.

The Traverse City air station presently maintains three Sikorsky HH19 helicopters and three HU16E Grumman Albatross ai crafts.

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In the winter months, patrols check the safety of ice fishermen and survey ice flows in the Great Lakes that could become hazardous to navigation.

As the Coast Guardsmen glide over the waters of northern Michigan, they are greeted by waving fishermen, swimmers and boaters —the young and old alike.

"They expect us to wave back," one Coast Guardsman said. "It's like when we used to sit on the fence and wave at the engineer when the train went by. We felt bad if he didn't wave back.

T. C. Coast Guard Plane Spots Boat

A search plane from Traverse City Coast Guard air station yesterday spotted a 17-foot sailboat missing on Lake Erie since Tuesday with a Chagrin Falls, O. man aboard.

The plane was piloted by Lt. Cmdr. Jerry Decker and Lt. j.g. Henry Rayburn and had taken up the search for the missing man and boat at daybreak Thursday. Other craft from the Traverse City air station took part in the hunt on Wednesday, along with other aircraft and surface units.

The air station said the Traverse City plane discovered the sailboat in a swamped condition about two miles north of Fairport, O. breakwater, but that they saw no sign of the Ohio man.

8-23,27-22 BREEZE ALONG

7/2/64

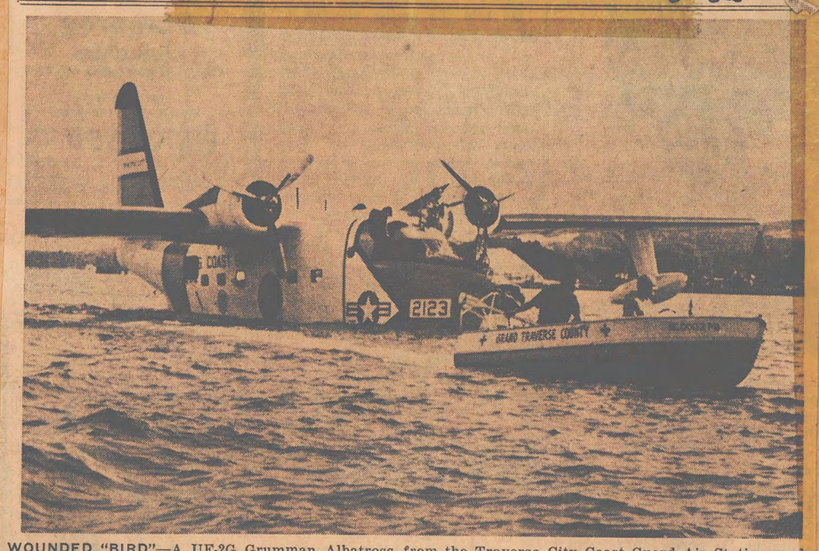
RECENT PROMOTION—Henry F. Jirik, Chief Hospital Corpsman, of the Coast Guard Air Station, Traverse City, was promoted to his present rank August 1. Chief Jirik, who resides at 1222 E. Eighth with his wife Margaret and three children, is shown here being congratulated by Cdr. J. L. Harrison, executive officer, after an initiation which included a hosing down by his fellow chiefs.

UNSCHEDULED LANDING—A helicopter on a routine training flight from the Traverse City Coast Guard Air Station made a precautionary landing two miles east of Acme Friday afternoon. The craft, flown by Commander Joseph Weber, developed an engine malfunction, and when a red warning light flashed on the instrument panel, Commander Weber landed immediately. The helicopter was grounded in a small field just east of Lautner road and a crew was sent from the local base to tow it back to the Coast Guard hanger. State police provided escort on the nine-mile route.

(Record-Eagle Photo)

10-5-62.

...LEASED WIRE SERVICE FOURTEEN PAGES 6-62



WOUNDED "BIRD"—A UF-2G Grumman Albatross from the Traverse City Coast Guard Air Station made a precautionary landing in West Bay at 3 p.m. Friday. The plane, piloted by Lt. John H. Hancock Jr., assisted by a co-pilot and four crewmen, experienced trouble with the left engine after taking off from Lake Charlevoix earlier. They were practicing water landings and take-offs. Towed to Elmwood township park by Grand Traverse county sheriff's department, the plane was pulled out of the water into a parking lot. A new engine is being installed today by Coast Guard personnel, and the plane will be flown back to the base.

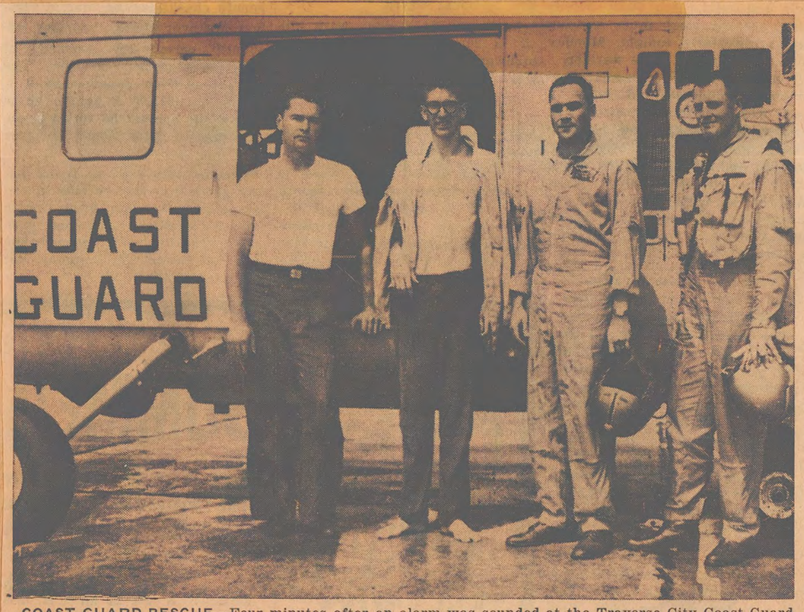
(Record-Eagle Photo)

RESCUE PETOSKEY MAN—Quick work in spotting and rescuing an 85-year-old Petoskey man, John Scott, who disappeared on an evening walk Wednesday night and who was found in a ravine late Thursday morning in an area south of Petoskey, was effected by this helicopter crew from the U. S. Coast Guard Air Station, Traverse City. The helicopter was dispatched from here at 11:18 a.m. and at 12:22 p.m. the pilot, Lt. (jg) Steve Csintyan (center) spotted the man in the center of a ravine, a quarter mile west of US-131 and south of Petoskey. A landing was made near the ravine and the co-pilot, Lt. (jg) Larry Kidd (left), telephoned for police and an ambulance, while crewman Aviation Mechanic 1st Class Alvin Wood (right) attended Scott until help arrived. Scott, suffering from severe exposure, was taken to Little Traverse hospital, Petoskey.

(Coast Guard Photo)

Using chemical fog, the fire fighting unit and crew from the United States coast guard air station assisted in bringing the fire at the Ginsburg Iron and Metal Company under control Monday. The fire fighters pulled within feet of the heart of the flames to pour the fog onto the burning tires and grease covered automotive parts.

(Record-Eagle Photo)



COAST GUARD RESCUE—Four minutes after an alarm was sounded at the Traverse City Coast Guard Air Station Friday afternoon, a helicopter was airborne and enroute to Elk Lake where a sailing craft had overturned, throwing Wally Weir, 19, of Flint, into the water. Ten minutes later the rescue had been completed and the crew was returning to base. Weir, sailing on Elk Lake, was caught in a sudden squall. Before he could reef his sails the wind swamped the craft. The rescued and rescuers are shown here after they returned to base. Left to right are AD/2 James Serbin, Weir, Lt. (jg) Steve Csintyan, and Lt. George Seaman.

(U. S. Coast Guard Photo)

AUG 4 1964

Coast Guard Anniversary

Officers and men of the Traverse City U.S. Coast Guard station observed the 174th anniversary of the Coast Guard with a picnic at the base today.

The local unit is staffed with about 100 men and 15 officers.

The Coast Guard has grown from a 10-boat fleet of revenue ships to a peacetime service complement of nearly 30,000 men. Alexander Hamilton's need for a revenue cutter service to enforce the new nation's custom laws was the reason for founding of the Coast Guard.

Still a part of the U. S. treasury department, the Coast Guard can be quickly integrated as a wartime part of the U. S. navy.

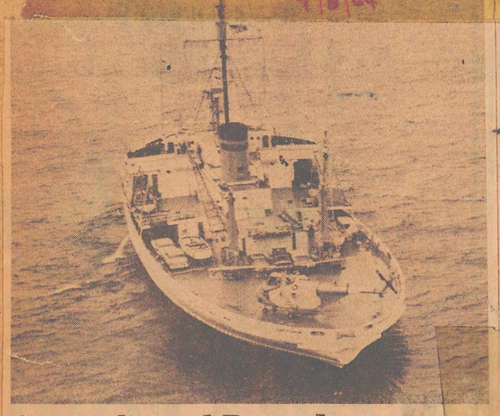
The Coast Guard operates ocean station vessels in the Atlantic and Pacific, and maintains a world-wide system of long range services for sea and air navigation.

The Coast Guard also conducts the oceangraphic program, merchant marine inspection and licensing, as well as numerous other duties.

NEW COAST GUARD UNIT COMMISSIONED—An aviation support unit was commissioned here Saturday at the United States Coast Guard Air Station. The unit, under the command of Lt. Commander Gary S. Morgan, has a complement of three officers and 24 enlisted men. Organized in 1961 with one officer and six men, the unit has been meeting monthly prior to being commissioned Sunday. Purpose of the new unit is to augment personnel and provide administrative and maintenance support to the local Coast Guard unit. Lt. (j.g.) Walter Johnson and Warrant Boatswain John Shewshuk, with Lt. Commander Morgan, complete the officer roster. This picture, made at the time of the commissioning, includes, left to right, Admiral George Miller, Ninth Coast Guard District commander; Captain E. G. Cardwell, director of reserves, Ninth District; Commander William Chapline, commander of the local station; and Lt. Commander Morgan.

(Record-Eagle Photo)

RECORD EAGLE TRAVERSE CITY 7/8/64



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"They expect us to wave back," one Coast Guardsman said. "It's like when we used to sit on the fence and wave at the engineer when the train went by. We felt bad if he didn't wave back."

TUESDAY
SDAY, JUNE 2, 1964

AIR STATION PICNIC—Youngsters prepare to hunt for pennies hidden in a pyramid of sawdust during a recent annual picnic for personnel and families at Traverse City Coast Guard Air Station. A station spokesman said nearly 500 persons attended the event.
(Coast Guard Photo)

TVC Record Eagle 7-8-64

Aircraft Will Salute Festival

Traverse City Coast Guard Air Station helicopters and a patrol plane will fly over Front street in Traverse City to herald the start of both the Juvenile Parade at 2:00 p.m. Thursday and the Grand Floral Parade at 2:00 p.m. Friday.

In announcing the air salute to the festival, the National Cherry Festival office said Michigan Governor George Romney had not yet indicated whether he will march at the head of the Grand Floral Parade as he did in 1962 and 1963.

SEPT 11 1964

Two Cruisers Are Rescued

RECORD EAGLE

MUSKEGON (UPI)—The U.S. Coast Guard and a carferry today rescued two cruisers feared lost in a heavy storm that pounded Lake Michigan during the night.

The Milwuakee Clipper Lines' auto transport "Highway 16" found the 40-foot cabin cruiser drifting helplessly in the lake off Milwaukee. It took the crippled ship in tow and headed for Milwaukee. Wisconsin authorities said all aboard were safe.

The 28-foot cabin cruiser Swissaire, with four aboard, was taken in tow by a Grand Haven Coast Guard station boat early today.

The Swissaire had been the object of a search by Coast Guard boats stationed in Milwaukee and Racine, Wis. In addition, the Coast Guard cutter Raritan, out of Milwaukee, joined in the search early today.

The Swissaire was spotted about a mile off shore near Port Sheldon this morning. Aboard was John Wuhrman of Racine, the owner.

The two boats left Thursday for Michigan ports but failed to arrive Thursday night.

Wuhrman was bound for Saugatuck. The 40-footer left Milwaukee bound for Muskegon, but developed engine trouble and turned back and then left again.

Coast Guard boats from South Haven, Holland, Grand Haven and Muskegon and a Coast Guard plane from Traverse City engaged in thhe search.

A Traverse City Coast Guard Air Station spokesman said a patrol plane joined in the search at 5:20 a.m. today and was expected to return to base later in the day.

Two Rescued After Boat Flips In Bay

JULY 20 1964

A Lansing resorter and his wife were tired but thankful today for having been rescued Monday evening after clinging for more than three hours to their capsized sailboat in West Grand Traverse Bay.

Spotted and rescued about 8:30 p.m. through the cooperative efforts of Grand Traverse sheriff's department, Traverse City Coast Guard air station, and Peninsula township civil defense workers were Mr. and Mrs. Frank McKowen, Lansing couple resorting near Omena.

The McKowens' 19-foot sailboat had turned completely upside down when a squall with winds in excess of 45 miles an hour swept across the bay about 5:30 p.m. Monday.

When spotted by an air station patrol plane guided to the scene through Peninsula civil defense workers, the McKowens and their boat were about two miles north of Old Mission point and were being carried toward Lake Michigan proper by strong southeast winds. The mast of the sailboat was facing downward and the McKowens were clinging to the upturned keel, officers said.

A sheriff's department marine patrol boat manned by Robert Anderson and Mike Kanitz picked up the McKowens and the sailboat later was righted and towed to safety, the department said. The air station amphibian dropped flares to guide the marine patrol boat to the distressed craft.

Concentration of the search was complicated by the need to aid several other sailboats struck and overturned by the sudden high winds, officers said. All occupants were carried to safety, the sheriff's department said. In addition, a search was made for another boat reported in apparent trouble and feared to have overturned off Old Mission peninsula but later found to have reached land safely.

The sheriff's department marine patrol boat did not complete securing operations until about 2:00 a.m. today, the department said.

SEPT 11, 1964

Rescue Two Cruisers from Lake Michigan

MANISTEE NEWS ADVOCATE

MUSKEGON —(UPI)— Two cruisers, one bearing a man who had been adrift for 3½ days, were rescued from Lake Michigan this morning.

John Wuhrman, Racine, Wis., aboard the 28-foot cruiser Swissaire, was taken in tow by a Grand Haven Coast Guard vessel about a mile offshore between Grand Haven and Holland.

A 40-foot cruiser with several persons aboard was taken in tow by the Milwaukee Clipper Lines' auto transport "Highway 16" headed for Milwaukee. All aboard were reported to b safe.

Wuhrman said his boat dev oped a gas leak Monday nig between Racine and Saugatuc He said he fired about 15 flares with no result.

WURHMAN SAID he had only two candy bars and some bouil lon cubes to eat while awaitin rescue. He said he was unabl to make repairs because 15 20 gallons of gasoline had drai ed into the bilge.

The Swissaire had been t object of a search by Coa Guard boats stationed in M waukee and Racine, Wis. In ad dition, the Coast Guard cutter Raritan, out of Milwaukee, join ed in the search early today.

Michigan-based Coast Guard boats from South Haven, Holland, Grand Haven and Muskegon also engaged in the search as did a Coast Guard plane from Traverse City.

The 40-foot cruiser had left Milwaukee earlier Thursday bound for Muskegon.

STATE OF MICHIGAN

MICHIGAN LEGISLATURE

House Concurrent Resolution No. 33

Offered by Representatives Copeland, Gillis, Traxler, Knabusch, Van Til, Petri, Baird, Hellman, Snyder, Romano and Thorne

A CONCURRENT RESOLUTION OF TRIBUTE TO MICHIGAN'S HELICOPTER PILOTS AND OTHERS FOR THEIR AIR RESCUE MISSIONS.

WHEREAS, Human distress, especially that suffered from natural forces in man's eternal conflict, evokes almost universal empathy, and the gallant, self-sacrificing response of men who pit themselves unremittingly against bitter elements of nature in rescue attempts, frequently engaging in death-struggles, arouses the warmest sympathies of mankind; and

WHEREAS, One such outstanding group of rescue missionaries who routinely hazard their lives is the Michigan helicopter and rescue pilots, who give instant response to distress calls, searching wildernesses and frigid Great Lakes waters, without reward, in their dedication to service to those in dire need; and

WHEREAS, Cited particularly are the helicopter and rescue pilots, both reserve and active duty, for the United States Army, the Michigan National Guard, the United States Air Force, the United States Navy, and the United States Coast Guard in Michigan, and pilots of the Civil Air Patrol and unidentified private citizens in their own aircraft; now therefore be it

RESOLVED BY THE HOUSE OF REPRESENTATIVES (the Senate concurring), That the Michigan Legislature, for themselves and for the people of Michigan, by these presents offer their highest official tribute to and esteem for the helicopter and search pilots who have participated in air rescue missions; and be it further

RESOLVED, That copies of this resolution be transmitted to the 305th Air Rescue Squadron, Selfridge Air Force Base, K. I. Sawyer Air Force Base, Kincheloe Air Force Base, Wurtsmith Air Force Base, Grosse Ile Naval Air Station, Traverse City Coast Guard Air Station, 28th Air Defense Artillery Group, Michigan Air National Guard, Michigan National Guard, 46th Army Aviation Battalion, Grand Ledge, and the Michigan Wing, Civil Air Patrol, in token of the enduring gratitude and esteem of the State of Michigan for these, her noblest citizens.

Adopted by the House April 20, 1964.

Adopted by the Senate May 1, 1964.

Beryl L. Kenyon
Secretary of the Senate.

Norman E. Phillips
Clerk of the House of Representatives.

1

2

FRIDAY, APRIL 30, 1965

EIVE WINGS—Airman wings were presented to four members of the United States Coast d at the local air station Thursday morning at a commanding officer's inspection. The s are presented following completion of an intensive course in aircraft and aircraft res- The awards were presented by Commander James Harrison, executive officer. Left to in this picture are Commander Harrison, AD1 Harold Tipton, AD3 Keith McManus, AM 3 Donald Pickett. (R-E photo by Jim Phillips)

COAST GUARDSMAN RETIRES—A retirement ceremony for William P. Hackett, Chief Parachute Rigger, was held yesterday at the Coast Guard Air Station in Traverse City. He completed 22 years of Coast Guard Service. Chief Hackett was responsible for the care and maintenance of parachutes, Mae Wests and flight clothing. He reported aboard the Air Station in the spring of 1963. (Coast Guard Photo)

MILITARY OPEN HOUSES PLANNED—The photograph of a Traverse City Coast Guard Air Station rescue exercise dramatizes operations of area military bases such as will be shown to visitors at public open house Armed Forces Day celebrations at the air station and at Empire Air Force Station on Saturday. The Coast Guard open house will be from 10 a.m. until 4 p.m. at the base and will feature displays of aircraft and equipment and a helicopter training demonstration at 2 p.m. Empire AFS will conduct guided tours of radar base installations from 1-4 p.m., with flyovers of aircraft expected during the period.

12 MAY 1965

DAILY AVERAGE PAID CIRCULATION
6 Months Ending March 31, 1965
13,756
ABC Pub. Statement
"As filed with the Audit Bureau of Circulations. Subject to Audit."

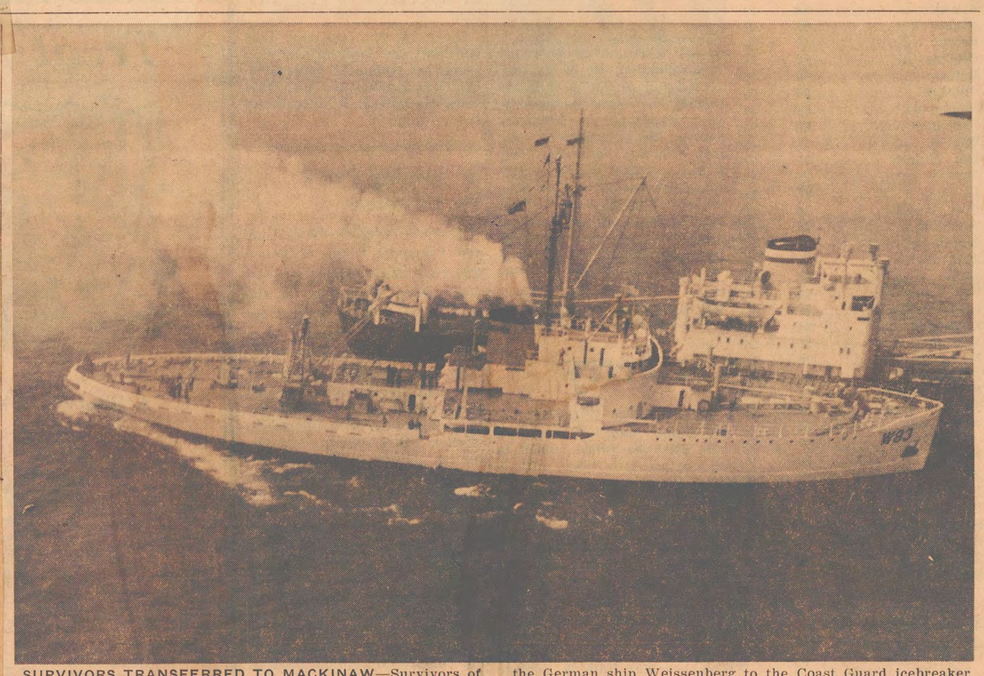
TRAVERSE CITY RECORD-EAGLE

NORTHERN MICHIGAN'S GREATEST DAILY

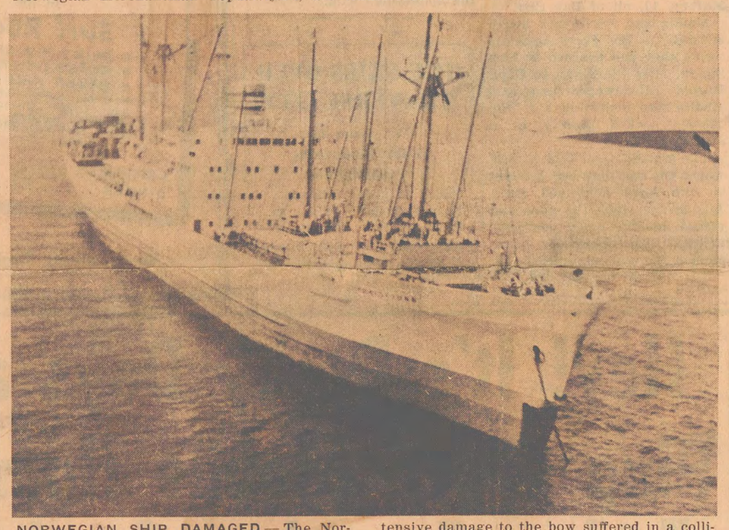
THE WEATHER
Showers, Humid
Detailed Information, Page 2
"'Tis a Privilege to Live in Michigan"

UPI FULL LEASED WIRE SERVICE | EIGHTEEN PAGES | TRAVERSE CITY, MICHIGAN — SATURDAY, MAY 8, 1965 | SIXTY-NINTH YEAR—22982 | PRICE TEN CENTS

Search for 7 Missing in Ship Sinking



SURVIVORS TRANSFERRED TO MACKINAW—Survivors of the Great Lakes freighter Cedarville, which sank two miles east of the Straits of Mackinac Friday after collision with the Norwegian merchantman Topdalsfjord, are transferred from the German ship Weissenberg to the Coast Guard icebreaker Mackinaw (foreground). In all, 25 survivors and three bodies were picked up. Seven men are missing.
(Coast Guard Photo)



NORWEGIAN SHIP DAMAGED — The Norwegian merchantman Topdalsfjord shows extensive damage to the bow suffered in a collision with the freighter Cedarville.
(Coast Guard Photo)

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Tragedy Strikes Rogers City Again

ROGERS CITY (UPI)—When the limestone carrier Cedarville sank in the Straits of Mackinac Friday, a city's heart sank with it.

This was the second time in less than seven years that the ordeal of waiting had come to Rogers City.

In November, 1958, it ended in almost total disaster.

Thirty-three men died then when the limestone carrier Carl D. Bradley broke up and sank in a Lake Michigan storm. Only two men were saved. Most of the crewmen were from Rogers City.

Friday, the families of the 35 crewmen of the Cedarville were plunged into the dreadful anxiety of waiting for news. Nearly all the Cedarville crewmen were from Rogers City, too. Three men were killed and seven others are presumed dead.

The tragedy was felt twice over by two sisters, one of them who lost her husband in the Bradley disaster and the other whose husband died Friday.

The sisters, Cecelia and Elizabeth Roznowski, married wheelsmen.

Cecelia's husband, Joseph Krawczak, 35, died seven years ago in the Bradley sinking.

Friday, Elizabeth was told her husband, Stanley Haske, 36, was among the victims of the Cedarville collision.

Mrs. Haske, the mother of five, had been cleaning house when the Rev. Fr. Adalbert Narloch, pastor of St. Ignatius Church, broke the bad news.

Harry Durecki, 42, limestone loader and the husband of another Roznowski girl, identified the body of Haske.

ST. IGNACE (UPI) — Here is a list of the dead, missing and injured from the limestone freighter Cedarville which collided with a Norwegian freighter and sank in the Straits of Mackinac Friday:

Dead:

Stanley Haske, 36, Rogers City, wheelsman.

Edward Jungman, 49, Frederick, Mich., deck watchman.

Reinhold F. Radtke, Rogers City, third assistant engineer.

Missing, all from Rogers City:

Charles H. Cook, third mate.

William Asam, wheelsman.

Arthur J. Fuhrman, deck watchman.

F. Donald Lamp, chief engineer.

Hugh Wingo, oiler.

Eugene F. Jones, stokerman.

Wilburt W. Bredow, steward.

Injured and treated at Cheboygan:

Angus E. Domke, Rogers City, watchman.

Ivan Trafelet, Millersburg, watchman.

Harry H. Bey, Rogers City, second assistant engineer.

William J. Friedhoff, Rogers City, oiler.

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25 Rescued, 3 Dead in Collision

MACKINAW CITY, Mich., (UPI) — Helicopters, a flotilla of small boats and scores of friends and relatives of seven seamen missing from the sunken freighter Cedarville combed the beaches and the chill waters of the Straits of Mackinac today on the slim chance some of the men survived the ordeal.

A physician at the scene of the sinking said it was "doubtful" that anyone could survive in the 40-degree waters through the night.

Three crewmen on the Cedarville were killed when the limestone carrier collided with the Norwegian merchantman Topdalsfjord in the "crossroads of the Great Lakes" shortly before 10 a.m. yesterday. Twenty-five crewmen survived, but four of them were hospitalized.

The bodies of the missing men were presumed to be trapped in the ship, which sank in 21 minutes in 104 feet of water. Divers went down to look for the bodies.

The search was discontinued when night fell and fog again rolled across the vast expanse of water that links Lake Michigan and Lake Huron, but the Coast Guard cutters Mackinaw, Sundew and Naugatuck were out at the first crack of dawn and the search of the mainland beaches and the shoreline around nearby Bois Blanc Island began at the same time.

The possibility that any of the missing men managed to cling to liferafts and float ashore was also dimmed by a severe thunderstorm that raked the Straits for almost two hours during the night.

The Coast Guard began an investigation of the disaster which happened in fog so heavy that crewmen on the Cedarville did not see the Topdalsfjord until moments before it struck.

Most of the crewmen were thrown into the water when the Cedarville rolled over on her side and sank. They were rescued by a passing German freighter, the Weissenburg.

The survivors, four of them suffering minor injuries, were treated by a doctor who was aboard the Weissenburg. They were transferred to the Mackinaw and brought to a hospital at Cheboygan.

Capt. Robert Waldron of Coast Guard district headquarters in Cleveland said a board of inquiry was already underway into the sinking. Waldron said the Cedarville "must have really taken a wallop to go down that fast."

The Topdalsfjord suffered considerable damage to her bow, but she was able to proceed under her own power to port. The Norwegian vessel was headed for Port Arthur, Ont., on Lake Superior and was expected to arrive at Sault Ste. Marie today. Members of the marine board of inquiry planned to question the officers and crew when it arrived.

Recover Body from Ship

12 MAY 1965

SAULT STE. MARIE (UPI) The body of F. Donald Lamp, chief engineer aboard the sunken limestone carrier Cedarville, was recovered today from the hull of the ship.

Recovery of Lamp's body brought the known dead in last Friday's collision in the fog-shrouded Straits of Mackinac to six. Four others are missing and presumed dead inside the ship, now resting on the bottom about 100 feet down.

The Cedarville went down when she collided with the Norwegian merchant ship Topdalsfjord.

Twenty-five survivors were picked up by a German ship. Two bodies were recovered immediately. Another was found by divers inside the ship on Monday and two more on Tuesday.

A Coast Guard inquiry into the cause of the collision was held here the past three days. It moved to St. Ignace today.

All except one of the crewmen on the Cedarville were from Rogers City. The ship is owned by U. S. Steel Corp.

SURVIVORS GO ASHORE—Survivors of the sunken freighter Cedarville leave the Coast Guard icebreaker Mackinaw at Mackinaw City following their rescue from the icy waters of the Straits. They were given dry clothing by the Coast Guard. Some of the men were shoeless.
(UPI Telephoto)

Coast Guard Air Patrols Check G.T. Region Waters

The United States Coast Guard Air Station at Traverse City conducts routine air patrols over the Grand Traverse bay region, looking after the safety of vacationers and residents.

On a patrol mission, East bay is checked north to Elk Rapids, and West bay, is checked north to Suttons Bay. The 11-mile trip takes slightly more than 1 hour and 10 minutes.

The route of patrol mission varies from time to time due to wind and weather conditions.

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West Michigan resort areas will present nearly 150 special events for visitors during the spring, summer and fall this year.

MAN IN A CAGE—A water rescue by helicopter is staged at a water safety program off Ontario Park Beach by Coast Guard. At top, man who escaped in raft from sinking boat sets off smoke flare as distress signal. At bottom, he is riding up in a "rescue cage" lowered to the raft from hovering helicopter.

'Copter Rescue on the Lake

With the weatherman and the U.S. Coast Guard cooperating, a sea to air rescue highlighted an afternoon of safe boating demonstrations off Ontario Park Beach yesterday.

A Coast Guard helicopter was flown in from Traverse Point, Mich., to conclude the program sponsored by the Rochester-Monroe County Committee for National Safe Boating Week.

A crowd of more than 10,000 watched as the helicopter swept in from the west and dropped a flare in its first pass over a man floating on a raft near the shore.

The "chopper" then flew a wide arc and stopped directly above where the man had dived into the water for the rescue. As the crowd cheered, the helicopter dropped an iron cage as it hovered above the simulated crash victim.

The man managed to climb into the cage and was hoisted aboard the aircraft.

The helicopter, which had arrived at the Rochester-Monroe County Airport Saturday, landed in a field near the beach after the demonstration and remained there for public inspection for several hours.

Police estimated that there was a crowd of "close to 10,000" on the beach for the afternoon demonstrations by the Coast Guard and area groups including Rochester and Braddocks Bay yacht clubs, Red Cross, Rochester Power Squadron, Rochester Police Bureau scuba divers, and the Aqua Sno Skiers.

More than 100 boats, filled with spectators watching the safe boating program, collected near the beach.

Among the other demonstrations was the igniting and extinguishing of a fire aboard a discarded dinghy. The Coast Guard started the fire with a delayed time fuse and Rochester Harbor Fireboat No. 1 came from the mouth of the Genesee River to put it out.

Other demonstrations of water safety techniques included: underwater recovery, emergency survival, men overboard, distress flares, and overloading and other illegal practices.

The Aqua Sno Skiers showed their water and kite skiing, soaring almost 50 feet into the air behind a high-speed boat.

Safe Boating Week is proclaimed every year by the President. This year President Johnson set aside July 4 to July 10 for national attention to safe boating procedures.

The program here started with a boat parade down the Genesee River by more than 70 pleasure craft. The parade was led by boats from the Coast Guard and the Monroe County water patrol.

CHARLEVOIX COURIER Wednesday, July 28, 1965, Page 8

PROVIDING excitement Saturday afternoon was this air-sea rescue enacted by members of the Coast Guard Air Station at Traverse City. The 'copter lowered a basket to a swimmer in Round Lake, then raised him into the belly of the hovering aircraft. The rotors stirred up sizeable waves on the lake.

RECORD-EAGLE, TRAVERSE CITY, MICHIGAN

WEDNESDAY, JULY 28, 1965

Seven Saved From Sinking Cabin Cruiser

Five Traverse City residents and a Muskegon couple were rescued from their foundering 46-foot cabin cruiser Tuesday evening in Lake Michigan off Fisherman's Island nine miles south of Charlevoix.

Taken safely from the stricken cruiser by a 30-foot Coast Guard vessel from Charlevoix despite rough seas were: Mrs. Peter G. Batsakis and her son, John, 12, of 1505 S. Orchard, Traverse City; Mr. and Mrs. Aaron J. Springstead and their son Richard, 10, of 1233 Anderson, Traverse City; and Mr. and Mrs. Nicholas George of Muskegon, owners of the craft, the Jacoba.

The Jacoba struck an unidentified object in a rocky area off Fisherman's Island while enroute to Charlevoix from Traverse City. After the occupants were removed, a 44-foot Coast Guard vessel attempted to tow the Jacoba to Charlevoix, but beached the cruiser in shallow water about 3 miles south of Charlevoix when it started to sink.

It was reported that a gash 12-20 feet long was torn in the hull of the Jacoba when it struck the unidentified obstacle.

Mrs. Batsakis said today that the Jacoba had checked by radio with Charlevoix about 5 p.m. and had expected to arrive an hour or so later. Then the vessel "shuddered and water started coming in fast."

A radio call for assistance was sent out, Mrs. Batsakis said, and the first Coast Guard vessel arrived quickly. It was during rescue operations that the wind increased to some 25 miles an hour and the water became rough, the Traverse City woman said.

Aircraft from Traverse City Coast Guard Air Station were sent to the scene and the cutter Sundew also took part in rescue operations.

Mrs. Batsakis said the Jacoba carried a dinghy, but with the seas picking up it was thought best to stay with the larger vessel as long as possible.

(Continued on Page 5)

SEVEN SAVED . . .

(Continued From Page 1)

"About five minutes more, though, and we would have been among the floating debris," she said.

The rescue vessel was able to reach the Jacoba with extra speed, the Coast Guard said, because it was returning to base from another call on the lake.

Mr. George said he would go to the beaching site today to determine what can be salvaged from the double cabin Chris Craft he and his wife have owned for several years. The Georges and Springsteads were formerly neighbors in Muskegon, the Jacoba owner said.

DETROIT FREE PRESS
2-A Wednesday, July 28, '65

Coast Guard Saves Seven From Yacht

CHARLEVOIX — Seven were saved late Tuesday from the stormy waters of Grand Traverse Bay by fast-moving Coast Guard rescue units.

Three patrol boats from Charlevoix, one from Beaver Island and a helicopter from the Traverse City Coast Guard Air Station converged on the motor yacht Jacoba, a 46-foot cruiser in distress in the upper reaches of Grand Traverse Bay.

Within an hour of the first distress call, the Coast Guard had taken five adults and two children aboard the 30-foot patrol craft and headed back to Charlevoix station.

* * *

THE JACOBA is owned by Mr. and Mrs. Nicholas George, of Muskegon. Passengers included Mr. and Mrs. Arron Springstead and their son, Richard, 10, and Mrs. Peter Batsakis and her son, John, 12, of Traverse City. A l are reported safe at Charlevoix.

The Jacoba was taken in tow by the Coast Guard but sank at 6:37 p.m. as it was being towed toward Charlevoix. The owner reported something had struck the craft but he was unable to give further details.

The party had left Traverse City at 2:30 p.. with Charlevoix ast heir destination. The boat was found by the Coast Guard about a mile off Fisherman's Island, south of Charlevoix.

RECORD-EAGLE, TRAVERSE CITY, MICHIGAN

WEDNESDAY, JULY 28, 1965

Ship Search Called Off

ALPENA (UPI)— A routine "blowdown" operation and radio interference from northern lights combined to send Coast Guard vessels and planes searching for a non-existent burning freighter in Lake Huron late Tuesday night.

After an all-night search for a freighter which had been reported burning near Thunder Bay Island, the Coast Guard discovered the source of the confusion.

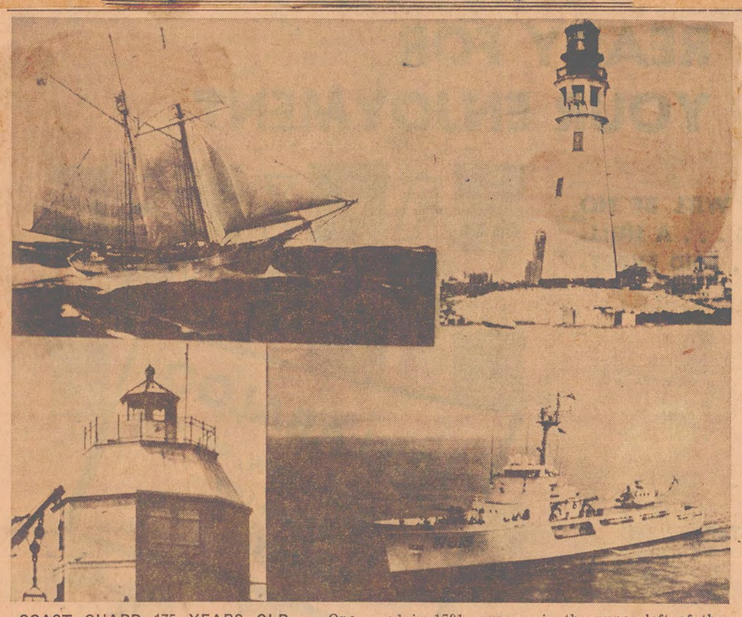
The Coast Guard plane which reported sighting "something on fire" on the lake actually sighted steam and sparks coming from the engine room ventilators of the freighter Philip Minch in what is known as a "blowdown" operation, officials said.

To complicate matters, t plane was unable to contact ship because the northern li or Aurora Borealis, had dis ed radio transmission. C Guardsmen said the interfere prevented completion of t plane crew's report, setting off the futile all-night search.

Two other vessels, the freighter Charles M. White and the John D. Cowle, told the Coast Guard they had received trouble calls from a ship in the area.

Officers aboard the Philip Minch reported no trouble of any kind.

TRAVERSE CITY, MICHIGAN — WEDNESDAY, AUGUST 4, 1965



COAST GUARD 175 YEARS OLD — One hundred and seventy-five years of service and progress are highlighted in the photographs as the United States Coast Guard observes its century and three-quarters birthday today. In the upper right hand portion of the picture is Buffalo lighthouse, built in 1833 and still in service. In the lower left of the photo is the world's first atomic-powered lighthouse, placed in service last year on Chesapeake Bay near Baltimore, featuring an isotopic-powered generator and expected to supply a continuous flow of electricity for the next 10 years. The original Coast Guard cutter, the 50-foot-long Massachusetts, launched in 1791, appears in the upper left of the picture, in sharp contrast to the Reliance, lower right, first of 29 medium endurance 210-foot cutters expected to join the Coast Guard fleet in the next decade. Just last week the fifth of the class, the Active, was launched at Sturgeon Bay, Wis., and five of the craft are to be constructed at Lorain, O. The HH-52A turbine-propelled amphibious helicopter on the deck of the Reliance is a type to be assigned to the Detroit air station when it opens later this year. Traverse City Coast Guard Air Station also is scheduled to receive the advanced-type aircraft at a later date.
(U. S. Coast Guard Photo)

☆ ☆ ☆

Air Station Here Joins in Anniversary Celebration

Traverse City Coast Guard Air Station today joined in the observance of the U.S. Coast Guard's 175th birthday anniversary.

An informal open house was scheduled for the early part of the day at the Traverse City station, with an annual outing for personnel and families planned for this afternoon.

A station spokesman pointed out that although the air arm is a relative newcomer to the Coast Guard the Traverse City unit is now 20 years old, having taken over U.S. Navy training facilities here in 1945.

More than 100 enlisted men and 18 officers currently man the station which provides service for most of the Great Lakes region and over the years has taken part in a number of air-sea search and rescue operations. The spokesman said 60 calls for assistance have been answered so far in 1965 alone, with thousands of hours of flight recorded by the unit's helicopters and patrol planes.

In addition to the air arm, the Coast Guard maintains a number of surface stations on the Great Lakes, including one at Frankfort. Boats from the Frankfort station have joined in many rescues on Lake Michigan throughout the station's long history.

Familiar to Grand Traverse region people are the Coast Guard ships such as the ice-breaker Mackinaw and the fleet of cutters which also have been prominent in many rescue operations over the years.

The Ninth Coast Guard District headquarters at Cleveland, O. said improved aircraft, 29 medium endurance cutters, and 36 high endurance 378 foot cutters are expected to be put into service in the next decade, with some of the new additions stationed on the Great Lakes.

RECORD-EAGLE, TRAVERSE CITY, MICHIGAN
SATURDAY, AUGUST 7, 1965

Search Lake for Vessel

A Coast Guard sea and search for a boat reported missing and in distress in Lake Michigan continued today.

Two vessels, the tugboat John G. and the tanker Polaris, Friday relayed what they claimed were May-Day calls from a vessel called the Kenmar, to the Coast Guard.

However, they were unable to determine the location of the craft.

Coast Guard officials here said they were operating under the premise there was a boat in distress despite frequent bogus reports of similar situations.

A routine blowdown operation and radio interference from the Northern Lights last week combined to send Coast Guard vessels and planes searching for a non-existent burning freighter in Lake Huron.

A search for the Kenmar turned up another vessel in Lake Michigan, the Barnacle Bill, which was having engine trouble. The Coast Guard said the vessel, which was about 11 miles off the Kenosha, Wis., shore, could not have sent out the May-Day calls because it had no radio.

Mrs. Kenneth W. Marnett said this morning that there is no connection between the name of the vessel reported missing and the Marnetts' Kenmar Co. in Traverse City.

Traverse City Coast Guard Air Station said late this morning that registry and ownership of any craft named Kenmar still were being sought.

TRAVERSE CITY, MICHIGAN — SATURDAY, AUGUST 7, 1965

RECEIVES PROMOTION — Chief Aviation Machinist Mate William A. Clubb (left) was sworn in by Cmdr. R. W. Lenter, acting commander of the Traverse City Coast Guard Air Station, in ceremones Friday upon the promotion of Chief Clubb to the rank of warrant officer. Warrant Officer Clubb will probably be transferred to the New York Air Station in the near future.
(Coast Guard Photo)

RECORD-EAGLE, TRAVERSE CITY, MICHIGAN MONDAY, AUGUST 2, 1965

RETIRES — Cmdr. James L. Harrison, left, presents a service certificate to Robert C. Buckner, right, retiring Sunday after 20 years of active military service in the U. S. Navy and U. S. Coast Guard. Buckner completed his service as a storekeeper first class at Traverse City Coast Guard air station, where the picture was taken. He joined the U. S. Navy in 1943, then in 1948 enlisted in the U. S. Coast Guard and served at Honolulu, Hawaii, Buffalo, N. Y., and Detroit, before being assigned to Traverse City in 1957. An air station spokesman said Buckner, a native of Seaside, Ore., plans to make Duluth, Minn., his retirement home. The coast guardman received a clock and barometer at a dinner in his honor at the air station Friday evening.
(U. S. Coast Guard Photo)

TRAVERSE CITY, MICHIGAN — FRIDAY, AUGUST 6, 1965

HONORS COAST GUARD—Cmdr. J. L. Harrison (left) of Traverse City Coast Guard Air Station and Edward Perkett, Traverse City postmaster, study a postal card commemorating the 175th birthday anniversary of the U. S. Coast Guard being observed this week throughout the nation. The issue of 4-cent postal cards is now on sale at the Traverse City post office. Central theme of the stamp on the card is the ensign of the USCG, with a background of blue with white lettering. The background of the ensign is white, with red stripes, and the Great Seal of the United States and the seal of the Coast Guard are in blue and red.
(R-E Photo by Al Barnes)

THE WHITE HOUSE

WASHINGTON

IN HONOR OF THE 175th ANNIVERSARY OF THE UNITED STATES COAST GUARD

One hundred and seventy-five years ago, shortly after the United States was born, a new Service came into being — the United States Coast Guard — then known as the Revenue Marine. Its first task was to assist the Customs Bureau in suppressing widespread smuggling. That small revenue fleet has now grown until the Coast Guard today not only embraces the entire spectrum of maritime safety but also serves as part of our Armed Forces. The Coast Guard has served with distinction in every major war in which our nation has been engaged, and today in the distant waters off the Republic of Viet Nam, Coast Guard units are helping a brave people in the defense of their freedom.

Always the Coast Guard has fulfilled with diligence and distinction its primary mission of assuring safety at sea without regard to nationality, race or political ideology. Its outstretched hand is always ready to help any ship or person in peril on the sea. To all who travel on or over the seas, the Coast Guard has come to symbolize the generous, helpful spirit of the American people.

On behalf of a grateful and appreciative nation, I congratulate the United States Coast Guard on this its one hundred and seventy-fifth anniversary for such splendid past service to country and to humanity. I extend my warmest best wishes to all who serve in the Coast Guard for continued success in those important and demanding tasks in which you serve America and the world.

Lyndon B. Johnson

DAILY AVERAGE PAID CIRCULATION
ABC Audited
12 Months Ending
March 31, 1965
14,001

TRAVERSE CITY RECORD-EAGLE

NORTHERN MICHIGAN'S GREATEST DAILY

THE WEATHER
Cloudy, Cooler
Detailed Information, Page 2
"'Tis a Privilege to Live in Michigan"

UPI FULL LEASED WIRE SERVICE | SIXTEEN PAGES | TRAVERSE CITY, MICHIGAN — TUESDAY, AUGUST 17, 1965 | SIXTY-NINTH YEAR—23066 | PRICE TEN CENTS

JETLINER CRASHES IN LAKE MICHIGAN

Clarence Sayen
Plane victim

Jet Crash Clouded by Mystery

From AP and UPI

CHICAGO — Three stewardesses barely out of their teens... a 20-year-old college junior. . . a man who dedicated much of his life to air safety.

These were some of the persons aboard the United Air Lines Boeing 727 jet liner which plummeted into Lake Michigan Monday night with 24 passengers and a crew of six. None survived.

The plane was the first Boeing 727 to crash since the three-jet model was put on the market.

* * *

"CLANCY" SAYEN had spent nearly half of his 46 years in the aviation industry. He had been a pilot for Braniff International Airways, logging more than one million miles before he became president of the Air Line Pilots Association in 1951.

Sayen, whose given name was Clarence, left the association in 1962 to enter private business and moved from the Chicago area to Seattle, Wash. He was on the flight.

So was thirteen - year - old Sanford Horwitz, of Great Neck, Long Island, N.Y. He "just loved to fly" and received the plane trip to relatives in the Chicago area as a grade school graduation present.

The stewardesses were Jeneal

Turn to Page 2A, Column 5

Mystery Shrouds Lake Jet Crash

• Continued from Page One •

Beaver, 20, of Long Beach, Calif.; Sandra Fuhrer, 20, of Long Island, N.Y.; and Phyllis M. Rickert, 22, of Chicago. Miss Fuhrer and Miss Rickert shared an apartment in Mount Prospect, Ill., a few miles from O'Hare International Airport, the plane's destination.

The chill waters of Lake Michigan Tuesday slowly yielded seven bodies and burnt debris.

Government investigators, including FBI experts, sought to determine why the plane plunged into the lake off Chicago's suburban North Shore, minutes away from a scheduled landing at O'Hare on a flight from New York.

* * *

INVESTIGATORS said they were not ruling out any possibility, including sabotage by bombing, and FBI agents checked to determine if anyone aboard had purchased an unusually large amount of insurance.

The Civil Aeronautics Board (CAB) clamped tight security around the bodies and the fragments of plane fished from the lake by nearly a score of Coast Guard, Navy and private craft manned by an estimated 700 searchers.

Coast Guard Cmdr. Gerald Applegate said "evidence indicates there was an explosion" and burnt upholstery and luggage was among the debris picked out of the water. Applegate said, however, that he didn't know whether the explosion occurred before or after the plane hit the water.

The bodies were found as much as five miles apart in an oil-slicked area 17 to 20 miles off suburban Lake Bluff and the Great Lakes Naval Training Center. The area is about 50 miles northeast of the Chicago Loop.

The three - jet aircraft was cruising over the lake at 6,000 feet, awaiting landing instructions, when it went off the radar screen. Control tower personnel said the last word of the pilot, Melville W. Towle, 42, of Wyckoff, N.J., was "Roger," indicating he understood his orders to proceed for a landing.

Investigators said there appeared to be no possibility that another aircraft was involved.

The jet was the second commercial plane to crash into Lake Michigan. In 1950, a Northwest Orient Airlines DC4, bound from New York to Minneapolis, encountered a severe storm and fell into the lake with 58 persons aboard. None survived.

Seek Clues in Jetliner Lake Plunge

CHICAGO (UPI) — Government investigators blocked off a patch of Lake Michigan today in their search for clues in the mystery of a jet airliner which carried 30 persons to their deaths.

A fifth victim of Monday night's crash into the lake waters was identified. He was the plane's captain, Melville W. Towle, 42, of Wyckoff, N. J. Only six bodies and the portion of a seventh have been recovered.

Coast Guard Capt. Gerald Applegate said searchers believe they have the crash pinpointed, in water 200 feet deep 18 to 20 miles offshore from North Chicago.

Murky weather delayed the start of the navy's aerial search today. Applegate said investigators hoped to have two helicopters and a plane over the waters. There were no immediate plans to send down divers.

The Coast Guard yesterday retrieved tons of twisted debris from the United Air Lines Flight 389, a giant Boeing 727 jet which dropped off radar scopes and disappeared into the lake in a ball of orange flame minutes before it was to land on a New York-to-Chicago flight.

Fear All 30 Aboard Perished

CHICAGO (UPI) — Coast Guardsmen today pulled bodies and burnt debris from storm-tossed Lake Michigan hours after a jet airliner with 30 persons aboard disappeared in a ball of flame.

A "fireball" over the lake was reported by dozens of persons on the beaches along the Chicago area's north shore section at the time O'Hare airport lost radar contact with the plane, United Airlines Flight 389 from New York.

"The chances that anybody could have survived are dim," said Coast Guard Cmdr. Gerald Applegate.

In New York FBI agents were reported to be checking the passenger list to determine if there were any uncommonly large insurance purchases.

"Evidence indicates there was an explosion," Applegate said.

The debris and the bodies were found in the general area the airliner, a Boeing 727, was reported when it vanished from the radar screen a few minutes before its scheduled 10:50 p.m., EDT, landing.

Coast Guard cutters picked up five bodies and sighted a sixth. Some of the bodies were as much as five miles apart. A temporary morgue was set up in the Great Lakes Naval Training Center.

Applegate said the Coast Guard cutter Woodbine had taken aboard "loads and loads of debris."

The Woodbine, about nine hours after the plane disappeared, picked up a five-foot section of fiberglas believed to be part of the airliner's interior. Also picked out of the water were pieces of burnt upholstery and luggage.

The first bodies to be picked up were sighted by a helicopter 25 miles due east of Highland Park, a suburb 10 miles from Chicago's northern city limits.

Pleasure boats joined Coast Guard and Navy craft in speeding to the area shortly after the fireball was sighted last night. The weather was calm and skies were partially clear at the time the airliner disappeared but by dawn a storm had blown up and the lake was choppy.

The three-jet aircraft was cruising at 6,000 feet, awaiting landing instructions from the O'Hare tower when it went off the screen. The last word of the pilot, Melville W. Towle, 42, Wyckoff, N.J., was "Roger," indicating he understood his orders to proceed for a landing.

Investigators said there would be no immediate statement as to probable cause of the disaster. However, they said there seemed to be no possibility of another aircraft being involved. The investigators said any speculation about a bomb being aboard would have to wait examination of the wreckage.

The airliner was less than one-third filled.

SATURDAY, SEPTEMBER 4, 1965

RECORD-EAGLE, TRAVERSE CITY, MICHIGAN

Air Station Sets Record

Traverse City Coast Guard Air Station planes and fliers were in the air 406 hours during August, an all-time record for a single month in the 20-year history of the unit, the air station said today.

Aircraft from the unit responsible for patrol and search and rescue work over much of the Great Lakes region flew 22 aerial search missions totaling 208.7 hours during August, and logged 73.3 training flight hours and 124.2 hours on patrol and other work. Planes from Traverse City monitored hydroplane races on the Detroit river, carried out many hours of oil pollution surveillance over the Great Lakes, answered a score of boat distress calls and mercy appeals, and also took part in the search for a commercial airliner which crashed in Lake Michigan near Chicago, Ill.

An air station spokesman said two of the station's fliers came very close to reaching the maximum number of flight hours (80) allowed by the Coast Guard for any single month and that many station personnel were on the base almost constantly during portions of the month. One officer was able to get to his home in Traverse City for only nine hours during one week-long period of flight activity.

During August the station's three helicopters were in the air 120 hours, with the trio of fixed-wing patrol planes logging 286 hours, the spokesman said.

DETROIT FREE PRESS Saturday, Aug. 28, '65

Coast Guard Units Hunt Fisherman

CHARLEVOIS — (UPI) — Charlevoix Coast Guard units sent four patrol boats and a helicopter from Traverse City Friday to search for a man believed drowned after renting a 15-foot outboard motorboat from Ward's Boat Livery.

The boat was found Friday morning at North Point two miles north of the harbor with fishing gear and a man's hat inside. It had been rented from Ward's Wednesday night. Coast Guardsmen said the boat appeared to have drifted ashore.

Meanwhile, a car was found parked near the shore and registard to Richar Mayer, about 40, of 501 Sunset Blvd., Toledo, Ohio.

Authorities sai dMayer owns a restaurant at Boyne City which was burned out by fire in June and is being remodeled.

RECORD-EAGLE, TRAVERSE CITY, MICHIGAN

THURSDAY, AUGUST 26, 1965

CG Plane Finds Boat And Body

A Traverse City Coast Guard Air Station patrol plane searching western Lake Erie Wednesday for a boat reported missing found another boat overturned in the lake with a body tied to the craft.

The air station said the boat and body were discovered about five miles north of Monroe as the patrol plane hunted for the other craft, reported missing since leaving the Toledo area Sunday afternoon with one person aboard.

Monroe county sheriff's department said a second person was believed to have been on the small boat to which the body was found tied, but other details were not immediately available.

The Coast Guard plane stayed overnight at Grosse Ile Naval Air Station and resumed the hunt for the missing Toledo area boat this morning in an area from Lake St. Clair northeast of Detroit to Cleveland, O.

TRAVERSE CITY, MICHIGAN — TUESDAY, AUGUST 24, 1965

Coast Guard Mercy Flight

An injured 15-year old was being treated at Mun Medical Center today after ing rushed to Traverse from Beaver Island in I Michigan by a Traverse Coast Guard Air Station copter Monday evening.

The mercy flight from erse City to the island off levoix was made after an s-land physician reported that the boy, identified as Robert Gillespie, had sustained an apparent hip fract re and was in shock.

Accompanied by a fixed-wing patrol plane, the air station helicopter picked up the injured boy and brought him to Traverse City airport, landing at 7:24 p.m. Robert then wa taken by ambulance to the medical center.

Details about how the inj was sustained were not imm ately available.

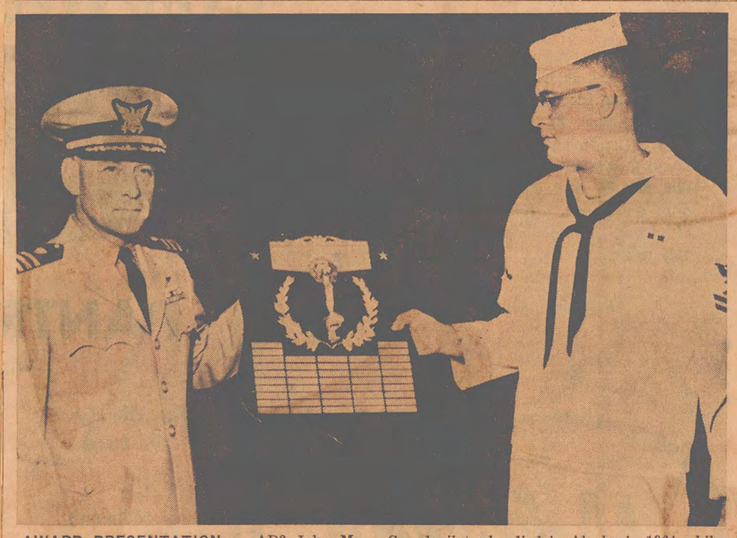
TUESDAY, SEPTEMBER 14, 1965

CG Station Wins Award

Traverse City Coast Guard Air Station received a Minute Man Award Monday for having 90 per cent or more of its personnel subscribing to a U.S. savings bond program during the past three months.

The Traverse City station actually had 99 per cent participation in the program during the period, a spokesman said, and the recognition award, a framed certificate, was presented to station Cmdr. James L. Harrison by Capt. C. E. Meree, chief engineer of the Ninth Coast Guard District in Cleveland, O.

TRAVERSE CITY, MICHIGAN — TUESDAY, SEPTEMBER 14, 1965



AWARD PRESENTATION — AD2 John M. Poggione (right) receives the Lt. Robert A. Perchard Memorial Trophy from Cmdr. James L. Harrison, after Poggione's selection as the outstanding aircrewman at Traverse City Coast Guard Air Station. The 25-year-old airman is a native of Ishpeming and has served in the U. S. Coast Guard for seven years. The Perchard Trophy award was established in memory of Lt. Robert A. Perchard, Coast Guard pilot who died in Alaska in 1964 while on a rescue mission. The perpetual trophy is to carry the name of each recipient, selected semi-annually, and each winner is to be awarded a special certificate and have the selection noted in his service record. Poggione received the honor formally in ceremonies Monday afternoon at the air station.

(R-E Photo by Jim Phillips)

RESCUE DEMONSTRATION—An imaginary fisherman was saved from the waters of West Grand Traverse Bay Tuesday in a rescue demonstration under conditions which have been real many times on the bay in recent years. The demonstration by Grand Traverse, Antrim, and Leelanau sheriffs' marine patrol units and Traverse City Coast Guard Air Station and Coast Guard Auxiliary was staged for the benefit of delegates to the 42nd annual Michigan Sheriffs' Association convention at the Park Place Motor Inn. The picture was taken as rescue units converged on the area in which the imaginary angler was "discovered" adrift after his 14-foot boat developed engine trouble. A new type of amphibious helicopter from the air station took part in the demonstration.

Lost woma... hospitalized

By KAREN WILSON
Record-Eagle staff writer

TRAVERSE CITY — A 76-year-old Indiana woman who was lost for 24 hours in an Antrim County woods was recovering from exposure and in fair condition at Munson Medical Center this morning.

Hazel Wolfinger of Nappanee, Ind. was located lying face down among some logs about 1 p.m. Tuesday, more than 24 hours after she was reported missing by her family who were mushroom hunting in the area.

The elderly woman was found by Sherry Puroll of Bellaire. Puroll was assisting the Antrim County Sheriff's Department mounted patrol. Wolfinger was airlifted to Munson by the U.S. Coast Guard from Traverse City.

Wolfinger had gone to rural Chestonia Township on Monday with her two brothers and a sister-in-law from Luther to look for mushrooms. Wolfinger stayed in the car while the others searched for morrels but when they returned to the car, she was gone.

Wolfinger apparently left the c... for some exercise and fell betw... some logs about three-quarters ... mile southwest of where the ca... been parked.

The search f... the wom... began Monday ... ernoon ... resumed Tues...

GRAND HAVEN DAILY TRIBUNE

Serving Grand Haven, Spring Lake, Ferrysburg, Fruitport and North Ottawa County — "Where Three Waters Meet"

Vol. 81, No. 93 — GRAND HAVEN, MICHIGAN, WEDNESDAY, OCTOBER 27, 1965 — 16 PAGES — Price, Ten Cents

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TRAVERSE CITY RECORD-EAGLE

NORTHERN MICHIGAN'S GREATEST DAILY

TWO SECTIONS—28 PAGES — TRAVERSE CITY, MICHIGAN — TUESDAY, MARCH 1, 1966 — SIXTY-NINTH YEAR—23230

State Sheriff Convention in Third Day

Michigan Sheriffs' Association's four-day 42nd annual convention was into its third day at the Park Place Motor Inn in Traverse City today, with more than 50 of the state's 83 sheriffs and many other law enforcement officials attending.

State Representative Edward Michalski and State Senator Stanley Novak were scheduled to speak today on liquor law enforcement and Gus Harrison and Robert Russell of the Michigan Department of Corrections are to address the association on Wednesday.

The board of directors for the next year is to be named at a session on Wednesday, with indications that the entire present board will be reelected, an association spokesman said. Grand Traverse County Sheriff Richard P. Weiler is a member of the board. Genesee County Sheriff Thomas E. Bell is current president of the association.

A marine display at the motor inn was to be featured today and a law enforcement display is planned for Wednesday from 9 a.m. until 5 p.m., with the public invited to view the exhibit.

In addition to business sessions, today's convention schedule included a rescue demonstration on West Grand Traverse Bay, with Grand Traverse, Antrim, and Leelanau sheriff's departments, Traverse City Coast Guard Air Station, and the Coast Guard Auxiliary cooperating.

Theme of the 42nd annual convention of the association is inter-agency cooperation and continued improvement of sheriff's departments. State Senator Stanley Rozycki and D. Hale Brake, association attorney and former state treasurer, also are to be featured on convention programs.

RETIREMENT CEREMONY— Cmdr. James Harrison (left) presents citations to CBT James McNamara (center) and AMM1c Leonard Stasinski (right), retiring after a total of some 45 years' U. S. military service. The retirement ceremonies took place Monday at Traverse City Coast Guard Air Station. McNamara was a member of the Coast Guard for 20 years, attaining the highest rating possible for an enlisted man and with service in the Korean war zone a part of his record. Stasinski enlisted in the Coast Guard in 1949 after service in the U. S. Navy in World War II, seeing duty as a combat air crewman and winning the Air Medal and commendation and a Purple Heart. Also cited at Monday's ceremonies were: P1c Leonard Gerhardt, receiving the Pritchard Memorial Award as outstanding airman of the past six months; CBT Steve Kropilak, AM Glendon G. Ross, and AM Bobbie Gardner, commendations for their role as firefighters at the recent Mavety Oil Co. blaze in Traverse City; and AD3 Charles E. Phelps, AD3 Larry Boarts, and AT2 George P. Dodds, for qualifying as air search and rescue crewmen. (R-E Photo by Jim Phillips)

Dentist on the Move

Lt. Cmdr. Norman R. Fred, left, checks teeth of Seaman Ricke Kuehne, assisted by Dental Technician John E. Flanagan at the Coast Guard mobile dental office.

By CLARENCE POEL

A traveling dentist has hit Grand Haven.

He came 10 days ago to see a steady stream of patients. No one paid him.

On one day he saw nearly 50 persons — all men.

A FEW more days and his dental clinic will again hit the road. He rolls up some 8,000 miles a year, between Cleveland and Duluth.

Lt. Cmdr. Norman R. Fred of Traverse City Air Station is both a Coast Guard officer and public health service dental surgeon. He has a mobile dental clinic that serves Coastguardmen and their dependents.

HE'S been filling teeth for the Coast Guard for 2½ years and likes the variety of town-to-town operations. However, he readily agrees that Coastguardmen look much alike whether it be Grand Haven or Kankakee. They don't have too much choice in uniforms.

DT2 John E. Flanagan of Buffalo, N.Y. is his dental technician assistant. They have been together for nine months.

Their mobile clinic is kept shining and is equipped with the best in dental gear. In Grand Haven, their base of operations has been Escanaba Park — hardly more than a couple of good jumps away from the Woodbine gangplank.

Usually he makes once-a-year stops at all Coast Guard installations in the Ninth District.

He averages 10 to 12 patients a day.

Yacht Freed

CHARLEVOIX (UPI) — The Coast Guard reported Wednesday the 50-foot-long yacht "Rowinco" has been freed from the Simmons Reef in Lake Michigan where it had run aground hours earlier.

The cutter "Sundew" freed the yacht and was towing it to Charlevoix.

The three persons aboard the yacht were reported safe.

HUMID
Partly Cloudy
High 80-84; Low 62-66
Map and Details on Page C-3
HOURLY TEMPERATURES
11 a.m. 65 | 3 p.m. 78 | 7 p.m. 72
12 noon 70 | 4 p.m. 80 | 8 p.m. 70
1 p.m. 73 | 5 p.m. 80 | 9 p.m. 70
2 p.m. 75 | 6 p.m. 77 | 10 p.m. 70

Detroit Free Press

Vol. 135—No. 3 | On Guard for 134 Years | Saturday, May 8, 1965

STATE EDITION
★
State News On Page 7C

Ten Cents

2 DEAD, 8 MISSING AS SHIP SINKS IN MACKINAC STRAITS

★ ★ ★ ★ ★ ★

A Town Waits and Weeps

BY WILLIAM V. SUDOMIER
Free Press Staff Writer

ROGERS CITY — This town spent its second cruelest day Friday.

The first was Nov. 18, 1958, when the Carl D. Bradley was ripped apart by the ferocity of a wintry storm on Lake Michigan.

The second was May 7, 1965, when the Cedarville was torn open by a foreign ship in the silence of a spring fog in the Straits of Mackinac.

The cruelty, now as then, was the waiting, the waiting, the waiting.

* * *

THE WAITING affected different people in different ways in this town that is the home of the proud long ships that carry the limestone that helps forge a nation of steel.

But the people of Rogers City are not steel. They are flesh, and flesh is soft.

Harry Brege is 38 years old and is program manager of radio station WHAK — "the Voice of the North." On the radio, he uses Edmunds as his last name because he is afraid people will have trouble with Brege (pronounced Bray-gey).

Harry worked hard all day Friday on Radio Hill, which is on M-68 about seven miles from Rogers City. So did his disc jockey. So did his two secretaries.

* * *

WITH THE Presque Isle County Advance having published its weekly edition, Brege faced a tremendous responsibility. He had to keep a sick-with-worry town informed. He did his best.

"We've been chasing around like crazy," he said.

But there wasn't much news. Brege turned up with a list of the crewmen for his 4 p.m. broadcast, but not much else.

There were rumors, but no one knew for sure who was dead or who was injured.

"The sad part of this is that the families don't know," Brege said.

"It seems beyond tragedy that this has happened twice here in seven years. It's an incredible average for one shipping line."

Then Brege said he had to get away.

And WHAK sounded in the back of the Brooks Hotel dining room as the 4 p.m. coffee club met.

WHAK had news of the 35 men aboard the Cedarville:

Turn to Page 7A, Column 1

AP Photo

Rescued crew members of the sunken Cedarville come ashore at Mackinaw

Vessels Crash In Thick Fog

Norwegian Freighter, Limestone Carrier Hit

BY JOHN MUELLER AND JAMES TRELOAR
Free Press Staff Writers

The Great Lakes limestone carrier Cedarville collided with a Norwegian merchant vessel and sank in the fog-shrouded Straits of Mackinac Friday. Two men were killed. Eight others were missing and presumed dead. All were from the Cedarville.

Twenty-five of the Cedarville's 35-man crew were rescued from the frigid water about two miles east of the Mackinac Bridge which connects Michigan's Upper and Lower Peninsulas.

The dead are:

Stanley Haske, of Rogers City, wheelsman.
Edmund H. Jungman, of Frederick, deck watchman.

Listed as missing and presumed dead were:

Charles H. Cook, third mate.
William B. Asam, wheelsman.
Arthur J. Fuhrman, deck watchman.
F. Donald Lamp, chief engineer.
Reinhold F. Radtke, third assistant engineer.
Hugh Wingo, oiler.
Eugene F. Jones, stokerman.
Wilbert W. Bredow, stewart.

All eight reportedly lived in Rogers City.

Dr. Nicholas Lentini, chief of surgery at Cheboygan Hospital, said all were "undoubtedly dead."

"No one could survive the cold this long," he said.

Injured and admitted to Cheboygan Community Memorial Hospital were:

Angus E. Domke, Rogers City, watchman.
Ivan Trafelet, Millersburg, watchman.
Harry H. Bey, Rogers City, second assistant engineer.
William J. Friedhoff, Rogers City, oiler.

All from Cedarville

All the victims were from the crew of the 588-foot Cedarville, which sank within 21 minutes after colliding with the 420-foot Topdalsfjord, of Oslo.

Survivors said the Cedarville was hit "toward the bow" and took on water fast through a gaping hole in her hull.

The Cedarville, of the U.S. Steel Corp.'s Bradley Transportation Co. fleet, was loaded with limestone and was en route from Calcite, Mich., to Gary, Ind.

(Calcite is just south of Rogers City along the Lake Huron shoreline.)

The Topdalsfjord was headed for Port Arthur, Ont., for a load of grain.

E. C. Dagwell, of Mackinaw City, a former marine radio operator, said radio reports indicated the Norwegian vessel struck the Cedarville, which sank in about 100 feet of water.

Dagwell said the last word from the laker was: "The Cedarville is sinking."

Failed to Beach

He said the ship's captain, Martin E. Joppich, tried to beach the ship but was unsuccessful.

The Norwegian vessel was reported heading for port

Turn to Page 7A, Column 2

2 Die, 8 Missing In Ship Sinking

• Continued from Page One •

for repairs. There was no immediate word on the extent of damage.

A Coast Guardsman said some of the missing men may have been trapped inside the shattered hull of the Cedarville.

Area residents said visibility when the ships crashed at 9:50 a.m. was less than 50 feet.

James G. Lietzow, 18, of Rogers City, a repairman helper who has been sailing less than two weeks, said:

"I was in the engine room when the jolt came. It wasn't bad, but I knew right away we had collided with something.

"I ran up on deck and the captain told us to get our life preservers on. We got the life boats ready to go and stood by, while the captain had her on full ahead, trying to beach her, trying to reach shore.

"She tilted a little but we stood by. Then, all of a sudden, she started going over. She turned right over. I tried to get into a life boat but missed and fell into the water."

Lietzow said he swam to a raft about 50 yards away and was rescued. He said "Everyone was hollering for help."

"But I thought we did pretty well," he said. "There was no panic."

Picked Up Quickly

Some of the Cedarville's survivors were picked up by the Topdalsfjord before she headed for port.

Others were picked up by the passing German vessel Weissenburg. A doctor aboard the Weissenburg cared for the injured.

Michigan State Police launched small rescue boats and asked private boat owners in the area to help in the search for survivors.

The Coast Guard icebreaker Mackinaw and cutters Sundew and Mesquite were sent to the scene, as were two smaller Coast Guard boats from nearby Mackinac Island.

Helicopters and planes from the Coast Guard station at Traverse City also were sent.

The Coast Guard said the search for survivors would continue until nightfall, but that the temperature of the water made it unlikely anyone could survive long.

Capt. Robert Waldron, a Coast Guard official in Cleveland, said a Board of Inquiry started an investigation immediately after word of the disaster was received.

Waldron said the Cedarville "must have really taken a wallop to go down that fast."

Originally the Harvey

The Cedarville, built in 1927 in River Rouge, was a sister ship of the Carl D. Bradley, which sank during a storm in Lake Michigan in 1958 with a loss of 33 lives.

The 8,575-ton Cedarville was known as the A. F. Harvey until 1957. Its name was changed when it was converted to a self-unloader. It operated out of Cedarville.

Watchers on shore heard the shouts of crewmen. Area residents were alerted to the disaster by the sound of foghorns from the stricken ships.

First word of the disaster was a "May Day" distress call from the Cedarville's captain.

Rescue operations were hampered by dense fog and 25-mile-an-hour winds.

In another shipping accident in the heavy fog, the J. E. Upson, a 504-foot freighter, smashed into the lighthouse station on Grey's Reef in northern Lake Michigan.

No one was injured but the ship, owned by Wilson Marine Transit Co. of Cleveland, chipped concrete from the lighthouse base and crushed several handrails.

The ship took on water through a ruptured bow stem, but managed to make its way to Mackinaw City.

The Upson was northbound for a Canadian port Thursday in heavy fog which cut visibility to zero in the Grey's Reef Station Area, about 30 miles north of Charlevoix. A Coast Guard officer said the station's light, fog signal and radio beacon were operating at the time of the collision.

Sister Ship of Cedarville Sank in '58; 33 Perished

The loss of the Cedarville Friday in the Straits of Mackinac recalled the Nov. 19, 1958, sinking of the freighter Carl D. Bradley, which sank with a loss of 33 lives.

The Bradley, a 623-foot, 14,800-ton, 31-year-old self-unloader, was a sister ship of the Cedarville in the U. S. Steel Co.'s Bradley Transportation Line.

* * *

SHE WAS heading through storm-tossed waters in northern Lake Michigan, bound for her home port of Rogers City. Winds of up to 65 miles an hour had lashed the lake into mountainous peaks.

With no warning, the giant ship split in two and started to sink. There was time for only a brief radio call for aid before the electric power went out.

The Bradley angled sharply, rolled over and plunged to the bottom.

Crewmen were pitched into the 46-degree water. Many drowned almost immediately. Others clung to life rafts or bits of floating wreckage.

Only two of the 35 men aboard survived.

* * *

A COAST GUARD inquiry failed to pinpoint a cause of the sinking, but it was presumed that "an undetected structural weakness or defect" had been aggravated by the storm.

Relatives of the dead crewmen — most of them from Rogers City — sued and U. S. Steel paid $1,250,000 in settlements.

How 2 Men Fought to Escape Sea

• Continued from Page One •

a railing on the sinking Cedarville.

Erickson, a father of two, said the Norwegian vessel "came out of the fog and hit us on the port (left) side."

"It didn't hit too hard," Erickson said. "I hardly felt the jolt and most of the damage was below the water line.

"Right after the collision I could see we were going to sink and I jumped into the water with my life jacket on. About five minutes I crawled onto a raft."

Erickson said there were five or six other men already on the raft and two or three more crawled on after he did.

"Everybody had their life jackets on and a German freighter (the Weissenburg) picked us up about a half hour later," he said.

* * *

ROSMYS, a bachelor, said he was sleeping on an upper deck when he was awakened by an alarm bell. He said he ran to the right side of the ship just as it flooped on its left side.

He said he crawled up one of the arms thatheld the ship's lifeboats and stepped into a boat.

"I saw (Edmund H.) Jungman (one of the two men known dead) in the water after I got into the lifeboat," Rosmys said. "I reached over and picked him out of the water. He was already dead or very near to it.

"I'm incredibly lucky."

Stunned Town Waits And Weeps

• Continued from Page One •

"All but one are from Rogers City, Mich."

* * *

KARL VOGELHEIM, 54, is the mayor. He puffed his pipe and sipped his black coffee in the Brooks, surrounded by other members of the coffee club.

"The town was all wrapped up in this musical comedy we're putting on at the high school and this is the last night," Vogelheim said.

"They're not going to call it off; there wouldn't be much use."

No, he said, answering a question. "There isn't anybody who feels the Bradley ships are jinxed. This is a thing that could have happened on the highway outside of town in a fog like that. You could get yourself six or eight killed that way, easy."

* * *

CAROL ERICKSON, 22, is blond and she's a mother of two—Kevin, 3, and Tammy, 1. She lives in a bungalow that is gray with brown shutters and stands in budding birches on Birch St. in the Pinewood Section of Rogers City.

She cried Friday.

Her reddened eyes behind her glasses were pained. She was one of the many who didn't know.

Her husband, Dave, 23, is —or was—a porter on the Cedarville for $450 a month.

Carol was dressed in a white blouse and green pants so she could sprint after Kevin if need be. Kevin was playing in the sand outside. His red racing car was down to one wheel.

* * *

DAVE WAS home Thursday night from 9 p.m. to 1 a.m. The Cedarville left at 3 a.m. Friday and he had to get out to the port of Calcite, where they load the limestone.

Carol heard about the collision at 10 a.m. Friday and then she sat down and wept —and waited, and wept, and waited.

And the tiny transistor radio on the kitchen table kept saying: "All but one are from Rogers City, Michigan."

How 2 Scrambled To Escape the Sea

BY JAMES TRELOAR
Free Press Staff Writer

CHEBOYGAN — "Nothing about this bothered me."

That was how Anthony W. Rosmys, 47, a veteran of 19 years as a Great Lakes seaman, described his reaction to the sinking of the freighter Cedarville Friday in the Straits of Mackinac.

The Cedarville collided with the Topdalsfjord, a Norwegian merchantman, in dense fog. Three of the Cedarville's 35 crewmen died in the crash and seven others were reported missing.

"I didn't get excited but I lost everything I had aboard ship," Rosmys said.

* * *

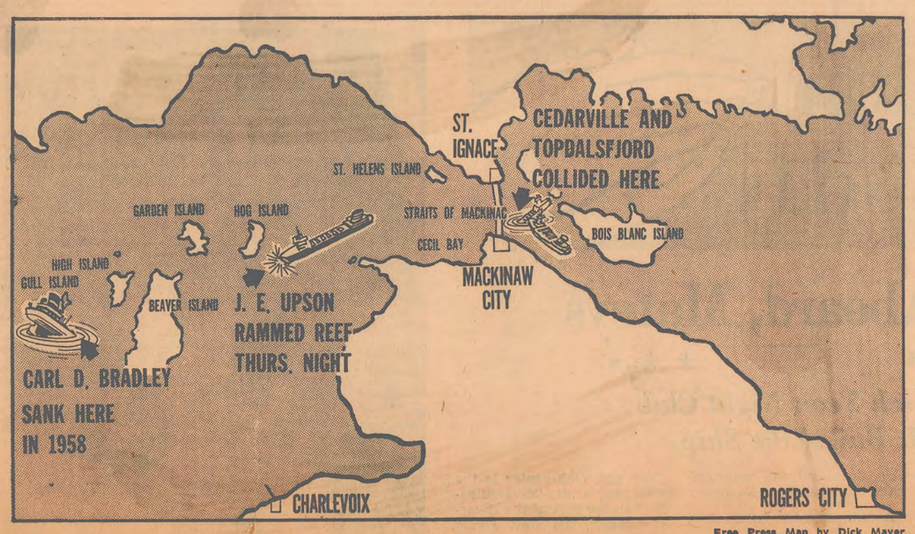
ANOTHER Cedarville crewman, David M. Erickson, 24, of Rogers City, a porter, said the crew "was pretty excited but not panicky."

Rosmys and Erickson, who has been a Great Lakes sailor since his graduation from high school six years ago, were among the survivors taken to Community Memorial Hospital with injuries.

Erickson said he was not hurt, but Rosmys suffered a bruised right elbow and face when he was knocked against

Turn to Page 7A, Column 4

0 8 MAY 1965



Free Press Map by Dick Mayer

The Nor rn Michigan area, pinpointing where the ships collided

CHANGE OF COMMAND—Captain Donald H. Luzius (left) relinquished command of the U.S. Coast Guard Air Station here at a special 8 a.m. ceremony today to Cmdr. James L. Harrison (right) who has served as executive officer at the station for almost two years. Cmdr. Russell W. Lentner took Cmdr. Harrison's place as executive officer. Captain Luzius, commander here the past two years, will leave for the Philippines where he will command the Coast Guard Air Station at Sangley Point as well as the Philippines Section of the Coast Guard.

(R-E Photo by Jim Phillips)

08 JUN 1965

DETROIT FREE PRESS Friday, June 4, '65

Traverse City CG Command Is Shifted

TRAVERSE CITY—The Traverse City Coast Guard air station commander, Captain Donld H. Lucius, is being reassigned to the command of U.S. coast operations at the Sangley Point station, the Phillipines.

A formal change-of-command ceremony will be held here at 7:55 a.m. Tuesday. Com. James L. Harrison, executive officer of the base, will become commander.

Lt. (JG) William Mittag, base public information officer, is being transfered to Peurto Rico.

Commander Russell W. Lentner, operations officer, will take over duties of executive officer and Lt. Mittag will be succeeded by Lt. (JG) John McDonald.

THURSDAY, JUNE 10, 1965

C. G. Advice to Boatmen

Be sure someone ashore knows your destination and how long you expect to be gone whenever you venture out on the Great Lakes in a boat, Traverse City Coast Guard Air Station advised boaters today.

The advice followed air station participation in a search for two men on a 21-foot boat in western Lake Erie early this morning. A patrol plane spotted the craft a short time after reaching the search area at 5:15 a.m. and the boat, believed to have had engine trouble, and its two occupants were towed safely to port.

The air station pointed out, however, that the story might not have had such a happy ending. The men had gone out onto Lake Erie from Toledo at 9 a.m. Wednesday without leaving word as to destination and duration of their trip. They worked at the same place in Toledo, however, and when both failed to report at 11 p.m. Wednesday, the company informed authorities.

An air station spokesman said that, except for action by their company, the two men might have remained on the big lake much longer in their disabled craft.

12 JUN 1965

Coast Guard Aids Search for Boater

A Traverse City Coast Guard Air Station plane took part Friday in a search for a missing boater on Lake St. Clair.

The body of the man, Roger Rogan, 21, of Huntington Woods, later was found and was recovered, the air station said. The search plane from Traverse City joined an intensive search for the missing man after his empty boat was found at anchor on the lake at 8 p.m. Thursday.

The air station said Rogan had left a nearby yacht club in an 18-foot sailboat at 2:30 p.m. Thursday for a fishing-swimming trip on the lake.

14 JUN 1965

C.G. Plane Aids in Boat Search

A Traverse City Coast Guard Air Station patrol plane took part in a successful search Sunday morning for a boat with three persons aboard reported missing on western Lake Erie.

An air station spokesman said the boat was found about 7 a.m. and that the three persons aboard were uncomfortable but safe. The 21-foot motor boat apparently had become disabled after setting out on an 11-mile trip on Lake Erie at 5:20 p.m. Saturday and was adrift all night, the spokesman said.

C.G. Assists Lost Pilot

A Traverse City Coast Guard Air Station patrol plane guided a small plane to a safe landing at Alpena this morning after the pilot of the private craft lost his bearings over the Boyne Mountain area.

An air station spokesman said the patrol plane, equipped with radio direction finder, located the lost craft piloted by William Mazurkiewicz of Warren and guided it to Alpena.

The spokesman said Mazurkiewicz was reported to have lost his navigation map. The craft had been reported missing at 9:40 a.m. by the Federal Aviation Agency flight service station at Traverse City.

03 JUN 1965

DETROIT FREE PRESS

Plane Finds 2 in Sailboat

TRAVERSE CITY— (UPI) — Two teen-agers who drifted all night in a small sailboat in Grand Traverse Bay were located early Monday by a Coast Guard plane.

Paul Powell, 18, of Acme, near Traverse City, and an 18-year-old girl companion, sailed around Old Missio, Peninsula Sunday, and started to return to Bowers Harbor Sunday night. But winds of 35 to 40 knots swept the area.

A boat from the Grand Traverse County Sheriff's department put out to pick up the small sailboat and towed them to shore. The sheriff's boat was directed to the sailboat by the plane.

29 JUNE 1965

CG Planes on Search

Traverse City Coast Guard Air Station search and rescue planes, in the air much of the weekend, continued hunts for missing boaters on Torch Lake and southern Lake Michigan today.

Aircraft from the station still were assisting Antrim county sheriff's officers in attempts to find a man missing since setting out on northern Torch lake in a 14-foot motorboat Saturday afternoon. The missing man was identified as Fred Hunt, 26, of Southgate near Detroit, who had been staying at a Torch lake cottage. Antrim sheriff's officers said boat accessories were found along the west shore of the lake Sunday and Monday but that the boat still was missing at mid-morning today. Officers said water depths in the search area off Eastport vary from 160 to 300 feet.

Patrol planes from the air station also were taking part in a combing of southern Lake Michigan waters for a 27-foot cabin cruiser with four persons aboard missing since leaving Chicago for Michigan City, Ind. or Saugatuck on Saturday.

Planes from the Traverse City station also helped locate a disabled 22-foot cabin cruiser which was reported missing after leaving Michigan City Sunday enroute to Chicago. Coast Guard surface craft which took the cruiser in tow after it was located at 7 p.m. Monday reported the yacht had been adrift for nearly 24 hours after developing engine trouble off Union Pier, Michigan. The lone occupant appeared to be in good health, the Coast Guard said.

29 JUNE 1965

CG Busy On Search And Rescue Work

Several Missions By T. C. Planes Over Weekend

Traverse City Coast Guard Air Station planes collaborated with surface craft in locating two area teenagers on a sailboat in West Grand Traverse Bay this morning.

Air station planes also helped locate a barge which broke loose from a tug Sunday night near the entrance to Green Bay, were assisting in a hunt for a missing man on Torch Lake south of Eastport, and joined two other successful rescue operations during the weekend.

A Coast Guard plane spotted the two teenagers, Paul Powell, 18, of Acme and an 18-year-old girl companion, about 6 a.m. today some four miles north of Old Mission Peninsula and directed a Grand Traverse sheriff's department marine patrol boat to the scene.

Powell and his companion had been adrift on the bay since trying to return to Bowers Harbor from Omena about 9 p.m. Sunday on the last leg of a sailing trip on the bay.

Officiers said the two boaters were all right and that the sail craft was towed to Northport by a patrol boat.

A Coast Guard patrol plane spotted the drifting barge after dawn today and the Coast Guard cutter Mesquite was sent to take the craft in tow. The barge, with a small tug lashed to its side and with a derrick aboard, was unmanned, the Coast Guard said. The tow had broken loose from the tug Warren E. Turner in heavy seas and strong winds Sunday night.

Helicopters and patrol planes assisted Antrim sheriff's department Sunday and this morning in a search for a man who had set out on Torch Lake in a 14-foot outboard motor boat Saturday afternoon. Antrim sheriff's officers said the man had been identified as Fred Hunt, 26, of Southgate, staying at a Torch Lake cottage with three companions. He was reported missing about 9 p.m. Saturday. Officers said boat cushions, a water ski, and other marine equipment were found Sunday and this morning along the west shore of the lake south of Eastport.

A Coast Guard helicopter was sent out at 4:10 p.m. Sunday after a sailboat was reported overturned on West Grand Traverse Bay some distance from Darrow Marine Base. The air station said the two occupants of the overturned boat were picked up by another craft and that the sailboat was towed to shore.

Air station planes also took part in a search for a 16-year-old handicapped girl in the south part of Emmet county after the girl was reported to have walked into a wooded area Saturday afternoon. The girl was found by searchers today and appeared to be in good condition, the air station said.

28 JUNE 1965

Guardians of the Eighth Sea

Photographs by George Koshollek

Text by Edward Williams,

of The Journal Staff

TO THE traditional seven seas the coast guard has added an eighth—the Great Lakes. And in this, their personal domain, they use the helicopter and amphibious plane with as much efficiency as they do the more familiar lifeboats. Recently, a crew from the air base at Traverse City, Mich., demonstrated a midlake rescue. As the copter (or helo) hovers above Lake Michigan, Charles Billadeau, 25, of Traverse City, readies a litter (upper left) for lowering to the boat. The victim is strapped in (lower left), the basket is raised as Billadeau steadies the cable (lower). Helicopter rescues in water are particularly hazardous because the chopper's rotors cause a downdraft, pushing a small boat sideways over the choppy water. The rescue completed, the boat (lower right) pulls away.

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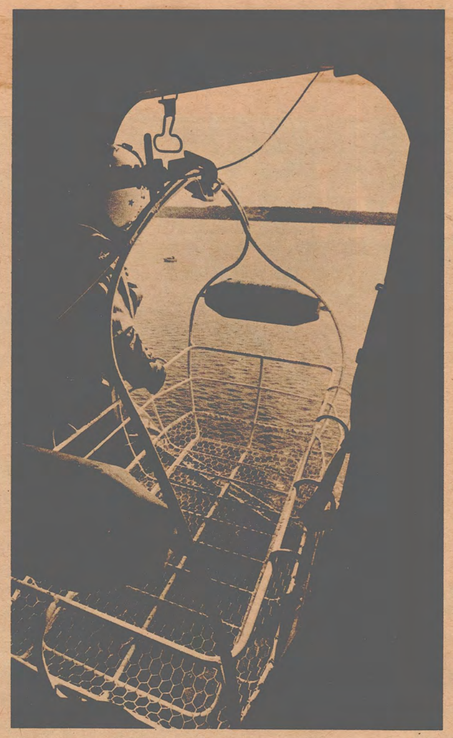
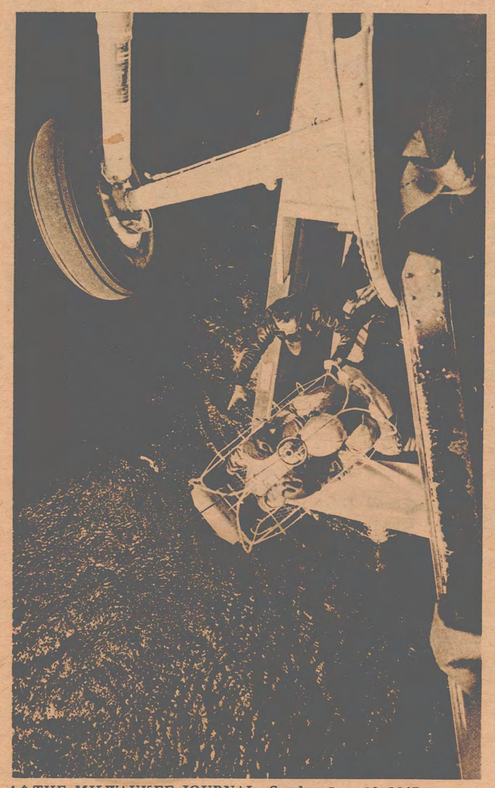
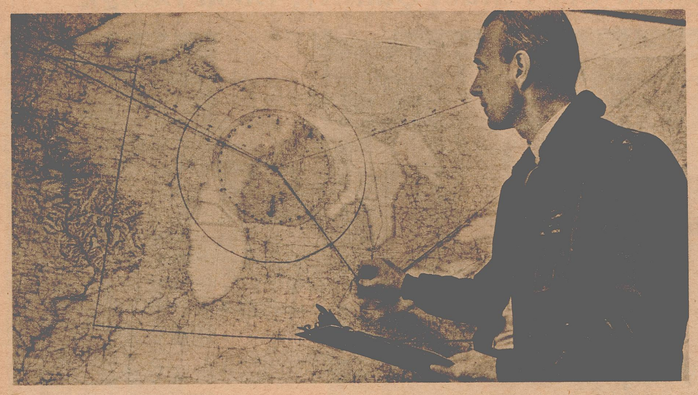




Mapping Out and Suiting Up

THE Traverse City base is responsible for some 90,000 square miles in the lakes area. Cdr. R. W. Lenter, base operations officer (lower), checks map mileage. RIGHT: Francis J. Kaminski struggles to get flight suit on over wet suit.



THE alert flight crew was on duty early Friday morning, May 7, at Traverse City, Mich., when the call was received at operations: Two ships had collided in the Straits of Mackinac. Immediately, an amphibian aircraft took off and two helicopters were readied for a followup flight.

By the time the limestone carrier Cedarville began sinking in the fog, the amphibian was on the scene directing operations and the helicopters were searching the area for survivors.

The rescues were made by coast guard ships, but the operation illustrated the importance of the aircraft of the coast guard air station at Traverse City.

It was no accident that the operations officer, Cdr. Russell W. Lentner of North Muskegon, Mich., was able to get his planes air borne within minutes of the phone call. The air station, on 24 hour alert, is the center of search and rescue in the 90,000 square mile Great Lakes area.

It is the only fresh water air base of the coast guard's 26 stations throughout the world. The coast guard considers Traverse City the watchdog of "the eighth sea."

Capt. Donald H. Luzius of Toledo, air base commander, said his helicopter and fixed wing aircraft participated in at least 100 search and rescue operations a year.

Although most of the air station's work is caused by small boats—such as overdue fishing or pleasure craft—Luzius said the station had become increasingly important since the opening of the St. Lawrence seaway.

Bad weather often causes the emergencies, such as the two ship collision, and the coastguardmen must fly when other planes are grounded.

"We have a moral obligation to continue a search, regardless of the danger, until it obviously is futile," he said.

The Traverse City complement is 18 officers and 90 enlisted men. They fly and maintain three Grumman HU-16E Albatross amphibians and three Sikorsky HH-19G Chickasaw helicopters, called helos.

"The trend is toward helos," Luzius said. A recent development in search and rescue work is an amphibian helicopter, the Sikorsky HH-52A. Traverse City expects to get them this summer.

Coast guard pilots are trained to fly both the helicopters and the airplanes, and some crewmen have been given flight instruction to take over in an emergency.

The amphibians, which can

Text Continued on Page 10

A coast guard Albatross wings over the locks at Sault Ste. Marie.

Seaway Keeps the Coast Guard on Its Toes

stay in the air long hours, fly the longer missions. They go out on oil pollution patrol (it is against the law for ships to pump out their bilges in the Great Lakes), make checks on migratory birds for the fish and wildlife service and do undisclosed work for the FBI.

Extremely important is the ice patrol during the winter months to spot open lanes for winter shipping—a co-operative effort with Canada.

But these are only sidelines to the real purpose. The Albatross is ideally suited for rescue work because it can land in eight foot high waves in a squall to pick up survivors of a disaster.

The helicopters also have their sidelines. They are used for aerial survey work—one was at Quincy, Ill., during the flood there in May—and for law enforcement work.

Their specialty is plucking someone from the water or from a ship.

Last winter CWO Frank B. Wright, of Dallas, hoisted an injured man from a German motor vessel in Lake Michigan and had him in the Traverse City hospital within an hour of his accident.

Helicopter pilot, co-pilot and crew for about 10 months of the year must wear uncomfortable wet suits, the rubberized gear worn by SCUBA divers in cold water.

"If we went down during the winter, we wouldn't survive without them," Wright said. "We don't have to wear them when the water temperature reaches 60 degrees, but that usually isn't until July," he said.

The coast guard gets its pilots either from the navy flight training base at Pensacola, Fla., where they have just earned their wings, or from the other military services.

In either case, the pilots are not familiar with coast guard aircraft and must be given extensive training.

Lt. William Mittag, of Syracuse, N. Y., the base's information officer, was a jet fighter pilot with the air force before joining the coast guard. Mittag has qualified as an Albatross pilot but has yet to become a helo pilot.

Lentner said the most active search areas for the coastguardmen are the western part of Lake Erie and the southern part of Lake Michigan below a line from Milwaukee to Muskegon.

"The numbers of small pleasure craft in these areas give us our most headaches," he said.

Lentner said the main causes of adrift or capsized small boats were running out of gas and failure of the operators to check the forecast for bad weather.

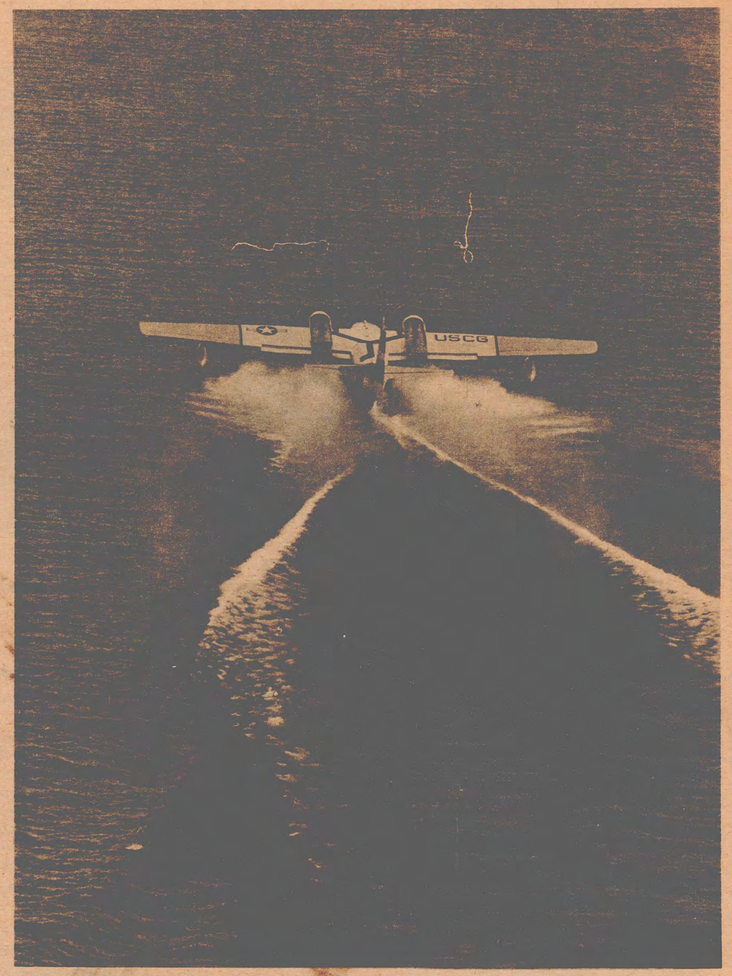
Small planes also give problems. "Last winter alone, six planes went into Lake Erie in the Toledo-Detroit area," Lentner said.

Last February a Traverse City industrialist went ice boating in the Grand Traverse bay and disappeared.

His ice boat and equipment were found in the water in a large crack in the ice, but his body was not recovered.

Because the coast guard doesn't like to give up, every training flight since then has taken off from the base and then passed over the area for another look.

"The water there is 500 feet deep and our chances of finding the body are slim—but we'll keep on trying," Lentner said.



An amphibious Albatross leaves a spray in its wake on Grand Traverse bay.

Helos Gaining in Importance

The helicopter is playing an increasingly important role in the operations of the coast guard at Traverse City. UPPER: In the setting sun over Lake Michigan, a chopper lowers a basket to a small boat. RIGHT: Lt. (jg.) W. A. Mittag checks the aft of a helo in the hangar. Behind him on the runway is an Albatross.

Charles Billadeau, an aviation ordinance man, acted as hoist operator for the rescue demonstration.

END

LTJG Mc Donald – SEE PAGE TWO

MILLER-TARY HIGHLIGHTS

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The United States Coast Guard celebrates 175 years of

Tough Dangerous Work

by RICHARD G. GOBBLE, ENSIGN, USCG

The U. S. Coast Guard Cutter Coos Bay *maneuvers close to the steeply listing British motorship* Ambassador *in 1964 to begin rescuing surviving crew members. Fourteen were lost the previous day when their liferafts overturned. The* Coos Bay *pulled 11 men across the span of savage seas.*

TWO ships collide in the night a few hours outside New York Harbor, cutting one in half. An Air Force jet suffers a flameout over the Gulf of Mexico and the pilot ejects into the dark waters. A 604′ Canadian freighter laden with grain catches fire in Lake Huron. Flood waters rise near the coasts of Washington, Oregon, and California, driving thousands of people from their homes and stranding hundreds of others.

The United States Coast Guard responds.

Within a matter of a few weeks this past winter these four disasters and many others occurred, and the Coast Guard was on the scene to render assistance.

At 3:23 AM on November 26, Thanksgiving Day, the Israeli cruise ship *Shalom* and the Norwegian tanker *Stolt Dagali* collided in international waters 17 miles northeast of the Barnegat Lightship. The tanker was cut completely in two. The survivors on the bow section were rescued by the cruise ship, which was also taking on water through a gash in her bow, but the stern section of the *Stolt Dagali* drifted away into the dark and fog with 33 persons on board. It later sank.

Under the direction of the Coast Guard a massive search was begun, with six Coast Guard cutters, three merchant ships, ten Navy and two Coast Guard helicopters, plus several small boats taking part. The ultimate results saw a total of 24 crewmen rescued from the *Stolt Dagali* and six bodies recovered. Thirteen others were missing. One Coast Guard helicopter alone rescued seven survivors and recovered one body during the operation.

It was on November 10 that a jet aircraft, piloted by Air Force Captain Paul R. Shook of the 319th Fighter Interceptor Squadron, Homestead Air Force Base, Florida, became disabled about 50 miles southwest of Fort Myers.

The captain ejected from the craft, but when he hit the water all his survival equipment, including his liferaft, was lost, leaving him with only a lifejacket to keep afloat. His last position was given to the Coast Guard's Miami Rescue Control Center, and a search was under way.

During the next two days, nine

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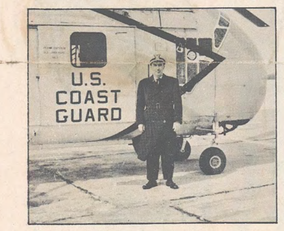

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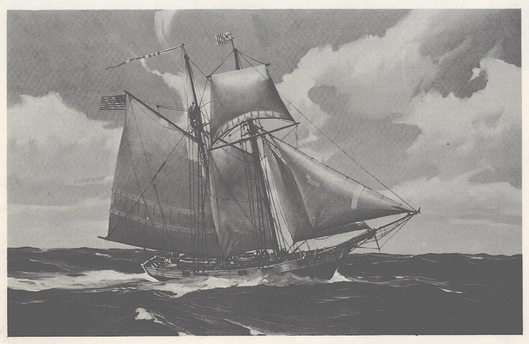
Pictured under full sail, the U. S. Coast Guard Academy's 295' three-masted training bark **Eagle** *leaves on her annual summer cadet practice cruise. The Coast Guard Academy was established in 1876 as the "Revenue Cutter Service School of Instruction." Now located at New London, Conn., its corps of cadets currently numbers about 600. The Eagle displaces 1,816 tons and carries 21,350 sq. ft. of sail. She was acquired from Germany in 1946 as part of war reparations.*



The **Massachusetts,** *first of a long line of distinguished U. S. Coast Guard cutters, was built in 1791. The two-masted cutter was 50' in length, displaced 70 tons, and cost $1,000.*

Coast Guard and six Air Force aircraft logged more than 300 hours of flight time searching for the downed pilot. They searched and researched an area of 31,000 miles, with negative results.

At 1:30 AM on the 12th, while searching in the darkness, a lookout on board the Coast Guard cutter *Ariadne,* a 165' medium endurance cutter operating out of St. Petersburg, Fla., heard weak shouts nearby. The searchlight of the vessel was flashed about and soon spotted the pilot. Crew members went over the side and helped him aboard. The exhausted captain had been in the water for 39 hours. The rescue vessel had spent more than 33 hours covering a search area of 429 miles.

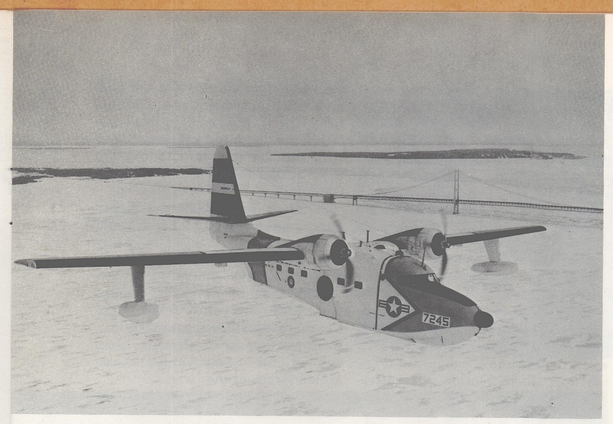
An F-106 jet from Selfridge Air Force Base, Michigan, on a routine training flight on December 16, spotted smoke billowing from the bow section of the Canadian freighter *Donnacona* in Lake Huron, 30 miles north of Port Huron. The Detroit Air Traffic Control Center was notified, and it in turn advised the Coast Guard's Traverse City Air Station. At about the same time, people on the shore noticed the smoking vessel and called the Huron County sheriff's office and the Coast Guard.

Within minutes helicopters from Traverse City, Selfridge, and Wurtsmith Air Force Base were in the air, as were two amphibian fixed-wing aircraft from the Coast Guard Air Station. At the same time, the Harbor Beach and Port Huron Coast Guard Stations each dispatched a 36' motor lifeboat to the scene and the Coast Guard cutter *Acacia,* which was refueling the Huron Lightship 30 miles south, steamed for the troubled freighter. From 12 miles away the American steamer *Wyandotte* sped to the side of the *Donnacona,* which had flames engulfing her entire pilothouse area.

The *Acacia* pulled alongside the *Donnacona* and transferred a fire-fighting party aboard, and 30 minutes later the fire was out and the damage was being surveyed. By using emergency hand steering, the *Donnacona* was able to navigate under her own power, accompanied by the *Acacia,* to the Port Huron area where commercial tugs took her in tow.

When unseasonably high temperatures and excessive rain and snow brought floods to the Pacific Northwest over the Christmas holidays, members of the Coast Guard joined personnel of the Army, Navy, Air Force, and Marine Corps in working around-the-clock to assist the stricken communities. Helicopters from Coast Guard Air Stations at San Diego, San Francisco, Port Angeles, Wash., and Astoria, Ore., joined with equipment from large and small Coast Guard stations up and down the coast to patrol flooded areas, rescue flood victims, and participate in relief cleanup operations. During the period of heavy flooding, more than 400 persons were evacuated by the Coast Guard under extremely hazardous conditions. One of these evacuations was carried out while the helicopter hovered three feet under high-tension wires while a crew member waded to a flooded home and removed a woman and four children. Another helicopter, from the San Francisco Coast Guard Air Station, crashed with the loss of seven lives. Dead included the Coast Guard pilot, an enlisted Coast Guard crewman, a Royal Canadian Navy officer, who was co-pilot, and four civilians who had been rescued from a flooded area only a few minutes earlier.

This Coast Guard which is on



With Mackinac Bridge and Mackinac Island in the background, a Coast Guard plane patrols Michigan's waters. The plane is an HU-16 E Grumman Albatross, one of three at the Coast Guard Traverse City Air Station. It is the primary search and rescue aircraft of the Coast Guard and carries a crew of five: two officers (pilot and co-pilot), radioman, mechanic, and observer. The Traverse City station also has three helicopters (HH-19G), each of which carries an officer, hoist operator, and, for night flying, a co-pilot. The station has a complement of 18 officers and 90 enlisted men.

hand when needed in every corner of the nation is the same small service that has answered the call of distress for the past 175 years. Since it was established at the request of our nation's first Secretary of the Treasury, on August 4, 1790, this versatile little organization has been the friend of all who have gone down to the sea in ships . . . or onto the lakes in boats.

During the past one and three-quarters centuries a good many duties have been tossed into the lap of the Coast Guard, but her basic mission continues. The Coast Guard is best described as the nation's principal federal agency for maritime law enforcement and marine safety. It is also a branch of the armed forces of the United States at all times.

The Coast Guard was born of necessity at the close of the Revolutionary War. During the years of "taxation without representation," it had become a popular and patriotic pastime to smuggle goods into our seaports without paying the assigned duties. By the time General George Washington was inaugurated president, on April 30, 1789, this pastime had become a habit with many of the old sea captains. When President Washington nominated his old friend, Alexander Hamilton, to become Secretary of the Treasury, he gave him the job of drawing the pattern of the nation's economic growth. And to grow, the young country needed money.

Hamilton was faced with the challenge of paying off a $70 million debt the country had incurred while gaining its independence, plus meeting the normal expenses of operating the country. The Revenue Act of 1789 was drawn up to help meet this challenge. It called for the levying of tariffs for revenue to meet the country's financial obligations, to assist the nation's merchant fleet to regain its pre-war strength, and to promote industry in this nation.

Faced with the need for collecting these tariffs in the face of widespread smuggling, Hamilton asked Congress to authorize the construction of ten boats of the cutter type to ply the coasts to help insure the collection of import duties.

That was the beginning of the Coast Guard, but at that time it was called the Revenue Marine. Later the name was changed to the Revenue Cutter Service, and then, in 1915, the Revenue Cutter Service and the U. S. Lifesaving Service were combined to become the Coast Guard. In point of continuous service the Coast Guard is considered to be the nation's oldest seagoing armed force.

The history of this service shows it has grown by leaps and bounds at times, and at other times it has passed through periods of low tide when much serious thought was given to its discontinuance. But through it all, the tough little outfit has continued to do the jobs assigned and has always displayed a willingness to take on new ones.

During the war with France in 1799, the Revenue Marine operated with the Navy and performed the first convoy duty, guarding American merchant ships from privateers. The cutter *Eagle* alone captured five French ships, recaptured seven American ships, and assisted in cap-

A Coast Guard marine inspector places a seal on the safety valve of a boiler aboard a new merchant tanker after testing and setting it according to Coast Guard regulations.

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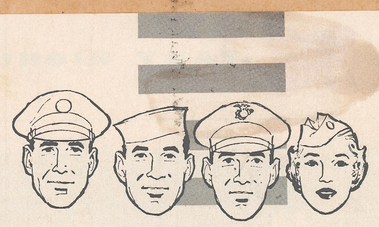

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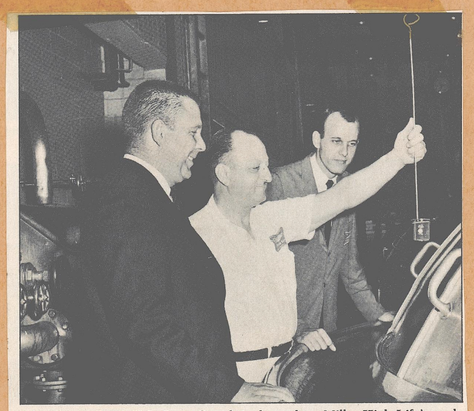

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Appearing more like an iceberg than a Coast Guard maintained aid to navigation, the Muskegon Breakwater Light resists the force of winter. The light is just one of 3,180 stationary aids to navigation in the Ninth Coast Guard District, which also has the lightship at Port Huron. The list breaks down into 64 radiobeacons; 670 lights (including the lightship), 80 of which are manned; 2,250 buoys, both lighted and unlighted; 116 fog signals; and 81 day beacons. Figures of the Second District are even more impressive. Covering a 21-state area, with 5,000 miles of waterways, the "Second" maintains some 11,000 aids to navigation!

turing ten others during the hostilities.

In the War of 1812 the cutter *Jefferson* made the first capture for this country when she overcame the *Patriot* before the conflict was yet a week old. In all, nine cutters, averaging 125 tons each with crews of 15 to 30 men, took part in that war.

With the close of hostilities, the cutters were presented with new duties. For the next few decades they waged wars against slave ships and pirates off the East Coast and in the Gulf of Mexico, and in 1836, when the Seminole Indians went on the warpath in Florida, the cutter *Washington* landed men and guns at Fort Brook to record the first amphibious landing by combined forces in United States history.

The Mexican War saw cutters once again doing battle for the United States, and the sidewheel steamer *Harriet Lane* is credited with having fired the first shot of the Civil War. This occurred in April 1861, on the eve of the bombardment of Fort Sumter, when she was sent with a force to relieve the fort. Seeing the southern steamer *Nashville* attempting to slip into Charleston Harbor without showing her colors, the cutter fired a shot across her bow, producing "the desired effect." Later, cutters fought on both sides during that conflict.

When the nation became involved in the Spanish-American war in 1898, the cutter *McCulloch* distinguished herself with Commodore Dewey's forces in the Battle of Manila Bay, and then sailed to Hong Kong with news of the victory. Meanwhile, other cutters were taking part in fighting in the Cuban area.

During World War I, now under the name "United States Coast Guard," cutters took their part in the war with Germany. One of the most famous anti-submarine units of the Atlantic Fleet was Squadron 2, Division 6, composed of the cutters *Seneca, Yamacraw, Manning, Tampa, Algonquin,* and *Ossipee,* based at Gibraltar. The heroic efforts of the crew of the *Seneca* in attempting to save the torpedoed British collier *Wellington* caused the British Admiralty to acclaim, "Seldom in the annals of the sea has there been exhibited such self-abnegation, such cool courage, and such unfailing diligence in the face of almost insurmountable difficulties." The familiar ring to this commendation is quite likely associated with the fact that the Admiralty's chief at that time was one Winston Churchill.

A short time later the cutter *Tampa* was lost with all hands while bound for England after escorting a convoy to Gibraltar. She was evidently a torpedo victim.

With the loss of the 111 Coast Guardsmen on the *Tampa,* the Coast Guard suffered greater losses, in proportion to its strength, than any of the other United States armed forces in that war.

The prohibition era saw the Coast Guard in a period of increased appropriation and expansion to meet the needs of enforcing the unpopular laws against smuggling liquor. This duty was unpleasant and dangerous, but the service's ships and equipment received a much-needed shot in the arm which put her in good stead to meet the challenges of added responsibilities during World War II.

The Second World War saw the Coast Guard hit a manpower peak of almost 200,000, with nearly one-half operating 802 of its own vessels, and manning an additional 351 Navy and 288 Army craft.

Anti-submarine warfare, port security, convoy escort duty, and beach patrols became immediate chores of the Coast Guard. Off the Atlantic coast alone, cutters were credited with destroying 11 German submarines, and one Coast Guard aircraft sank another. More than 4,000 survivors of torpedoings and other enemy action were rescued from the Atlantic and Mediterranean by Coast Guardsmen.

Coast Guardsmen also manned troop transports and operated landing craft that hit the beaches with assault troops at Guadalcanal, Attu, North Africa, Salerno, Anzio, Tarawa, Makin, Kwajalein, Eniwetok, Normandy, Southern France, Luzon, Guam, Saipan, Iwo Jima, Okinawa, and many others on the way. During the Normandy Invasion, Coast Guard 83-footers saved nearly 1,500 survivors of sunken landing barges.

The 30,000 officers and men of today's Coast Guard find themselves charged with numerous duties, which can generally be

A Coast Guard Auxiliarist of the Second District assists a boater to determine if his craft complies with Coast Guard safety regulations. The Second District Auxiliary last year made 20,000 such Courtesy Motorboat Examinations (CME) and provided public instruction in boat safety to 16,000 persons. The Ninth District, however, topped this with 33,000 CME's and led the nation with 32,513 persons educated in Public Instruction Courses (PIC).

Gliding into a slough somewhere along the Tennessee River, the 65' cutter Osage continues the work of the Coast Guard far inland. One of six River Class Buoy Tenders operated by the Second District, the Osage has a crew of 11 and provides the power, messing and maintenance facilities for the 76' work barge shown in the picture. The vessel is powered by two 300-hp diesel engines and is completely controlled from the bridge. The power to run the equipment on board the barge is generated by air turbines which, in turn, are operated from a compressor located on the 65-footer. Although the Osage is completely air conditioned, duty on board the cutter could hardly be called glamorous. Her crew members often are called on to fight off snakes while clearing trees and brush that grow in front of the beacons. And then find themselves in the same spot on their night off!

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grouped into ten major missions. These include Port Security, Military Readiness, Aids to Navigation, Oceanography, Law Enforcement, Search and Rescue, Ocean Station Operation, Merchant Marine Safety, Reserve Training, and Icebreaking.

Statistics for last year show the service saved nearly 3,000 lives and rescued ships and cargo valued at more than $2 billion. The latter figure represents five times the Coast Guard's budget for the year.

The Ninth District

The beginning of what is today's Coast Guard on the Great Lakes came in 1818, when a lighthouse was built at Buffalo, N. Y. The Great Lakes area on the United States side now makes up what is known as the Ninth Coast Guard District. With its commander and headquarters located in Cleveland, the district includes some 4,700 miles of shoreline, reaching from Massena, New York, to Duluth, Minnesota, and within this area are located 160 floating and shore units. This includes the Coast Guard Air Station at Traverse City, the 290′ icebreaker *Mackinaw*, based at Cheboygan, Mich., seven 180′ buoy tenders, five buoy tenders of lesser size, a lightship, and five harbor tugs. Also along the shores and rivers of the Great Lakes area are 51 Coast Guard Stations equipped with the latest equipment and constantly on the alert to aid distressed mariners, whether they be pleasure boatmen, huge lake freighters, or the ocean-going ships brought into the inland sea through the St. Lawrence Seaway.

Rescue operations, depending on the seriousness of the incident, are handled by the local Coast Guard unit, through the most immediate of the 11 Group Offices strategically located around the Great Lakes, or by the Rescue Coordination Center in the Cleveland district office. Commissioned officers and enlisted men remain constantly on duty to act instantly when disaster strikes anywhere in the district. In a moment they can determine the location of the distress and dispatch the most immediate rescue facility to the area. Manpower and equipment of other national, state, and Canadian agencies are also placed at the Coast Guard's disposal when the need warrants, and commercial vessels and pleasure craft have always shown a willingness to cooperate when called on to aid their fellow mariners.

Navigational aids have increased tremendously in both number and effectiveness since the old Buffalo Lighthouse began sending out its beam nearly 150 years ago. The Coast Guard now maintains and operates more than 3,000 aids to navigation in the U. S. waters of the Great Lakes, ranging from the smaller buoys to the more prominent lighthouses. These include 64 radiobeacons, 80 manned lights and one lightship.

The Coast Guard on the Great Lakes answered more than 5,500 calls for assistance during 1964 and saved more than 200 lives. Another 11,500 persons were helped in some lesser manner and over $100 million worth of property was assisted. The 2,500 Coast Guardsmen within the Ninth District also patrolled 101 boat races and marine regattas, made 650 annual vessel inspections and re-inspections, boarded more than 20,000 pleasure boats, and inspected 500 waterfront facilities.

The Second District

The Second District, which encompasses all or a part of 21 states in the central area of the country, holds jurisdiction over the entire Western Rivers System. The duties of this district are not akin to those of the more "glamorous" districts of the coastal regions. Here in the river district, the Coast Guardsmen's task is to mark the highways to the sea.

Within this district there are more than 5,000 miles of waterways that must be marked with 11,000 buoys, lights, and shore aids. These rivers include the Mississippi, Missouri, Ohio, Illinois, Tennessee, and others.

To achieve this task, the Second District has 19 buoy tenders which are manned or supported by more than 500 regular military personnel and 200 civilians. The hub of this activity is located in St. Louis, Missouri, where the district office and St. Louis Base are located. These two establishments supply the logistic and materiel support for the vessels and depots throughout the 21-state area.

Although the main responsibility is the maintenance of aids to navigation on the river system, the inland district maintains nine Marine Inspection Offices whose concern is safety aboard merchant vessels and towboats that ply the rivers. Other responsibilities include law enforcement, search and rescue, flood relief, and ice breaking.

The Coast Guard Auxiliary

Established in 1939, the Coast Guard Auxiliary has grown rapidly. The recreational boating boom has brought with it a correspondingly large increase in Auxiliary activities and membership, and boat owners and others interested in boating or related fields make up the membership.

Auxiliary activities help the Coast Guard in many ways. They promote boating safety, assist in rescues, and patrol regattas and other water events. Lectures and courses are used to educate boating enthusiasts of all ages. Rules and regulations are taught along with safety instruction.

Courtesy examination of pleasure boats by the Auxiliary aids the Coast Guard in its efforts to maintain safe boating. A boat displaying the current Auxiliary decal will not be boarded by the Coast Guard during the current season unless an obvious violation is noted. Last year in the Second District alone, Auxiliarists examined more than 20,000 pleasure craft.

While the Auxiliary aids the Coast Guard in filling its responsibilities, this useful group is nonmilitary and has no law-enforcement powers.

The "ten boats" that Alexander Hamilton asked for 175 years ago this August have expanded and multiplied. Even the name "Coast Guard" has been outgrown, unless one counts foreign coasts as well. Coast Guard-operated LORAN (Long Range Aids to Navigation) stations circle the globe. Coast Guard Merchant Marine Details are located in most major ports of the world. Each summer Coast Guard ships work in the Arctic area, resupplying this country's DEW Line (Distant Early Warning) stations that stretch across the top of the North American Continent, and each winter her ships and men take part in the nation's "Operation Deepfreeze" in the Antarctic. Teams of United States Coast Guardsmen can be found in numerous small foreign nations, working side-by-side with its citizens to establish similar agencies for the preservation of life and property at sea.

The official motto of the Coast Guard is *Semper Paratus*, which means "Always Ready." Since 1790, whenever the mariner has been in trouble the rescue teams of this service have shown that they truly are "always ready," and that they are "ready in all ways."

This salute to the 175th anniversary of the Coast Guard was prepared with the help of Lt. (jg) Jeffrey Gain, Coastguardsmen Dale Cross, Michael Nauer, Dan Bowers, and Auxiliary Div. Capt. J. D. Tennison, Jr.

LTJG Mc DONALD – SEE PAGE TWO

Miller HIGH LIFE

MILLER-TARY HIGHLIGHTS

Published by the Miller Brewing Company, Milwaukee, Wisconsin, as a service to club managers in the United States Armed Forces and Miller High Life distributors.

Vol. 11, No. 2 1965

Station Surveys Great Lakes' Skies

Capt. Donald H. Luzius, USCG, pauses before a HH19G helicopter, a member of Traverse City Coast Guard Air Station's Air Search and Rescue Team.

At the NCO Club, where Miller is served exclusively on tap, are, left to right: Marvin D. Rossi, club manager, and Lt. JG James A. Marvin, exchange officer.

Constant air protector of the entire Great Lakes region is the Coast Guard Air Station, Traverse City, Michigan.

This station's Air Search and Rescue team, consisting of three HU16E amphibious aircraft and three HH19G helicopters, protects an area of about 95,000 square miles.

These aircraft, manned and maintained by 100 enlisted men and sixteen officers, cover an area bounded roughly by Massena, New York, on the East, Duluth, Minn., on the West, the Canadian border on the North, and Cleveland, Ohio, on the South.

The Traverse City Base was commissioned an Air Station in January, 1946. Prior to that time – from 1938 to 1943 – the Coast Guard maintained a one-plane Air Detachment at Traverse City on a seasonal basis.

In 1943 the Navy established a Naval Air Station on the site and the present airport was built. At the end of World War II the Navy gave the facilities to the Coast Guard.

Another important date in the "history" of the Traverse City Air Station is June, 1964 – when Miller High Life draft beer became the exclusive beer on tap at the NCO Club. Miller carry-out sales are also excellent at the NCO Club and base exchange. Bottled Miller High Life is served at the Chiefs' Club.

Wicksall Distributing Co. of Traverse City services the station. Miller State Manager covering the base is Gerald Schmidtke.

PO1 Marvin Rossi, U.S. Coast Guard, is shown how Miller High Life's made during a recent tour of the Miller Brewing Company in Milwaukee. PO1 Rossi is a servicemen's club manager in Travis City, Mich.

ON THE COVER

The Coast Guard's largest ice breaker, the cutter *Mackinaw* is photographed during a recent Mackinac Race patrol. The famous 292' ship has a normal complement of 11 officers and 119 enlisted men.

For ice breaking operations, a "rock and roll" system employs two large water tanks amidships on either side of the vessel. The ship rolls from side to side on top of the ice as huge pumps transfer water back and forth between the tanks at the rate of 160 tons of water in one and a half minutes!

The hull is so shaped that the ice is broken more easily by forcing it downward, and a propellor under the bow offers further assistance by creating cavitation which draws out water from under the ice. The screw current generated also cuts down friction between the ice and the bottom of the hull.

The *Mackinaw* has a 74' 5" beam, 19' draft, and displaces 5,252 tons. She was built in 1944 at Toledo, Ohio, for a cost of $12 million. Photo by Dave Kitz.

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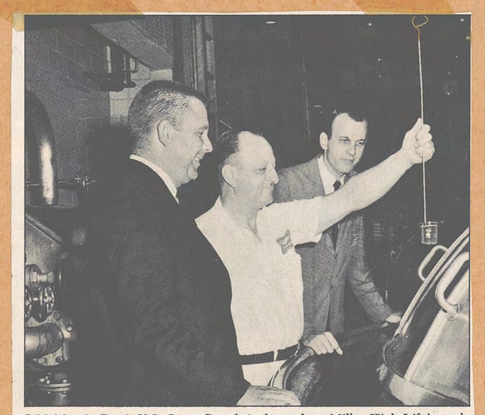

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Guardian Angels Of Oregon Coast Set New Rescue Records

COAST GUARD ALERT CREW at Astoria Air Station races to amphibious helicopter in answer to simulated call for help from civilian down in surf. Jet engine was turning in 45 seconds on this test alert, HH52A helicopter could have leaped off within three minutes. (Staff Photos by Jim Vincent)

LOST AT SEA, VICTIM USES SMOKE bomb when rescue craft is close enough to see red cloud, which lasts only few seconds. D. J. Moxley, (AT3), who played role of victim in this regular weekly drill, complained of rough chop, but had no time to get seasick. All air rescue crews wear rubber wet suits under flight suits when offshore.

Air Station At Astoria Keeps Busy

By LEVERETT RICHARDS
Staff Writer, The Oregonian

'Tis the season to be rescued — and the Coast Guard's new air station at Astoria's airport is busy doing just that.

Nearly 200 "assistance calls" have been answered in the two years since the station was established at Tongue Point. It was moved to a new $450,000 hangar in April at Astoria airport, with four helicopters and 54 officers and men.

The two light Bell helicopters will leave next week for Seattle to board the Coast Guard's new icebreaker Northwind for a five-month cruise of the Arctic. Lt. John M. Wypick, hero of many a local rescue; Lt. Alexander Klimshik; and Lt. (j.g.) Brent Reverb will accompany the Bells.

Amphibious Helicopters Available To Pluck Victims Out Of Ocean

The two HH52A amphibian jet-powered Sikorsky helicopters will remain to carry the growing load of rescue work. As many as 10 assistance calls have been answered in a single weekend — and the rescue business is booming as the number of small boats, bathers and surfers increases, Cmdr. Robert L. Lawlis, one of the "plank owners" of the station, reports.

Cmdr. Lawlis, who established the station at Tongue Point, will be leaving Aug. 1 for the 9th Coast Guard District in Cleveland as operational readiness officer. Cmdr. James T. Maher will take his place.

Newest major problem confronted by the Coast Guard's devoted crews is the horde of inexperienced surfers who misjudge the violence of the surf and get caught beyond the breakers or stranded on rocks or cliffs, Cmdr. Lawlis pointed out.

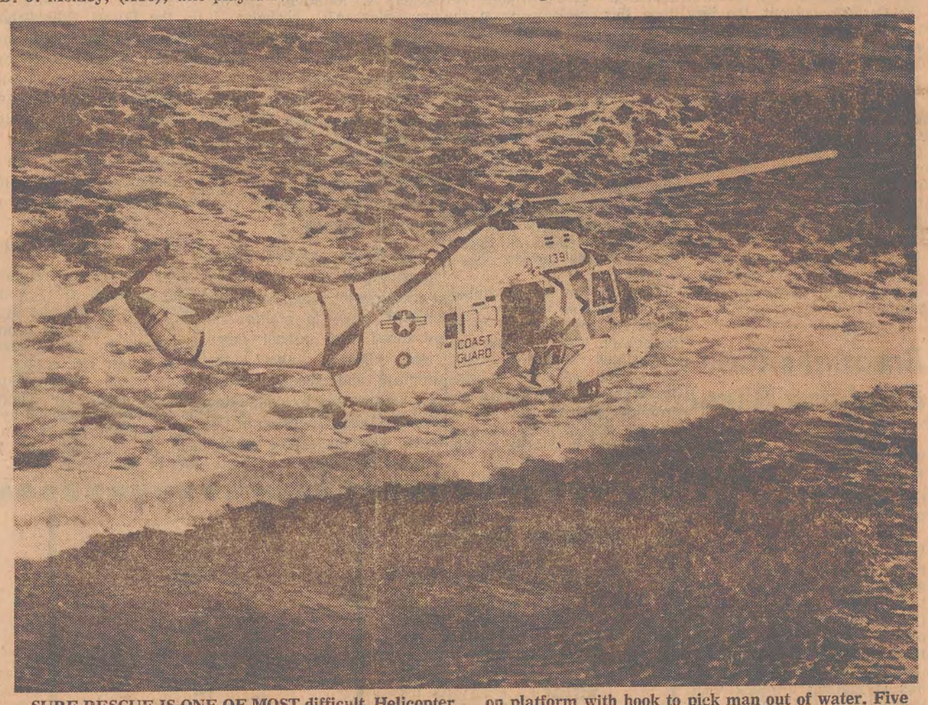
"Some of them don't seem to realize how cold the water is out here. Every surfer should wear a wet suit. He shouldn't tackle surf beyond his capability. Surfers, like swimmers, should never work alone, but in pairs.

"Bathers should post beach guards if they are not on a patrolled beach," Cmdr. Lawlis suggested.

"Most important of all is to call the Coast Guard (Warrenton 861-2242) at the first sign of trouble. Minutes can mean lives in the surf," he warned.

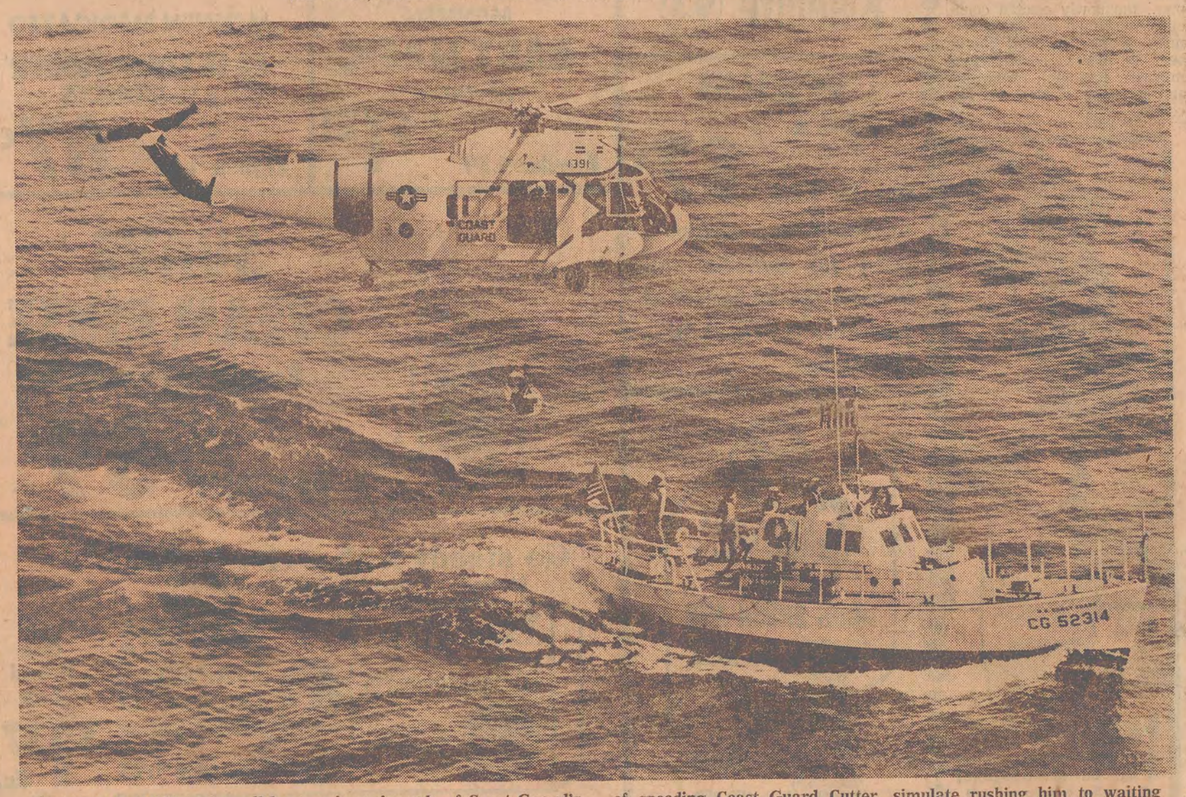
The station had six calls last weekend, which is about average. The Russian fishing fleet has been one of the station's best "customers," Three Russian seamen have been taken off the Russian ships by helicopter hoist to date.

No rigid limits are set on the station's territory — which extends generally south to the California border, north to about Aberdeen, Wash., and as far out to sea as necessary in a dire emergency. The single-engined helicopters escort each other or call for a twin-engined amphibian flying boat when possible for calls far from land.



SURF RESCUE IS ONE OF MOST difficult. Helicopter could roll over if parallel to waves, but pilot jumps the swells, as crewman Louie Levy (PR2), stands by on platform with hook to pick man out of water. Five would-be rescuers were rescued from just such a perilous surf a week ago off Westport, Wash.

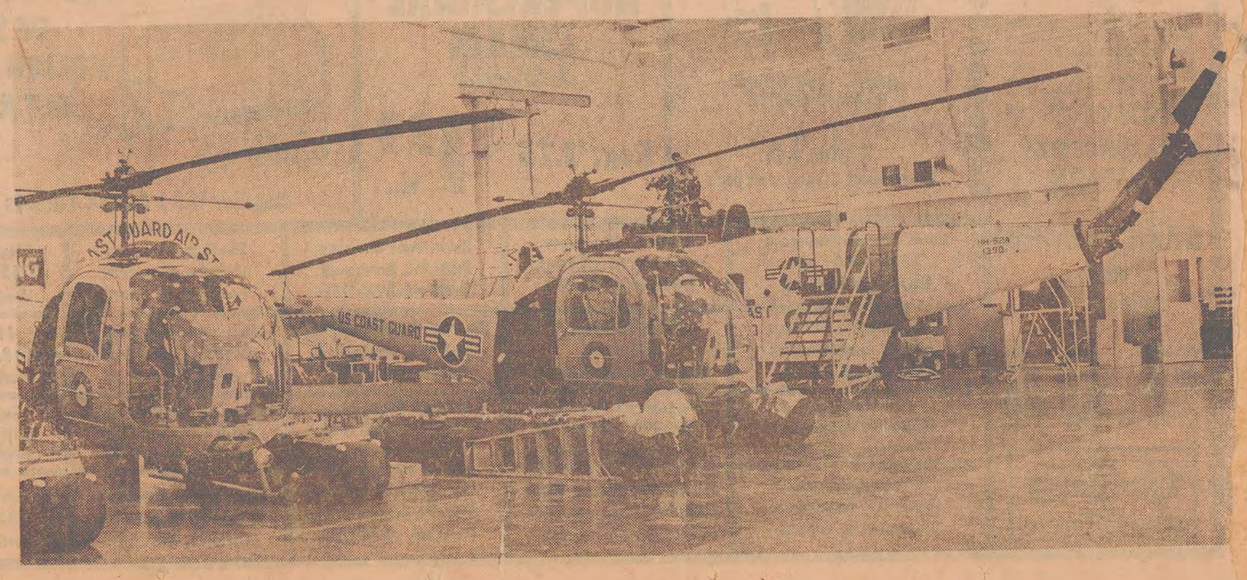
AMPHIBIOUS HELICOPTER can land in swells to pick man out of water, boat or raft, as shown here. When waves begin to break over nose of jet chopper and threaten engine or rotor blades, pilot must take off and hover. Number of surf rescues is increasing rapidly as more inexperienced surfers get stranded.



GUARDIAN ANGEL of small boaters is major role of Coast Guard's big white helicopters. Here they lift victim (Moxley again) from deck of speeding Coast Guard Cutter, simulate rushing him to waiting ambulance. Six weeks ago real victim was lifted from boat.

POWER hoist (left) is used to lower hook for pickup, hoist man in sling or basket to rescue platform on which R. C. Boyd (AT2), stands, with hoist control in left hand, directing pilot.

NEW $500,000 hangar houses two new Bell two-place helicopters, which will be shipped aboard the icebreaker Northwind for a five-month cruise in the Arctic next week, with local air crews.



Hunt Missing Cabin Cruiser

MARINETTE, Wis. (UPI) — The Coast Guard early today resumed its search for a 17-foot cabin cruiser missing on Green Bay, an offshoot of Lake Michigan.

Authorities said the boat, carrying a Menominee, Mich., girl and four other persons, was reported missing Saturday after failing to return from Chambers Island, an earlier destination.

Winds on the bay have gusted to 30 miles per hour and waves six feet high have churned the water at times since the disapperance.

The missing persons were listed as Walter Laundree, 40, Marinette, owner of the boat; his stepdaughter, Germaine Peterson, 16; Gloria Kelley, 19, Menominee; Robert Wendt, 19, Milwaukee, and William Marves, 21, also of Milwaukee.

Traverse City Coast Guard air station planes took part in the search Sunday and planned to resume operations today, weather permitting.

The air station said a hunt for the pilot of a Nebraska Air National Guard jet believed to have exploded and crashed in Lake Michigan Thursday between Beaver Island and Charlevoix has been terminated.

Civil Air Patrol planes working out of Traverse City also took part in the search.

This is the type of Coast Guard helicopter that will visit Menominee this weekend.

Coast Guard Units Slated for Blessing

Three units from the Coast Guard are expected in Menominee this weekend for the Blessing of the Watercraft ceremony and the annual 100-Mile Race.

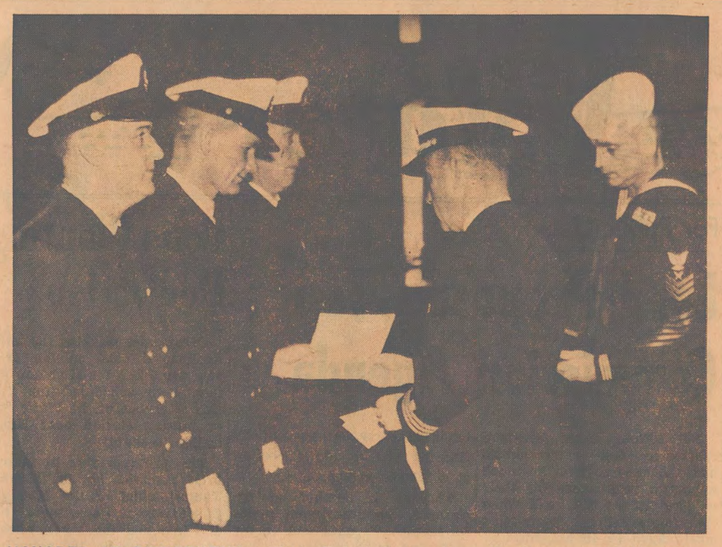
The cutter Mackinaw will arrive about noon Saturday, according to Capt. G. D. Winstein, commanding officer on the vessel. Also on Saturday, a 40-foot rescue boat from Sturgeon Bay will arrive in Menominee.

On Sunday, an amphibious helicopter from the Coast Guard station in Traverse City will fly here.

The visit by the Coast Guard units was arranged by Rep. Raymond F. Clevenger. He said that he is working with officials to arrange for time for an air-sea rescue demonstration off the Menominee marina sometime Sunday.

Capt. Winstein said he plans to anchor about one-half mile off the marina. There is a possibility, however, that the Mackinaw will dock at the C. Reiss Coal Co. on the Menominee river.

SATURDAY, APRIL 2, 1966



HONORED AT RETIREMENT— Three United States Coast Guardsmen were honored at retirement ceremonies Friday at the Coast Guard Air Station in Traverse City. Left to right are Joseph L. Poole, retiring chief aviation electronicsman; Edgar L. Snyder, retiring chief aviation mechanic; and Wayne W. Skinner, retiring chief commissaryman; Commanding Officer James L. Harrison, who presented the awards; and J. C. Johnston, YN 1, who assisted at the ceremonies. Poole, who served 24 years, has been station in Traverse City on three separate occasions and plans to retire with his family in the Grand Traverse area. Snyder, who served 22 years, was stationed in Traverse City for the fir t four years of his career and from 1963 until his retirement. He and his family are living at R. 1, Williamsburg. Skinner had 23 years in military service, stationed twice in Traverse City, and plans to retire with his family in the Traverse City area. (Coast Guard Photo)

RECEIVES RESCUE AWARD— Lt. James D. Martin, U. S. Coast Guard pilot in search and rescue, was presented with the Coast Guard Medal by Commanding Officer James L. Harrison during ceremonies at the air station in Traverse City Friday. Lt. Martin was cited for his performance on a rescue mission while stationed at Kodiak, Alaska, in February, 1965. The mission was a medical evacuation of a seriously injured boy from Dutch Harbor. Lt. Martin was transferred from Alaska to Traverse City in October, 1965. (Coast Guard Photo)

Organization of American States.

National Cherry Festi...
1966 Junior Miss Cherry Recip...

CHANGE OF COMMAND—Cmdr. James L. Harrison (left) turns over command of Traverse City Coast Guard Ai. Station to Cmdr. Russell W. Lentner (right), in ceremonies this morning at the station. Harrison, Traverse City commandant for the past year, will become commander of the Coast Guard air station at Annette, Alaska, on July 1. Lentner is scheduled to command the Traverse City station until early next month, when he, too, will go to Alaska to join the staff of the 17th Coast Guard Command at Juneau. Harrison served as executive officer here for two years prior to becoming commandant, and Lentner has been stationed here for four years. (U.S. Coast Guard Photo)

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RECORD-EAGLE, TRAVERSE CITY, MICHIGAN THURSDAY, JUNE 9, 19...

Hunt Plane Crash Victims

ALPENA (UPI) — The Coast Guard renewed its search early today for the bodies of three Indiana businessmen believed drowned when their private plane crashed into Lake Huron Wednesday.

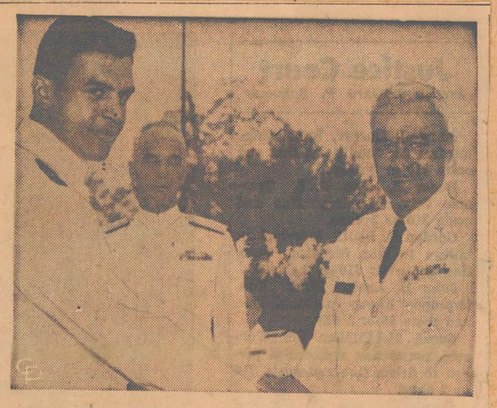
The body of a fourth victim was recovered three hours after the crash, about four miles from shore near Thunder Bay.

Authorities identified the body, wearing the only life jacket believed aboard the single engine Piper Comanche, as Gordon Banks Jr., a real estate man from Fort Wayne, Ind. His companions, also of Fort Wayne, were architect Douglas Lawrence, Donald Erwin, and Stanley Knapp, an advertising man.

The men were flying home from a Canadian fishing trip.

The Alpena airport control tower said a distress call, received from the pilot just before the crash, said the plane was going down in the lake about five miles south of North Point, a shoreline community 18 miles north of here.

A Traverse City Coast Guard air station helicopter was at the scene this morning and two patrol planes and a helicopter from the station assisted in the search Wednesday.



FIRST NEGRO USCG GRAD—Merle J. Smith Jr. of Baltimore receives his Coast Guard Academy diploma from his father, Army Col. Merle J. Smith Sr., in New London, Conn., to become the first Negro graduate. Looking on is USCG Commandant Adm. W. J. Smith.

The only newspaper in the Grand Traverse Region that is read each day by you and over 40,000 of your friends and neighbors.

TRAVERSE CITY RECORD-EAGLE

NORTHERN MICHIGAN'S GREATEST DAILY

UPI FULL LEASED WIRE SERVICE TWO SECTIONS—28 PAGES TRAVERSE CITY, MICHIGAN — TUESDAY, MARCH 22, 1966 SIXTY-NINTH YEAR—23248

AMPHIBIOUS HELICOPTER ARRIVES — Traverse City Coast Guard Air Station staff members inspect the first of three new Sikorsky HH52A amphibious helicopters assigned to the station for search and rescue operations. A station spokesman said the new gas turbine-powered craft are designed to improve rescue operations by allowing water-to-water transfers under proper conditions, rather than only the more difficult water-to-air pickups permitted by the older HH19G helicopters now in use at the station. In addition to the ability to land on water, the new choppers have greater range, speed, and carrying capacity, the station spokesman said. Pilots and crewmen have started a three-week training period to become familiar with the new HH52A, with the older choppers to continue in service during that time. The second and third new craft are scheduled for arrival by early April, the spokesman said, and the three should be fully operational by early May.

(R-E Photo by Jim Phillips)

Hunt Missing Air Force Jet

PORT HURON (UPI) — Searchers combed an area of the Lake Huron shoreline early today for a missing Air Force F 106 interceptor.

A search party, spearheaded by helicopters and planes from Selfridge Air Force Base 15 miles to the south and Coast Guard boats, covered the "thumb" area about 15 miles north of Port Huron where the last communication from the pilot originated late Monday.

The pilot of the delta-winged interceptor, a plane capable of speeds more than twice the speed of sound, was identified by Air Force authorities as William J. Vinopal, 37, a 13-year veteran pilot stationed at Selfridge from Mauston, Wis. He is the father of three childre...

Halt Search For Missing Plane

ALPENA (UPI)— The Coast Guard Friday night said it would discontinue the search for the remaining three victims of a plane which crashed in Lake Huron near Alpena Wednesday.

The body of one of four Indiana businessmen on the private plane was recovered from offshore waters near Thunder Bay Island about 18 miles north of Alpena.

The body of Gordon Banks Jr., a Fort Wayne, Ind., real estate man, was recovered early Thursday as Coast Guard planes and boats searched through the early morning. The search continued throughout Thursday and Friday, but was given up shortly after dark Friday night.

The other three victims, also from Fort Wayne, were Douglas Lawrence, an architect; Stanley Knapp, an advertising man, and Donald Erwin.

All were returning in Banks' single-engine Piper Comanche from a Canadian fishing trip.

Call Off Hunt for Jet Plane

PORT HURON (UPI) — The Air Force Wednesday called off a search in Lake Huron for a missing F106 jet interceptor plane which apparently crashed Monday.

Rescue units from both the Air Force and Coast Guard halted their search after finding many small pieces of wreckage, believed to be the plane, scattered over a large area.

The single-seat plane disappeared while on a regular training flight out of Selfridge Air Force Base, and there had been no explanation for the crash.

The pilot, who the Air Force said is presumed dead, was Capt. William J. Vinopal, 37, of Mauston, Wis., a 13-year flying veteran.

Find Traces of Missing Plane

PORT HURON (UPI) — Skin divers planned to explore an area of Lake Huron today where traces of a missing Air Force F106 jet interceptor were found.

Small pieces of aluminum, identified as part of the frame of the plane, were found late Tuesday along with the pilot's helmet, cap and oxygen container six miles north of the Huron Lightship, about 15 miles northeast of Port Huron.

The single-seat plane and its pilot disappeared Monday on a regular training flight out of Selfridge Air Force Base.

The missing pilot, identified as Major William J. Vinopal, 37, of Mauston, Wis., was a 13-year flying veteran and the father of three children.

$30,000 Fire Damages Oil Plant Here

William C. Mavety of Mavety Oil Co. today estimated damage at between $30,000 and $35,000 in a fire which struck the firm's facilities at 3408 S. Garfield near Traverse City Wednesday.

Mavety said that in addition to a 62x34-foot storage building, contents which included a Corvette Stingray, a transport tractor, and other major equipment were destroyed in the blaze discovered about noon.

Mavety also said, however, that the oil distributing company is in operation today and praised firemen for keeping the storage building flames from reaching four 10,000-gallon fuel tanks nearby.

Scores of Grand Traverse county, Traverse City, and Traverse City Coast Guard air station firemen and trucks battled the blaze, some units remaining at the scene for about four hours after the initial alarm was received at 12:24 p.m.

Sheriff Richard P. Weiler, who also is county fire chief, said the fire "was a close one. The blaze came within a few feet of the closest tank which was loaded with fuel oil."

The sheriff said the fight to contain the flames was complicated by the fact that the closest hydrant was about a half mile away and water had to be tanked to the scene. Weiler praised all of the firefighters for a fine coordinated effort in quelling the dangerous fire.

RECORD-EAGLE, TRAVERSE CITY, MICHIGAN THURSDAY, JANUARY 27, 1966

COAST GUARD FIREFIGHTERS—Firefighters from the United States Coast Guard Station gave an assist to local firemen Wednesday at the Mavety Oil Company fire. Here the firemen, clad in asbestos suits, pour foam on the white-hot flames. (R-E Photo by Al Barnes)

THURSDAY, AUGUST 18, 1966

RECORD-EAGLE, TRAVERSE CITY, MICHIGAN

Companion Drifts Ashore

Local Youth Feared Drowned in West Bay

A Traverse City youth was feared to have drowned in West Grand Traverse Bay early this morning when he tried to swim ashore from a small boat adrift on the bay and containing a 19-year-old Lake Leelanau girl.

The feared victim was identified by Grand Traverse sheriff's officers as Thomas Oliver, 17, son of James Oliver of 3872 Brook drive.

The girl companion was identified as Grace Plamondon, who stayed in the small boat and later drifted safely ashore at Marion Island, to which she and Thomas were reported to have gone in the 14-foot boat Wednesday evening.

Sheriff's officers said Thomas apparently tried to swim ashore for help after the boat's outboard engine ran out of gas on the return trip to Traverse City.

Officers said Grace estimated that the engine quit about 3 a.m. and that the boat reached the island about 6 a.m. She located another boating party, which sent an alarm to authorities and carried Grace to the mainland.

An air and surface search was started and late this morning a Traverse City Coast Guard air station helicopter crew reported spotting a body beneath the surface of the water about three fourths of a mile offshore from Cedar lake.

Sheriff's patrol boats began a search of the area, where the water depth is about 280 feet.

OIL PLANT FIRE — Fire of undetermined origin destroyed a garage and oil storage building to Mavety Oil Company on Garfield avenue at noon Wednesday. The garage housed, in addition to a large quantity of motor oil, a new automobile, a tractor, and other equipment. Fire departments from Traverse City, jail-based county units, and the Coast Guard foam unit battled the blaze. Concentrating on saving the large fuel oil and gasoline storage tanks nearby, firemen were favored by a southeast wind which carried the flames away from the tanks. (R-E Photo by Al Barnes)

Ship Limps Into Port

SAULT STE. MARIE (UPI)—A Great Lakes ore ship ripped by a boiler explosion which injured three men limped into port today.

The freighter Lehigh, owned by Bethlehem Steel Co., dropped anchor in the harbor here after a 38-mile trip powered by only one boiler.

Joseph R. Sednak, 18, Conneaut, Ohio, a seaman burned in the blast Wednesday, was reported in satisfactory condition at a local hospital. He was hoisted from the Lehigh by a helicopter Wednesday and rushed here suffering from burns on his arms, legs and face.

The Coast Guard said two other seamen suffered minor injuries in the explosion but did not require hospital treatment. The Lehigh had 33 men aboard.

The freighter Sparrows Point escorted the Lehigh back to port but the Coast Guard said the stricken freighter had no trouble during the trip.

Hunt Bay For Missing Youth

Grand Traverse sheriff's marine units continued to search the waters of West Grand Traverse Bay off Leelanau county's Cedar Lake today for Thomas Oliver, 17, of 3872 Brook Drive, Traverse City.

Thomas is believed to have drowned early Thursday morning as he attempted to swim ashore after the outboard motor of his 14-foot boat quit.

A companion, Grace Plamondon, 19, of Lake Leelanau R. 1 stayed in the boat and reached safety after the craft drifted ashore about 6 a.m. Friday on Marion island in t[illegible]y.

The sheriff's ma[illegible] search area was establish[illegible]after a Traverse City Coast [illegible]ard air station plane pilot [illegible]eported sighting a body bene[illegible] the water surface late Thurs[illegible]y morning. Water depth in [illegible]e area where the sighting wa[illegible]nade is about 280 feet, officer[illegible] said.

RE 8/19/66

MONDAY, AUGUST 1, 1966

RECORD-EAGLE, TRAVERSE CITY, MICHIGAN

Three Divers Rescued by Coast Guard

Three skin-divers missing since 8 p.m. Sunday night at Northport were sighted by a Coast Guard amphibious plane and rescued from South Fox Island by a U. S. Coast Guard patrol boat early today after the plane's pilot sighted their overturned boat on a beach on the west side of the island.

The three skin-divers, all from Kingsley, are: Edward Tragger, 57, owner and operator of the boat; Richard Hood, 28, and Rex Hentschell, 37. None were injured.

They were found after a nearly two-hour search by the Coast Guard HU-16 E twin-engine Grumman Albatross amphibious aircraft piloted by Lt. Cmdr. James Brawley, and the 40-foot patrol boat. The boat was alerted by radio as to the exact location where the skin-divers were sighted.

The aircraft was from the Coast Guard Air Station here and the boat was dispatched from Charlevoix.

The trio left Northport at 2 p.m. on Saturday and were due to return by 8 p.m. Sunday. They were on a skin-diving expedition looking for sunken ships in the South Fox Island vicinity.

They told Coast Guard personnel the weather became rough and the boat overturned but they managed to hang onto the boat until it beached. The boat was a homemade 16-foot fiberglassed outboard with a 75 horsepower motor.

The three men were on the island overnight.

Editorials and Columnists

AS WE SEE IT---

Well Done

Should two Traverse City lifeguards and a U. S. Coast Guardsman receive recognition for doing what many would consider was their duty in saving the life of a 10-year-old boy at Clinch Park the other day?

The U. S. army would think so. The Bronze Star is awarded soldiers who do their jobs. "Meritorious service" it's called.

And Lawrence C. Savage, city manager, thinks so, too. He has sent letters of commendation to the two lifeguards — Ralph McNabb, Jr., who provided the life-giving mouth-to-mouth respiration, and Carol Homan, who called the fire department, cleared the area, and kept the crowd under control.

The Coast Guardsman was Electrican's Mate 2/C Frank Adeau, 30, who pulled Juan Chapa, of Farr, Texas, from the water.

Savage said, "It is certainly gratifying to observe the courage and training of our young people, particularly with all of the adverse publicity they get when one individual gets out of line."

The people of Traverse City join the city manager in extending congratulations to all three and thanking them for their alertness in saving a life.

MARINETTE EAGLE-STAR

Associated Press Leased Wire News Service | MARINETTE EAGLE-STAR, MONDAY, AUGUST 22, 1966 | Single Copy 10 Cents

Recover Sunken Boat Used By 5 Missing Since Saturday On Bay

★ ★ ★ ★ ★

Windy Goodbye — Canada's Prime Minister Lester Pearson waves goodbye to President Lyndon Johnson on Campobello Island, N.B., Sunday as an aide helps Mrs. Pearson holding onto her hat as U.S. helicopter takes off. The wind was caused by the blades of the helicopter. President Johnson was departing to return to Washington after a meeting with the Canadian leader. (AP Wirephoto)

Fair Is Closed With New High In Attendance

985,296 Visit At State Exhibitions

MILWAUKEE (AP)—The Wisconsin State Fair has ended its 117th season with a record attendance, but rain deprived it of awarding a variety of dairy products to a one-millionth visitor.

The 10 - day admission count was 985,296 compared to the previous record of 933,004 set last year. Sunday's figure was good despite the rain: 103,116.

The fair ranked seventh last year among fair attendance ratings throughout the nation. Just ahead of Wisconsin in 1965 was the North Carolina Fair's 950-000 figure.

Officials had hoped the Wisconsin fair would join the Illinois, Texas, Minnesota and Michigan state fairs, and the Los Angeles County fair, as an exposition having drawn more than a million visitors in a single season.

✦ ✦ ✦

But rain reduced attendance and the person who would have received gifts including a 50-pound tub of butter, 10 pounds of Wisconsin cheese, Milwaukee beer a chicken barbecue for 50 persons and free admission to the 1967 fair.

The rain postponed until Saturday a U. S. Auto Club 200-mile championship race. More than 30,000 race fans waited for two hours before the race was officially delayed.

Even exposition officials helped maintenance men in an effort to sweep away rain puddles with brooms while cars and trucks attempted to keep the track in condition.

The Mondovi high school band from Buffalo County was named the best of 43 bands, and three Milwaukee - area bands took division honors.

✦ ✦ ✦

Robert Seitz of Mukwonago took the premier breeder and exhibitor awards in the Ayshire show although he was unable to display some recent imports from Scotland. They were recovering from the ocean voyage, he said.

In the Charolais show, Omis Farms of Mauston was the premier breeder, and Silver Creek Farm of Mount Horeb the premeir exhibitor. The grand champion bull was shown by Greg Linahl Beloit.

Lloyd Miller of Pardeeville took the herdsman's award for beef show entries. Calumet County had the best Ayrshire County herd.

The fair's grand champion barrow, a 225 - pound Chester White, was shown by Francis H. Fahey of Belleville. The reserve was a Poland China shown by Robert and Gary Wilson of Markleville, Ind.

Discover Laundree Boat At Peshtigo Harbor As Search For 5 Continues

Divers from the Menominee County sheriff's department today found and identified a submerged boat owned by Walter Laundree of 503 Hosmer St., Marinette.

It had been the object of a massive search on Green bay waters since Saturday night when the boat with five persons aboard was reported overdue. Search for the occupants so far has been without success.

The boat, a 17-foot runabout, was located by Jack Ruleau and Bill Holmes of Menominee, deputies for the Menominee sheriff's departmnt, about one mile off Peshtigo Harbor in Green bay. Skindivers from the sheriff's department confirmed that the submerged craft was the one operated by Laundree.

Walter Laundree

A U.S. Coast Guard boat towed the Laundree craft to the Menominee marina.

Although the boat has been located, no trace of the missing persons had been reported through 1 p.m. today.

Missing are Walter Laundree, 40, of Hosmer St., Marinette; his 16-year-old stepdaughter, Germaine; Miss Gloria Kelley, 19, daughter of Mr. and Mrs. William Kelley of 1206 23rd Ave., Menominee; William Marves, 21, and Robert Wendt, 19, both of Milwaukee.

Miss Gloria Kelley

Laundree is the owner of the white colored boat with a canvas top. The boat was powered by a 75 horsepower motor and members of the Laundree family said the boat was equipped with new life saving gear. Laundree is considered to be an experienced boatsman.

Menominee police and sheriff's officers said the search for the missing persons was launched Saturday when the party failed to return from a cruise across Green bay.

As searchers combed the waters and islands of Green bay and the bay shore from Escanaba south to the City of Green Bay, there were reports of the finding of some items used by boaters. They included life-jackets, boat cushions, a boat paddle, men's pants and straw hat but none of the items could be identified by Mrs. Carol Laundree. wife of the missing boatman. Her daughter, Germaine Peterson, is also missing.

Police said Mrs. Laundree reported to them the boat was overdue at 9:45 p.m. Saturday

Germaine Peterson

and search operations were started within 15 minutes by the Rescue Ranger. Mrs. Laundree told police, they said, that her husband's group left the Menominee marina at 3 p.m. Saturday and was scheduled to make stops at Green Island and Chambers Island. Green Island is only about six miles off the Menominee shoreline while Chambers Island is about 18 miles from the marina or about a 45 minute trip in calm seas.

The bay was choppy when the party left Menominee but the weather was not turbulent. The M & M Yacht Club conducted its regular races Saturday afternoon on the bay.

Francis Cornell of Menominee was the skipper and navigator of the Rescue Ranger when it left Menominee Saturday night about 10. Aboard were members

(See Five Missing Page 2)

★ ★ ★

Wife Checks Materials—Mrs. Carol Laundree, wife of Walter Laundree of Marinette who is one of five persons missing on Green bay, looks over a boat paddle and other materials found this morning by crews of the Rescue Ranger. Mrs. Laundree could not positively identify any of the materials as belonging to those aboard her husband's boat. Searchers found a straw hat, men's suntan pants, paddle, green and red cushion. (Eagle-Starphoto)

Boat Found: Fear 5 Lost

The Herald-Leader

Menominee, Michigan

10 PAGES — MONDAY, AUGUST 22, 1966 — SINGLE COPY 10c

By Paul Dubman and Gerald DiPego

A motorboat found submerged near the mouth of the Peshtigo River today was identified as the boat in which five missing persons left the Menominee Marina Saturday afternoon.

The 17-foot runabout, owned by Walter Laundree of Marinette, was found late this morning. It was last seen Saturday afternoon when the party of five left the Marina. The search continues for possible survivors.

Aboard the boat were Gloria Kelley, 19, of Menominee, Laundree, 40, and his stepdaughter, Germaine Peterson, 16, both of Marinette; Robert Wendt, 19, and William R. Marves, 21, both of Milwaukee.

The group left Menominee bound for Green Island. From there the group reportedly planned to travel to Chambers Island, 10 miles from Menominee.

The Sheriff's Department was notified at 6 p.m. Saturday that the group had not returned to Menominee from Chambers Island.

The Coast Guard said that at the time the boat was reported missing, rain storms, with winds up to 30 miles per hour, swept across Lake Michigan from the northeast raising five-foot waves in Green Bay.

The Menominee County Airport said that the squall struck the bay about two hours after the boat left the Menominee Marina.

The Menominee Rescue Ranger, two Coast Guard cutters from Sturgeon Bay, cutters from Green Bay and Two Rivers, an Enstrom helicopter, a Coast Guard helicopter and the Civil Air Patrol plane spent Sunday searching the waters of Green Bay.

The search was given up late Sunday because of 55 mile-per-hour winds and darkness.

Sheriff Reindl said that the Enstrom helicopter and the Menominee Sheriff's boat have been working the shore line north of Cedar River.

A Marinette County Patrol boat and the Rescue Ranger searched the Marinette County shore line, and the Civil Air Patrol Plane, Coast Guard cutters and helicopter made a complete search of Green Bay.

It is believed that Laundree, who has been operating boats on Green Bay for several years, had enough life jackets aboard to go around.

A life jacket that had been washed up on the shore of Green Bay was found by George Falk of Shore Dr., Marinette. It has been identified as one of those on the missing boat.

Falk told authorities that he found the life jacket on the beach five miles south of Marinette.

Authorities said that the chances of finding the five persons are dim, and even if their lifejackets held them up for the past two days the exposure might prove to be too much for them to survive.

Laundree, 503 Hosmer, Marinette, is a shafter in the Soft-Weave Department of Scott Paper Company in Marinette. His wife, Carol, is a nurse's aide at Marinette General Hospital. Laundree's other step - children are Alfred, 14; Timothy, 12; Cheryl, 11; and Sandra, 10. His children are Debra, 7; Scott, 6; and Denice, 4.

Gloria Kelley, daughter of Mr. and Mrs. William Kelley of 1206 14 St., is a graduate of Catholic Central High School.

Mrs. Laundree said the two Wisconsin youths were friends of the family, who had been coming to Menominee for years to attend the annual Bay Jammer. She said her daughter and Miss Kelley are cousins.

The United States Coast Guard tows the boat identified today as the one in which five people disappeared Saturday after leaving the Menominee Marina on a trip to Green and Chambers Islands. The boat was discovered late this morning near the mouth of the Peshtigo River. Sheriff's deputies noted that the windshield was missing and that the gas tanks were nearly full. The boat was towed to Riemer's Marina for further inspection (Herald-Leader Photo)

Walter Laundree

Gloria Kelley

Germaine Peterson

MARINETTE EAGLE-STAR

NINETY-SIXTH YEAR — Associated Press Leased Wire News Service — MARINETTE EAGLE-STAR, TUESDAY, AUGUST 23, 1966 — Single Copy 10 Cents — Two Sections — TW

Helicoper Returns Body — Coroner Richard Matty of Crivitz and a member of the Menominee County sheriff's patrol, hurry to meet a U. S. Coast Guard helicopter which returned the body of Miss Gloria Kelley, 19, of Menominee, to land about 3:45 p.m. Monday. The big helicopter, out of Traverse City, Mich., landed at the coal docks of C. Reiss Coal Company at Menominee. The body of Miss Kelley was found by helicopter crews about 3:09 p.m., 1½ miles south of the mouth of the Peshtigo River. The body of Miss Germaine Peterson, 15, of Marinette, was returned to shore at the Reiss docks by a Coast Guard utility boat.

The Herald-Leader

Menominee, Michigan

20 PAGES | TUESDAY, AUGUST 23, 1966 | SINGLE COPY 10c

TWO BODIES RECOVERED

Search Continues For Three Men

By Paul Dubman

Hopes were dim today as the search that recovered the bodies of two area girls continues for three men still missing in the waters of Green Bay after a boating accident Saturday.

The three men, Walter Laundree, 40, of Marinette; Robert Wendt, 19, and William R. Marves, 21, both of Milwaukee, were in a party of five that became the object of a massive air, sea and land search when they failed to return from a boating trip.

Search parties Monday recovered the bodies of the two girls and the boat the party was traveling in.

The recovery was made near the mouth of the Peshtigo River. Both the bodies and the submerged boat were found within the same five-mile area southwest of the Peshtigo lighthouse.

The body of Germaine Peterson, 16, Marinette, was found at 2:40 p.m. Monday by a Coast Guard cutter five miles from the mouth of the river. The body was taken to the Zeitler Funeral Home in Marinette.

The body of Gloria Kelley, 19, Menominee, was taken to the Lemieux Funeral Home after it was returned to Menominee by a Coast Guard helicopter. Miss Kelley was found by the helicopter at 3 p.m., one-and-one-half miles from the river mouth.

Richard Matty, Marinette County coroner, said that his investigation was not complete. However, he was able to determine that the Peterson girl died not too long after 5 p.m. Saturday.

Matty also said that Miss Kelley lived in the water longer than Miss Peterson.

The death of both girls has been attributed to a combination of exposure, shock, and drowning.

Authorites said today they believe the boat went down somewhere between Green and Chambers Islands.

It is also believed that the boat overturned when one member of the group attempted to walk to the rear of the boat in the heavy seas to switch the gas tanks.

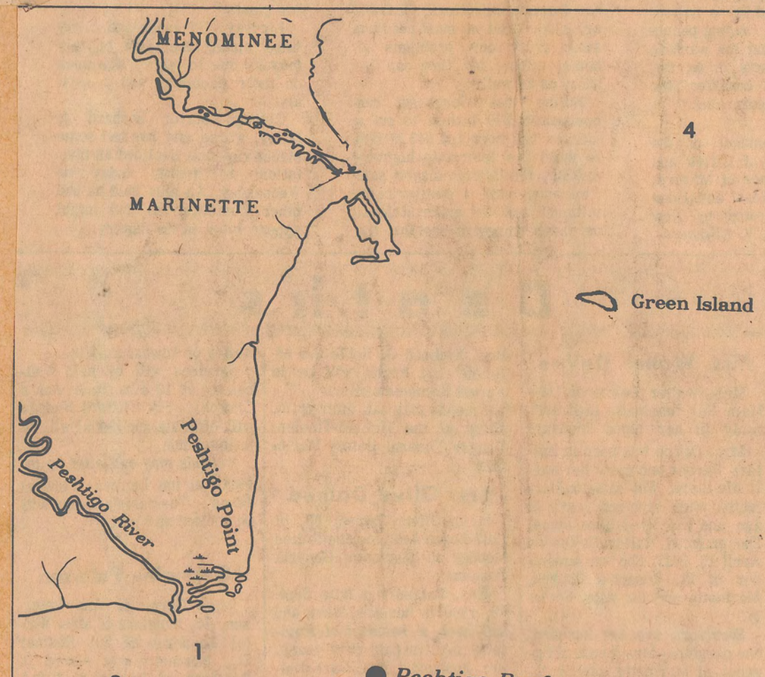
Authorites came to this conclusion after inspecting the boat and finding that one gas tank was empty while the other was still full and the tank switch had not been turned.

Edward Reindl, Menominee County Sheriff, said the 17-foot boat, with its 75 - horse - power motor and five passengers, was both overloaded and overpowered.

The search today will center around the area where the first two bodies were recovered.

Patrol boats from Menominee and Marinette Sheriff's Departments and divers from the Menominee department will be working in the area of the mouth of the Peshtigo River.

Coast Guard cutters and airplanes will search Green Bay. The Civil Air Patrol plane was in the air this morning searching the open water.



The above is a map of Green Bay showing the relative positions of where the bodies and the missing Laundree boat were found. No. 1 is where Menominee Sheriff's deputies found the sunken Laundree boat. No. 2 is where the Coast Guard helicopter found the body of Gloria Kelly; No. 3 shows where the Coast Guard cutter found the body of Germaine Peterson. The area around No. 4 is where authorities believe the Laundree boat sank.

One of two bodies recovered from the waters of Green Bay Monday is taken from the Coast Guard helicopter that recovered it. Both the bodies of Gloria Kelley and Germaine Peterson were returned to the Hanna Dock on the Menominee River by Coast Guard helicopter and cutter. (Herald-Leader Photo)

NOMINEE WIS. (1) MENOMINEE

PESHTIGO TIMES

A Newspaper for all the People of Marinette County

VOLUME — EIGHTY-NINE NUMBER—THIRTY-FOUR | PESHTIGO, WIS. 54157 | WEDNESDAY, AUG. 24, 1966 | Return Requested | 22 PAGES — PRICE 5c

28th Annual County Fair In Wausaukee Aug. 25-28

Expect Over 6500 Exhibits

Approximately $7000 in premiums will be offered to exhibiters at the 28th annual Marinette County Fair to be staged at Wausaukee Thursday, Aug. 25, through Sunday, Aug. 28. An estimated 450 adults and 656 youths are expected to display about 6500 exhibits.

In addition to exhibits there will be rides, entertainment, talent contests and other events for all age groups. Everything is local, as in comparison with other area county fairs where professional entertainment is used to attract admissions.

Now known as the Near North Fair, the event affords an opportunity for county residents to view the skills and crafts of their neighbors and to display their own talents. Admission is free and the charge for parking cars is 75 cents per car.

The ever popular livestock scramble, horse-pulling and tractor-pulling contests as well as the swine and beef carcass auctions will be featured.

Activities will officially begin at the fair on Thursday, Aug. 25, which has been designated as entry day. Entries will close at 6 p.m. From 1 p.m. to 5:30 p.m. rides will be reduced as well as on Friday, Aug. 26.

Friday's activities will begin at 8:30 a.m. with sheep judging. At 9 a.m. judging will begin in all other departments. The horse judging for showmanship will be held at 10:45 a.m. at the grandstand and the swine judging scheduled for 1:15 a.m. At 1 p.m. horse-udging at the alter will be eld as well a sne dog show.

The tug-o-war is set for Friay at 8 p.m. at the grandand. Admission will be $1 or adults and 50 cents for chilren. Teams participating ust consist of 10 contestants nd each organization or roup an enter only one team. Total weight of each team can be no nore than 1800 pounds. Winning pull distance is 10 feet from the center of a 20-foot no man's land and the winners must win two out of three pulls. First prize is $64, second $48; third $32 and fourth $16. Wally Brzesinski, route 1, Peshtigo is in charge of the event.

Cattle judging will start off Saturday's activities at 9 a.m. A change in the rules will see the showmanship contest held first and the dairy cattle judging to follow. Qualifications for the horseshoe pitching contest will start at 9:30 a.m. and the actual event is slated for 10:30 a.m.

The horse show will be held at 12:30 p.m. at the grandstand. Admission will be 50 cents for adults and 25 cents for children. Preliminaries for the talent contest, which has 22 entries, will start at 2 p.m. with the finals slated for Sunday at 2 p.m.

The Livestock Scramble is back to Saturday afternoon. It will be held at 2:45 p.m. in front of the grandstand. Six pigs and four calves are being awarded to the winners of this year's event. Contestants may be boys or girls from 10 to 16 years old and they must be from a farm or at least have a place to keep the pig or calf whic hthey win.

The winners of the pigs will receive their animal next spring and they must be shown at the next year's Near North Fair. To win a calf the boy or girl must catch a pig which in turn entitles him to a certain calf. A new rule this year is that calves are to be from herds with a minimum DHIA average of 450 lbs. butterfat. Calves won by contestants will have to be shown at the next two years' Near North Fairs.

Another new rule this year is that winning contestants must keep the prize animal in Marinette county or return it to the sponsors control ifthey move away.

Sponsorship of this event is provided by certain area farm organizations according to Art Risner, superintendent of the livestock scramble. He also reminds youth to have their entries into the fair office by 6 o'clock o nentry day, Aug. 25. Selection of the contestants will be made that evening based on their entries.

The Livestock Scramble is a great spectator sport and anyone attending the fair on Saturday should make a point of attending this free attraction in front of the grandstand. Referees will be the members of the Marinette Junior Chamber of Commerce.

Concluding Saturday's events at 8 p.m. will be the tractor pulling contest. Included is a miniature contest for garden tractors.

A flag raising ceremony and recognition of an old timer will start off activities on Sunday at noon. The horsepulling contest will follow as will the pigeon race. Weigh-in time for the contest is 10 a.m.

The swine carcass auction will be held at 3 p.m. and the beef carcass auction at 3:30 p.m. Only the pigs will be shown live before they are butchered. Both the swine and beef carcasses will be on display in a refrigerated unit at the fair-grounds.

Concluding the annual event at 4:30 p.m. Sundoy will be the livestock parade.

New rest room facilities have been installed at the fair-grounds at an estimated cost of $10,000. They are now located near the grandstand.

RECOVER GIRL'S BODY—The body of 19-year-old Gloria Kelly of Menominee is lowered from a big Coast Guard amphibious helicopter which found her Monday near the mouth of the Peshtigo River. The 'copter pilot looks on as Sheriff Don Witt and Coroner Dick Matty assist in removal of the young victim. Miss Kelly, still wearing her lifejacket, was found about 3:09 p.m., shortly after the body of her friend, Germaine Peterson, was recovered. They were among five passengers on a 17-foot runabout boat which disappeared sometime Saturday in the Green Bay waters. Three others are still missing and hopes dimmed for their discovery.

School Board Starts Action To Acquire French Street Site

Citizens Object, May Petition For New Referendum

Action to acquire the French street site for the construction of a new grade school was taken when the Peshtigo board of education met Monday, Aug. 22, in special session.

Board members also informed the 12 citizens attending that the school board still preferred the Badger Park site. However, it could not be obtained because of action by the city council and defeat of a referendum.

The citizens were informed the school board could not take further action to acquire the park site. Consequently it would be up to a group of citizens to petition the council for another referendum vote on the park site.

Dale Berman, president of the school board, told the group that the French street site was actually the school board's third choice. The first had been land adjacent to the school containing the fire museum and city owned home. The second site had been the park and both sites had been turned down by the city council. "Now this is the third site and the council seems to go along with it."

Property Values up

Ray Thompson, who owns property at the French street site, felt the $36,000 appropriated to purchase the site was inadequate. He pointed out the city had purchased the property on which the fire museum and city owned home are located for only $26,000 and this was comparatively smaller than the French street site. "Since that purchase, property values have nearly doubled. You are attempting to purchase three homes, three times as much property and I think the purchase price will be closer to $72,000." he said.

Berman replied the school board could only use the $36,000 figure as supplied by a local appraiser hired by the board.

Gene Guay, board member, reported the property would not be purchased if the price was excessive.

Thompson pointed out future school expansion would require purchase of more homes in that area. The purchase price would need to be sufficient so the seller could obtain another home or else build a new home. He also felt the site was dangerous because of its location to a busy highway. "Youngsters get out of school and just run. It takes about a block for them to slow down. Therefore I feel the school should be built further back from the main highway."

Referendum Defeated

Antoine Barrette, M.D. pointed out the board had purchased advertising in the PESHTIGO TIMES with their own private funds in an attempt to secure the park site. With the referendum defeated, he felt there was very little the board could do about the park site now unless citizens petitioned the council for another vote.

Howard Harper reported he understood the school board as a second choice desired to build the school directly south of the present high school. "Across the street is closer. Why buy homes four blocks away when you can buy them right across the street."

Barrette reported the site across from the school would be excessive in price to obtain and would only be half of the area of the French street site.

Irv Caebe, also located at the French street site, stated "If the park were brought to another vote I think a lot of people would change their vote and favor the park site."

Berman replied the city council felt the referendum vote was mandatory and therefore nothing further could be done unless citizens petitioned the council for another vote.

Guay pointed out the school board could not petition the council for another referendum. "The council has turned us down three times and the people voted it down last time. The park site is not available unless the people can change the council's attitude." he stated.

Require Signatures

Barrette interjected that the school board would have to wait two years according to law before they could petition for another referendum. He also felt that the last referendum was not mandatory because it was not the one submitted by the school board to the council. "The school board petition would have required signatures of 15 percent of the votes cast for the governor in the last election. We never did submit our referendum because the city took over." he stated.

Caebe asked if the board favored the park over the other sites.

Max Schrader, board member, replied the school board was on record that the park was the best site. "Presently we have no assurance that another referendum would be held. If it were defeated we would be right back where we are tonight."

Berman pointed out if another referendum were successful the city council still had the right to refuse to give the school board the site.

Barrette said "The majority opinion of the board, past and present, was that the park was the second choice and the cemetery the first choice. The board made enough study and paid for an advertisement to inform the public on the park site. I don't believe our opinions have changed a great deal."

Hands Tied

Robert Pearce questioned what would happen to Peshtigo if the state highway department decided to reroute the highway because of the school being constructed on the French street site.

Berman pointed out Coleman high school is near the highway. "Actually, the board has no alternative but to pursue purchase of the French street site."

Mrs. Ray Thompson questioned why the Lake street site was not being considered.

Berman replied the school board had not recommended the site and why the council had viewed it he could not understand. "Our hands are tied because of the referendum vote. It is up to the citizens to reopen it. The board can only pursue the French street site unless something else comes up." he stated.

Guay pointed out "The council considers the referendum vote to be mandatory although the city attorney says it wasn't. Now it is up to someone else to prove whether it was mandatory or not."

Thompson questioned "Doesn't the city council take the advice of their own city attorney?"

Guay replied "That question was asked but no answer was given at the council meeting. If the referendum was mandatory we can't ask for the park site again."

Board Stood Alone

Mrs. Thompson stated "The people in Peshtigo, voters and taxpayers have a right to change their mind to put the school in the park site."

Berman reported he wished the citizens had desired to become informed about the situation earlier. "Why they didn't I don't know."

Guay also said, "The school board stood pretty much alone on the park site."

Barrette stated "The voters put the school board in a bad position by defeating the referendum."

Mrs. Thompson replied she had not attended school board meetings previously because she had faith in the school board to take the right action. "I will have no faith in the school board if the school is built by my house."

Ray Thompson pointed out the French street site had never been considered until brought up by Gene Guay.

Guay remarked "Yes, I brought the site up and I have no intention of backing down. Some members of the council brought up the site to me before it was presented."

Barrette again pointed out "The school board made recommendations, took a stand and presented the park site to the people. The people took a stand opposite the board and left the school board by itself and put the board into the present position.

Citizens Can Petition

"Now if the people are not satisfied, the people must get the referendum vote to change the mind of the council." Barrette stated.

Henry Drees, board member, asked for a clarification of the discussion. "As I understand it, a group of citizens could start another petition for a referendum vote if they wished."

Several board members indicated this was right.

Ray Thompson indicated that action would be taken immediately to circulate another petition asking the council for another referendum vote on the park site.

Richard Anderson of Brown street, questioned if enough time was available for the petition to be circulated and election held. He also indicated he favored the park site.

Berman replied it would take three to four months before the school board was able to complete the purchase of the French street site unless stopped by court action or an order from the city council.

After the 12 citizens left, the school board continued to discuss the various aspects of the situation. One of the points discussed indicated opposition to the park site could also start a petition and the question of a school site could be delayed for years by such tactics.

To Get Appraiser

Until told otherwise by the council or the courts, the school board unanimously authorized the building and grounds committee to secure the services of an appraiser, surveyor and attorney to secure the French street site. Mentioned for the post were Clifford Brabender, city attorney Norman Langill and Henry Gremmer, local engineer.

In other action, the board adopted regulations for the sale of an annuity tax shelter plan to teachers. There is no expense to the board but deductions are made and teachers pay no income taxes on the deduction. Under the rules, teachers must take the insurance by Oct. 1 of 1966 and by Sept. 1 in subsequent years. Insurance salesmen will not be able to contact teachers on school property.

The next meeting of the board of education will be held Thursday, Sept. 1, at 7:30 p.m. at the high school library.

Attention College students! Be sure and order a nine months subscription to the Peshtigo Times. only $3. Order yours today.

WIFE SEES BOAT—Unable to hold her tears, Mrs. Walter Laundree, wife of Walter Laundree and mother of Germaine Peterson, both of whom were aboard the ill-fated boat, breaks down when she sees a Coast Guard cutter bring her husband's craft to dock at Riemer's Marina in Marinette. Several hours after the boat was found partially submerged about a mile offshore near the mouth of the Peshtigo River, the body of her daughter was recovered. The boat, with its 75 horsepower motor still attached, was towed into Menominee Harbor by a utility boat from the Sturgeon Bay Coast Guard station. No trace of three other passengers had been found Wednesday in spite of a massive water and air search.

Green Bay Boating Mishap Claims Five

Fourth Day Of Search Begins

Bodies of two persons have been recovered from the waters of Green Bay and an intensive water and air search continued into its fourth day for three other persons. The five were all aboard a 17 foot outboard boat which left the Menominee Marina Saturday afternoon, Aug. 20, and was found partially submerged Monday, Aug. 22, about 10 a.m. one mile south of the mouth of the Peshtigo River. It was the states' worst boating tragedy of the year.

Recovered have been the bodies of Gloria Kelley, 19, daughter of Mr. and Mrs. William Kelley of 1206 23rd avenue, Menominee, Mich., and Germaine Peterson, 16, stepdaughter of Walter Laundree 40. of Hosmer street, Marinette.

Missing are Laundree, Robert Wendt, 19, of 5867 N. Teutonia ave., Milwaukee and William Marves, 21, of 8011 W. Norwich ave., Milwaukee.

The accident could have been even more tragic as a sixth person was to have gone. Germaine Peterson's aunt, Mrs. Frank Schreiner of Marinette reported to law officers that her daughter Karen was to accompany the five persons but changed her mind at the last minute. Mrs. Schreiner quoted Karen as saying the boat was headed for Green Island and then on to Fish Creek.

The craft, powered by a 75 h.p. motor, left the Menominee Marina at 3 p.m. Saturday for Green Island and Fish Creek in Green Bay, a distance of about 17 miles. The search began when Mrs. Laundree called the Menominee sheriff's department at 9:45 p.m. to report her husband's boat had not yet returned.

The sheriff's department rescue boat was dispatched immediately to look for the missing craft. The Marinette Sheriff Department, guard, Civil Air Patrol and volunteers later joined the search.

The Rescue Ranger, a 41-foooter powered by 300 horsepower engines, started searching at 10 p.m. and continued until 3 a.m. Sunday. It resumed its search at 8 a.m. Sunday and continued throughout the day.

Searchers were hampered Sunday by fog. Low visibility prevented airplanes from searching and rough waters and high waves prevented smaller craft from participating in the search. Also assisting were two coast guard boats and a helicopter, the Enstrom helicopter and Civil Air Patrol planes.

It was reported the Green Island area was hit by a squall Saturday about 5 p.m. Waves were reported at 6 to 8 feet high on Green bay that evening and also on Sunday. Winds were blowing at about 20 miles an hour with gusts up to 30.

The boat was found with its bow sticking out of the water Monday, at 10:45 a.m. by Jack Rulleau and Bill Holmes of the Menominee sheriff's department.

The body of Miss Kelley was found Monday at 2:40 p.m. by a Coast Guard boat about six miles from where the boat was found. At 3:09 p.m. the Coast Guard helicopter found the body of Miss Peterson five miles from where the boat had been found. Both had life jackets on.

A life jacket from the boat was found Monday by Edgar Baker on the beach about six miles west of Marinette and another by George Falk near Strawberry Point. One life jacket was found in the boat along with a ski belt.

Marinette county sheriff Donald Witt told the Times that Mrs. Laundree had informed him that the boat carried five newly purchased life jackets. Sheriff Witt stated therefore that all five life jackets have been accounted for. The one found by Baker was torn out at the bottom still being tied in the back. It was covered with sand which Witt though may have come from the sandbar near the Peshtigo point. He concluded that one more body may be in the vicinity of the Peshtigo harbor but added that the whereabouts of the other victims is anyone's guess.

Sheriff Witt, who had spent more than 10 hours along with Captain Bill LaFave searching the rough waters in the sheriff department's 14 foot boat, expressed his thanks to the Menominee Sheriff's department for their "excellent co-operation in the searching efforts." He also thanked everyone who did and is aiding the search, especially the Enstrom Corp., for the use of its helicopter and the Civil Air Patrol for the use of its plane.

Coroner Richard Matty, who has been aiding in the search for the bodies and investigation ofthe incident, indicated death was apparently caused by drowning, shock or exposure to weather elements. At present no inquest or autopsy is being considered.

Results of the investigation todate indicate the boat may have capsized about 5 p.m. according to Matty. This was based upon the fact that one fuel tank was empty and the other full but the hoses from the empty tank had not been connected to the full tank. This leads to speculation that attempts might have been in progress to switch over to the full tank when the mishap occured.

Matty reported the Kelly girl when found was wearing an adult life-jacket. The Peterson girl was found wearing a child's life-jacket and that straps on the right side of the jacket had separated. Sand on the bodies indicated they could laid on a sand bar until high waves pushed them off into deeper water.

Mr. and Mrs. Emil Esposito and family of Franklin Park, Ill., will arrive Thursday to visit at the Frank Gryzwa home. They will attend the Tittlie-Gryzwa wedding. Mrs. Esposito is the former Theresa Gryzwa.

RECOVER BODIES— Traverse City Coast Guard Air Station crewmen prepare to remove three bodies from the same raft from which a short time earlier Wednesday the Coast Guardsmen rescued the lone survivor of the ill-fated ore carrier Daniel J. Morrell. The raft held the bodies of the ship's captain and first and second mates, used as shields against gale winds and icy water by the survivor, Dennis N. Hale, 26-year-old Morrell crew member from Ashtabula, O., during a 36-hour ordeal adrift on the raft in Lake Huron.

(UPI Telephoto)

'COPTER CREW — Members of helicopter crews from Traverse City Coast Guard Air Station who found and rescued the lone known survivor of the sunken ore carrier Daniel J. Morrell from a raft Wednesday are shown at the air station before resuming a search for other possible survivors and bodies of many of the 28 persons believed to have died in the break-up of the big ship early Tuesday during a howling gale on Lake Huron. Left to right in the picture are: AE/2 Albert Massey, AD/2 Myron Shorter, Lt. Cmdr. Benjamin S. Beach, and Lt. William H. Hall. The airmen rescued the Morrell crewman Wednesday afternoon, some 36 hours after the sinking.

(R-E Photo by Al Barnes)

☆ ☆ ☆

T.C. Air Station 'Copter Crew Rescued Ship's Lone Survivor

"I love ya" were the first words from the lone known survivor of the ore carrier Daniel J. Morrell to rescuers from Traverse City Coast Guard air station Wednesday as they reached the raft on which the crewman had drifted for 36 hours after the 600-foot ship sank in a gale early Tuesday off Harbor Beach in Michigans Thumb.

Lt. Cmdr. Benjamin S. Beach, pilot of the Traverse City Coast Guard helicopter which discovered and picked up the ship crewman, said the survivor repeated the greeting over and over as he was carried aboard the copter to safety at nearby Harbor Beach.

"We told the man to rest and that we wouldn't try to ask questions right away about the sinking," Cmdr. Beach said, "but he said 'No, no, that's all right, I want someone to talk to me.'"

The crew member was identified as Dennis Hale, 26, of Ashtabula, O. and it later was learned that he had been adrift on the storm-whipped lake on the metal cylinder raft for 36 hours after the Morrell broke up and sank about 2 a.m. Tuesday.

The ship's captain and two other officers on the raft with Hale died Tuesday and the lone survivor used their bodies as a shield against gale winds, snow, and icy water.

Cmdr. Beach said his helicopter crew spotted the raft and thought all on it were dead until Hale "raised his right arm and his head."

AD/2 Myron A. Shorter made his way to the raft after the copter landed nearby, but at a safe distance from rocks which appeared to have arrested the drifting raft not far from shore, the commander said.

Unable to move Hale, a big man whose left side seemed to be immobilized, Shorter was joined by Cmdr. Beach and the two men, working in waist deep water, tried to move the seaman. Unsuccessful, they received help from AE/2 Albert Massey, member of the crew of another Traverse City helicopter.

Hale was taken to nearby Harbor Beach for initial medical treatment.

The Morrell crewman "was in minor shock but was in amazingly good condition considering his ordeal," Cmdr. Beach said. "Hale had no trousers or shoes on, yet his bulk and the protection given by his shipmates' bodies appeared to have made his survival possible."

Lt. William H. Hall piloted the helicopter while Cmdr. Beach and Shorter worked with Hale, and the Guardsmen returned to remove the three bodies from the raft.

The Traverse City copters and other aircraft then continued searching the area for other possible survivors and for bodies of many of the 28 crewmen aboard the Morrell in addition to Hale.

RECORD-EAGLE
FRONT PAGE
CENTER
12/2/66

TFALO EVENING NEWS

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Complete News Coverage

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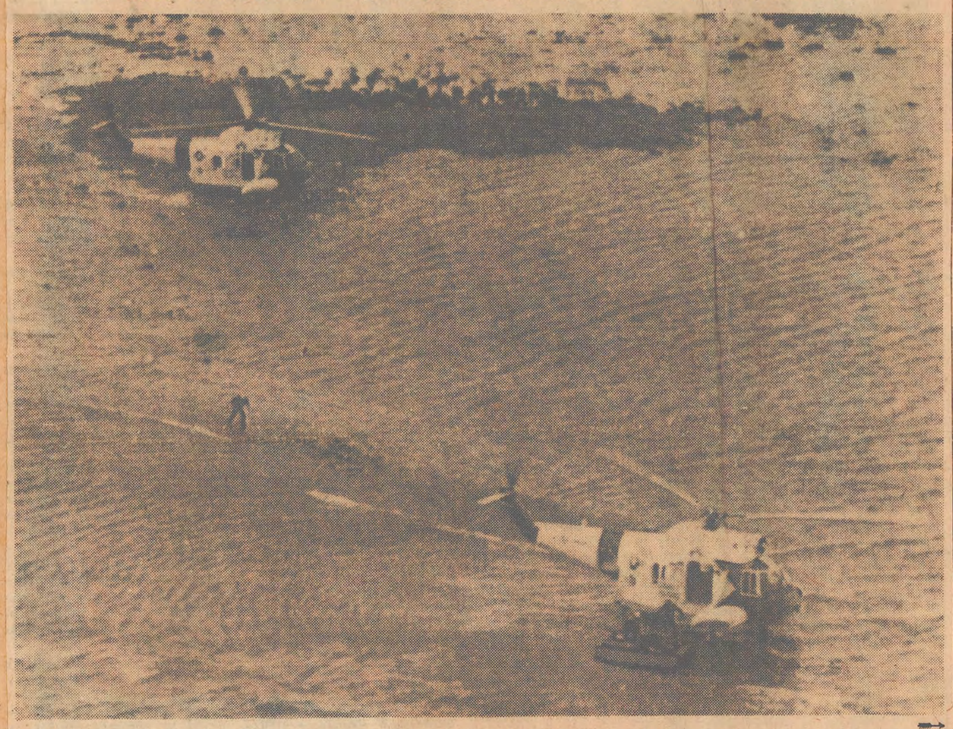
94 Pages—5 Sections—8 Cents

aster Claims 8 Area Seamen

Futile Search for More Survivors of Lake Huron Disaster



HARBOR BEACH, Mich., Dec. 1 — A member of a Coast Guard search party runs through shallow water from his helicopter to another helicopter to help examine a life raft from the ore freighter Daniel S. Morrell. The ship, with 29 men aboard, buckled under gale winds Tuesday and sank in storm-tossed Lake Huron. This life raft contained bodies of several victims; the sole survivor, Dennis Hale, was found earlier. (UPI)

28 KILLED AS SHIP BREAKS UP AND SINKS IN HURON BLIZZARD

Ore Carrier Sent No Distress Signal; Search Goes on for Last Body As Only One Survives

By United Press International

HARBOR BEACH, Mich., Dec. 1—Coast guardsmen pulled three more frozen bodies from Lake Huron today as they scanned the icy waters for the last of 28 men who died when their ship broke in two and sank in a howling gale. Eight Buffalo-area seamen died in the disaster.

The only survivor stayed alive by burrowing beneath the bodies of his captain, first mate and second mate during a macabre 36-hour ride on a pontoon raft. He was rescued by a helicopter.

The ship, a 60-year-old, 600-foot ore carrier named the Dan-

Veteran seamen and newcomer among area dead on ship. PAGE 45

Picture on the Picture Page

iel J. Morrell, buckled under the brunt of 60-mph winds and 20-foot waves early Tuesday.

Out of Lackawanna

But no one knew about the tragedy until another freighter spotted a body at midday Wednesday, nearly 36 hours after the ship went down.

The frozen, bobbing body was clad in a lifejacket bearing the inscription "Daniel J. Morrell," a name which foretold the Great Lakes' grimmest disaster since the freighter Carl D. Bradley carried 33 men to their death in Lake Michigan Nov. 18, 1958.

Today, the sun shone brightly from blue skies and the sea was deceptively calm at the scene of the disaster.

The Morrell was en route from the Bethlehem Steel Corp. plant in Lackawanna to Taconite Harbor, Mich.

Seven bodies floated ashore and five were plucked from the water Wednesday. Volunteers joined police in a ground search today, slogging along 26 miles of snow-covered beach in a hunt for more bodies. There was no hope of finding anyone alive.

34-Degree Waters

Four Coast Guard boats criss-crossed the waters near the site 18 miles north of this summer resort town where the Morrell, owned by Bethlehem Steel, sank during Michigan's worst storm in a decade. The section of the lake has been a graveyard for many ships.

Most of the crewmen apparently jumped in the 34-degree water with their lifejackets on, perhaps unaware that no distress signal had been received.

"I doubt whether anyone could survive more than three hours at these water temperatures," said Capt. George Winstern, skipper of the Coast Guard cutter Mackinaw, which led the search effort.

He said the Morrell probably broke in two and sank almost immediately. "There was apparently no time to send a distress signal," he said.

The survivor, watchman Dennis Hale, 26, said he thought he saw two lifeboats launched but was not sure. No boats were found.

Bodies in Clusters

Coast Guard Lt. Ward A. Lewis of Phoenix, Ariz., pilot of a rescue airplane, said the choppy waters "looked too thick to drink and too thin to plow."

"That water was terrible," Lt. Lewis said. "It was cold, and full of death . . . I doubt whether we'll find the rest of them until the water clears up, and that probably won't be for 24 to 36 hours."

Lt. Lewis said the bodies "seemed to be together in clusters, about five miles off shore."

The Cleveland-registered Morrell had been plying the lakes since almost the turn of the century. Built in 1906, it's duty was to bring iron ore from the open pits of Minnesota to Bethlehem's steel mills.

The wife of the survivor had no idea her husband was near death until she learned he was safe.

Mrs. Bertha Hale was told by deputy sheriffs that her husband had been pulled alive from the lake waters.

Cruelest Month

For the men who sail the inland seas, November is the cruelest month.

Its storms are legendary, and the legends are based in stark reality.

November has claimed at least 381 lives in 25 sinkings on the lakes.

Huron has been the biggest graveyard, 204 hands lost in 11 sinkings, not counting the Morrell.

Three freighters went down in Lake Michigan in November 1940. Fifty-seven lives were lost.

The most disastrous November blow was in the five-day storm of early November 1913. Nineteen ships went down, and none of the 248 crewmen survived.

Rates Skyrocket

Insurance companies start their rates skyrocketing as winter sets into the Lakes. Rates climb during November, double on Dec. 1, and double again after Dec. 3. The rate then doubles every few days and by mid-December the lines either carry their own insurance or lay up the vessels.

The Bradley, a limestone carrier riding empty, was plowing through heavy seas on Lake Michigan eight years ago, when she broke up. There was no time to lower lifeboats. The mate shouted "May Day" into the radio, rattled off the position, and reported, "We're breaking up." Then the radio went silent.

Two ice-covered crewmen were found 14 hours later aboard a raft. Doctors then called their survival "an amazing piece of human endurance."

The WNY Victims

Eight men from the Buffalo area and a South Buffalo native who moved to Michigan about eight years ago have been identified as members of the crew of the lake freighter Daniel J. Morrell, which sank Tuesday in Lake Huron. They are:

Henry Rischmiller, 285 Ayer Rd., Williamsville, wheelsman.

Chester Konieczka, 45, RD 2, Hamburg, fireman.

Arthur E. Stojek, 33, 134 Thompson St., Buffalo, seaman.

Charley J. Sestakauskas, 50, 236 14th St., Buffalo, porter.

Valmour Marchildon, 147 School Rd., Town of Tonawanda, first assistant engineer.

Stanley J. Satlawa, 40 Kimmel Ave., Buffalo.

Norman Brago, 947 Ontario Ave., Niagara Falls, watchman.

Stuart Campbell, 202 Lake St., Marinette, Wis., who formerly lived in South Buffalo, wheelsman.

Alaska Search Resumes After 'May Day' Call

JUNEAU, Alaska, Dec. 1 (AP)—An air and sea search resumed at dawn today for an unidentified ship which radioed a "May Day" call late Tuesday and has not been heard from since.

The distress call was received at the Coast Guard station at Yakutat, but the operator was unable to make out the vessel's name.

The Sole Survivor Has Single Question: 'Why Am I Alive?'

By United Press International

HARBOR BEACH, Mich., Dec. 1 — "Father, why am I alive?"

Dennis Hale, 26, lone survivor of a Lake Huron ship disaster that took 28 lives, asked the question of a priest.

"Because God wants you to be alive," the Rev. Cornelius McEchin replied.

Hardened coast guardsmen and police asked each other the same question after Mr. Hale, a deck watchman, was plucked from the frigid lake waters by a helicopter Wednesday.

The answer: The warmth of three dead men, a husky physique, two fortifying hours of sleep and sheer luck.

Mr. Hale, a former hotel chef who lives in Ashtabula, O., with his wife and four children, was reported in good condition today despite a harrowing 36 hours aboard a storm-tossed raft.

He was cheerful and ate a normal breakfast. "In fact," a hospital spokesman said, "he wanted more."

One of the few to find a raft when the Daniel J. Morrell suddenly broke in two and sank early Tuesday, Mr. Hale told of watching his ship sink and his shipmates plunge into icy waters with no rescuer near.

Signed on Reluctantly

He then watched his three raft mates — the ship's captain, first mate and second mate — slowly die of exposure. Their stiff bodies became his blankets.

When Mr. Hale signed on the Morrell, it was reluctantly and with a fear of lake storms.

"He was awful scared about storms," said his wife, Bertha. "He was always afraid. But he needed the money."

Mr. Hale said he finished a watch Monday night and went to bed.

"I was asleep when I heard a hard thump," he said. Books in his room tumbled to the floor. The lights blinked out.

"I thought the anchor was dropping," he said. "Then I heard the emergency alarm. I got dressed and ran topside. The ship was breaking in half."

Saw Halves Separate

Mr. Hale clambered into a pontoon liferaft with the ship's captain Arthur I. Crawley, First Mate Phil Kapits and Second Mate Duncon McCloud.

"As we were floating out on this raft we could see the two halves hitting each other," he said. "They had separated and the back part still had power and kept ramming the front part.

"She buckled and sank.

"About 15 minutes after we got on the raft, the ship went down. The last thing to go down was the stern. I saw it slowly slip into the dark waters."

Two of his companions died shortly after dawn Tuesday.

Just Waited

"They died within minutes of each other," he said. "Their lungs began to fill with water. The third man died the same afternoon."

Snow kept falling. Gale winds tossed the raft like a stick. Mr. Hale burrowed beneath the three bodies for warmth.

He waited.

"The sea was in a terrible rage," he said. "There was no sunshine."

Mr. Hale slipped in and out of consciousness. He woke up when a helicopter appeared Wednesday, nearly 36 hours after he boarded the raft.

The raft had five flares. He fired three early Tuesday and the last one Wednesday, believing he saw a ship. It was a buoy.

Body Temperature 92

"It's quite miraculous," Deputy Sheriff Robert Bowen said of Mr. Hale's survival. "He was underneath the three bodies. I think that's what kept him warm."

His body temperature was 92, about 6 degrees below normal, when he was rescued.

"I frankly don't see how that one guy lived," said Coast Guard Lt. Ward A. Lewis of Phoenix, Ariz., one of the rescue pilots.

Dr. Robert Oakes said: "I can't understand why he's alive. It's a miracle that that man's alive."

"I think the survivor must have lived on fat. He weighed 250 pounds and otherwise he'd have never made it."

"I know why I'm alive," Mr. Hale told Father McEchin, the priest who blessed 12 bodies before coming to Mr. Hale's bedside.

"One, because God wants me to be alive.

"Two, because God wants me to suffer before I die."

DENNIS HALE
Afraid of Storms

AREA OF THE SEARCH

RECORD EAGLE

MONDAY, DECEMBER 5, 1966

Still Hunt Victims of Ship Sinking

HARBOR BEACH (UPI) — Coast Guard authorities said today the search will go on for the bodies of eight crewmen yet to be recovered from the sunken freighter Daniel J. Morlel, which snapped in two and sank with a loss of 28 lives during a blinding Lake Huron gale Tuesday.

Weather conditions, however, forced two helicopters to cut short their search Sunday as gale warnings were thrown up on the lake.

A Coast Guard spokesmen said the extent of today's search would depend at least

The Coast Guard will open an official inquiry today in Cleveland into the sinking of the Morrell. Rear Admiral Charles Tighe, commander of the Ninth District, will head the investigation.

Investigators will try to determine what caused the Morrell to break up and sink leaving only one survivor from the 29-man crew.

Meanwhile this small community has declared Tuesday a day of mourning for the dead crewmen.

An interfaith memorial service was scheduled in Our Lady

three ministers each scheduled to perform the burial rites of his church.

Dennis Hale of Ashtabula, Ohio, the sole survivor of the disaster, probably will not attend. He has been hospitalized suffering from exposure since he was plucked from a raft late Wednesday 36 hours after the ship went down.

Navy planes from [illegible] Grosse Ile Naval Air Station Saturday used sonic devices to fix a spot on Lake Huron 25 miles north of Harbor Beach as the suspected resting place of the Morrell.

there were no plans to take further soundings. The Coast Guard cutter Acacia swept the area and did not get any soundings that would indicate anything that would hinder navigation, he said.

The three large metallic objects located were in about 190 feet of water, he said, and it is "highly improbable that anything would be sticking up that high."

The Coast Guard has no plans to send divers down at the spot, he added, and probably the only reason a search of the spot would continue "would be if the marine board feels it could get more information" by

Believe Hulk of Sunken Ship Found

HARBOR BEACH, Mich. (UPI) — Navy pilots using sonic devices found Friday what they believe is the wreck of the ore freighter Daniel J. Morrell, which broke up and sank within minutes during an icy gale on Lake Huron earlier this week.

The Coast Guard was to continue its search today for bodies of 28 seaman believed lost in the sinking. Only one crewman, Dennis Hale, 26, survived the wreck. He was picked up 36 hours after the tragedy drifting on a raft with the bodies of the captain and two other officers.

In Cleveland, a Coast Guard spokesman said there would be no attempt to dive for the wreckage or salvage the vessel. He said they wanted to find the sunken ship to determine whether it would be a hazard to navigation.

The captain of the Coast Guard cutter Acacia revealed that if the ship had sent a distress signal, some of the crewmen might have been rescued. Lt. Cmdr. Charles Millradt said he was within 20 miles of the Morrell at about the time she was supposed to have met disaster.

The ship broke up and sank so quickly that no SOS could be sent, and authorities did not learn of the disaster until the frozen body of one of the crew was found floating in the storm-tossed lake a day later.

A lawyer for the surviving Hale said the freighter may have been unseaworthy.

However, Coast Guard officials said the 60-year old, 600 ton Morrell had passed a mid-summer inspection of its crew life saving equipment a emergency techniques.

An investigation into the incident is scheduled to begin Monday in Cleveland.

RECORD-EAGLE
12-3-66
FRONT PAGE

Detroit Free Press

Vol. 136—No. 213 On Guard for 135 Years Sunday, December 4, 1966

Crack Found After Storm

Sister Ship of Morrell Is Condemned

The sister ship of the ill-fated Great Lakes freighter Daniel J. Morrell has been declared unseaworthy by the Coast Guard and ordered towed back to Toledo.

Meanwhile, the Coast Guard continued its air and water search Saturday for the bodies of eight missing crewmen of the Morrell which broke up and sank early Tuesday in a howling storm.

There was only one survivor, Dennis Hale, of Astabula, O. So far the bodies of 20 crewmen have been recovered from the icy waters of Lake Huron.

Coast Guard inspectors at Sault St. Marie revoked the sailing papers of the Edward Y. Townsend after examining an 18-inch hairline crack in a deck plate in the middle of the vessel.

Coast Guard Commander George Drinkwater of St. Ignace said Capt. T. J. Connelly, skipper of the Townsend, discovered the crack when he checked the vessel after the storm. Connelly said he had not seen the crack prior to the blow.

Drinkwater explained there is no strength in a steel plate after it cracks.

The Coast Guard ordered the Townsend docked at the Soo and ruled that she could not be moved under her own power and must be towed unmanned, to a port for repairs.

The Townsend was about in the same area of Lake Huron when the storm started. and was the last ship to talk to the Morrell before it went to the bottom. The Morrell gave no indication at that time that it was in any trouble.

Capt. Connelly said he talked by radio with the Morrell at about 12:15 a.m. Tuesday. At that point, the Morrell was 11 to 13 miles ahead of the Townsend and 12 to 19 miles north of Harbor Beach.

Both vessels were in northbound channel. According to the Coast Guard, however, the Morrell headed north-northwest, following the steamer channel.

The Townsend, the Coast Guard said, abandoned the channel, heading northeast out into the lake, with its bow almost head-on into the waves and wind.

The Morrell's course would have put its right side against the wind and waves.

Both ships were 600-footers and were built within two years of each other. The Mor-

Turn to Page 2A, Column 2

Cracked Ship Declared Unsafe

• Continued from Page 1A •

rell was newer and 200 tons lighter than the Townsend.

* * *

THE HULL of the 600-foot Morrell was located Friday in 19 8feet of water about 26 miles north of Harbor Beach. It is no hazard to shipping. The ship's rudder and part of a lifeboat were found about 53 miles southeast of the hull.

The Coast Guard will begin an investigation into the sinking Monday in Cleveland.

The Coast Guard said that if the Morrell had sent a distress signal, the 28 lives might not have been lost.

Commander Charles Millrad of the Coast Guard cutter Acacia said he passed within 20 miles of the Morrell about the time it was breaking up.

* * *

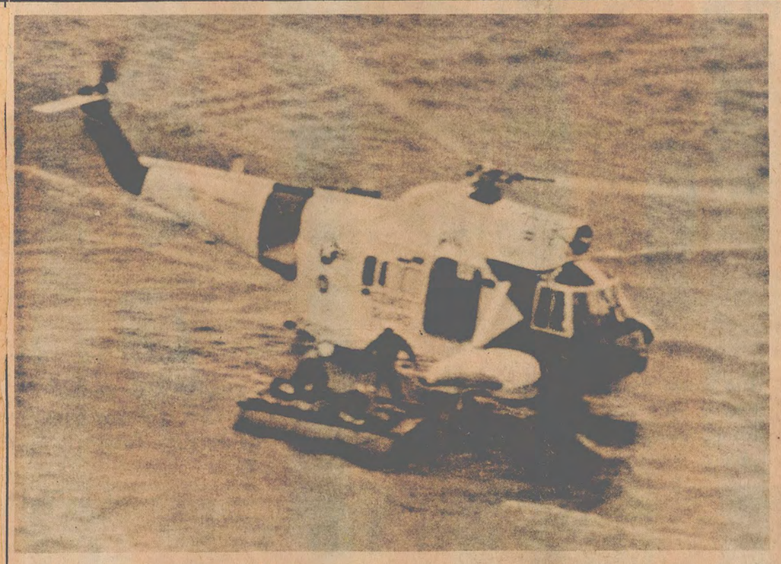
THE SKIPPER of the 429-foot freighter Howard L. Shaw reported Saturday that his vessel "was spun around like a top" when it was caught in the same Lake Huron blow.

Capt. L. D. Jones said the Shaw was heading north Monday and was spun so that it faced south. He said the wheel was unmanageable in the storm. He put the Shaw in at Sarnia, Ont., for the rest of the night.

The Herald-Leader

Menominee, Michigan

10 PAGES FRIDAY, DECEMBER 2, 1966 SINGLE COPY 10c



A life raft from the ill-fated freighter Daniel J. Morrell is located by Coast Guard search helicopter. The raft held the bodies of several victims of the ship's sinking during a Lake Huron storm last Tuesday. Officials fear that 28 have perished. There was one survivor. (UPI Telephoto)

INQUIRY PLANNED

Search Continues For Eight Crewmen

HARBOR BEACH (AP) - With 20 bodies counted, the Coast Guard today pressed its search for eight missing but almost certainly dead crewmen of the Daniel J. Morrell as a board of inquiry planned an investigation of some puzzling aspects of the tragedy.

In the worst Great Lakes disaster in eight years, the 600-foot ore carrier split and went to the bottom of Lake Huron early Tuesday amid a howling gale that concealed her fate for 34 hours.

There was one survivor, Dennis Hale, a 26-year-old deck watchman from Ashtabula, Ohio. Hale was off duty and asleep in his bunk when awakened by the battering that ripped the 12,500-ton Morrell in two.

Hale would be the only eye-witness before the board of inquiry appointed Thursday by Adm. Willard J. Smith, the Coast Guard commandant in Washington.

Rear Adm. Charles Tighe, commander of the Coast Guard 9th District with headquarters in Cleveland, Ohio, had recommended the inquiry and was appointed to head the five-man marine board.

Such an investigation is reserved for major marine disasters.

The board was expected to convene in Cleveland Monday. Among the puzzling aspects of the tragedy were these:

— The Coast Guard reported receiving no distress signal from the Morrell, which sank about two hours after getting off a routine message stating its position in the storm-lashed waters.

— Why did the 60-year-old Morrell go down when its sister ship, the E. Y. Townsend, also 60 years old, rode out the same storm in the same general area where the tragedy bodies were found yesterday, 34 hours after the sinking. "That was the wierd thing. It's not unheard of, but it's definitely unusual."

The Morrell's last dry dock inspection was in February. She met required safety standards. The Coast Guard at that time found no repairs needed.

Navy sonar-equipped aircraft were contributed to help the Coast Guard locate the sunken hulk of the Morrell to give searchers a better idea of where to seek the missing crewmen and to determine whether the Morrell poses a hazard to other ships.

As the hours passed and near-freezing temperatures continued over the lake, hope

Related story on page 2

dwindled that any of the missing would be found alive.

"I doubt whether anyone could survive more than three hours at those water temperatures," said Capt. George Winstein, of the cutter Mackinaw.

Unaccounted for were two of the Morrell's lifeboats.

"If the men had gotten into one of those boats, they could still be alive, floating around out there someplace," said Lt. Kenneth Cutler, Coast Guard rescue coordination officer at Cleveland. "We admit its only a strand of hope and very improbable."

Body Recovered

Mrs. Stuart Campbell reports that she was officially notified today that the body of her husband has been recovered at Port Huron.

Find Bodies of Seamen

SOUTHAMPTON, Ont. (UPI) — Two bodies washed onto remote beaches during the weekend were identified today as victims of the Daniel J. Morrell ship disaster.

Both were clad in life jackets from the ill-fated lakes freighter which snapped in two and sank during a gale-lashed blizzard Nov. 29 in Lake Huron. Only one of 29 men aboard survived.

The body of Donald Worcester, 39, Columbia, Maine, was found Saturday on a beach south of this western Ontario village. Worcester was an oiler on the Morrell.

The second body, still unidentified, was found on Shantry Island, two miles off Southampton.

The bodies, in the ice-choked water nearly 20 weeks, wer carried by winds and current to a point 70 miles northeast of Harbor Beach, Mich., where the Morrell went down.

The bodies of four victims are still missing.

APRIL 1967

Copter Rescues 8 Stranded a Week on Lake Michigan Island

CHARLEVOIX, Dec. 3.—With their food supply exhausted and an elderly diabetic dangerously low on insulin, eight persons in a hunting party were airlifted to safety today after a week of isolation on a private island in northern Lake Michigan.

The seven men and one woman were flown from South Fox Island by a Coast Guard helicopter from Traverse City after an attempt to reach the island by boat had to be abandoned because of poor visibility.

PLANE TIPS OVER

One of two planes in which the group had traveled to the island turned over Tuesday in an attempted takeoff, because of heavy winds and high snow drifts.

No one was injured in the pileup.

The island, about 25 miles west of this Lake Michigan community, is five miles long and eight miles wide. It is owned by Lynn Dillin, 48, president of the Hoover Design Co., Detriot, who learned of the crisis through radio communication with the hunting party.

"I understand they were down to their last can of beans," said Dillin, who had been out of town on a business trip.

Dillin immediately notified the Coast Guard.

HEALTH IMPERILED

The helicopter rescue was made because of fears for the health of Sterling Nickerson, 75, of Kingsley, a diabetic, who was nearly out of his essential insulin, Coast Guard officials said.

With Nickerson was his wife, Eva, also in her 70s, Dillin said. He said he bought the island from the couple two years ago.

The others in the hunting party were friends and business acquaintances. Dillin said they had planned to leave the island a week ago, but were marooned by blizzards which swept the area.

HEAT AND POWER

Before leaving Detroit for Nashville on a business trip in midweek, Dillin said, he had made arrangements for a mailboat sailing between Leland and the islands to carry provisions to the stranded hunters. The boat was forced to turn back by poor visibility.

"I never thought that it could be as bad on the lake as it apparently was," Dillin said today.

The party had heat and electric power on the island, he said. The island had been the site of a flourishing lumber business while the Nickersons owned it.

There were two four-seater planes on the island, but after the one tipped over, the stranded hunters were unable to sweep the runway area clear enough to try a takeoff in the other aircraft.

The Coast Guard helicopter was dispatched after the Manitou Isle.

The rescued hunters were flown to Northport in two trips.

The six in the party besides the Nickersons were John Godby, 39, 5026 Chalmers, Detroit; James Senecal, 309 North Campbell, Royal Oak; William Wigle, owner of Kleen Air Systems, an air-conditioning firm; James Grimm, of Royal Oak; and two out-of-state men, Donald White, of Cincinnati, an engineer, and an unidentified friend of White.

After his rescue, Godby told a newsman:

"We had been trying to get off the island for four days. Snow had piled up in six-foot drifts and we could not move it, although we had two bulldozers on the island.

'HAD TO GET OUT'

"Every time we moved the snow, the wind would blow it all over the runways again. We just fought a losing battle with the elements.

"Nickerson was down to his last bit of insulin and we just had to get out of there. We had radio contact with the mainland and asked to be brought out."

Godby said the hunting party had also run out of water and was forced to get drinking water from the lake.

Grimm said:

"We chopped up our own wood and ate all our food supplies. We also ate one of our deer, and we were entirely down to eating venison by the time the helicopter came."

DETROIT FREE PRESS 12/4/66 FRONT PAGE

Helicopter Rescues 8 From Isle After Week

Snow Grounds Detroit Group

TRAVERSE CITY—Eight persons, including four from the Detroit area, were rescued Saturday by a Coast Guard helicopter after spending a stormy week on a Lake Michigan island.

All were in good physical condition.

They were unable to fly from South Fox Island, 28 miles west of Charlevoix, because of snow 10 feet deep.

They had flown to the island in two planes between Nov. 19 and last Saturday, planning to spend until last Sunday hunting deer on the five-mile long, two-mile wide island. A storm hit the lake Sunday.

* * *

THOSE on the island were: William Wigle of 9340 Livernois; John Godby of 5026 Chalmers; A. Jim Grimm of 1850 Rochester, and Jim Senecal of 309 N. Campbell, both of Royal Oak; Sterling Nickerson and his wife, Eva, of Kingsley; Irving Hann of Harbor Springs, and Don White of Cincinnati.

Nickerson, 75, is a diabetic and had run out of insulin by Saturday. He had been in radio contact throughout the week with his daughter-in-law, Mrs. Bernice Nickerson of Northport, and asked her to seek Coast Guard assistance.

Cmdr. John J. Fehrenbacher, commandant of the Coast Guard air station in Traverse City, made two trips in his helicopter to the island Saturday afternoon.

He took the Nickersons, Hann and White on the first trip to Northport, 21 miles southeast of the island and at the tip of the Leelanau peninsula separating Lake Michigan from Traverse Bay.

On the second trip, he brought Grimm, Senecal, Wigle and Godby to Traverse City.

Grimm said he and the other three Detroit area men planned to drive from Traverse City to their homes.

"We're all hoping our bosses will believe that we were marooned," Grimm said. He is a Hazel Park Junior High School counselor. Godby is an electrician. Senecal works for an auto plant and Wigle operates an air-conditioning service.

Grimm said four deer were shot and one was butchered to pad out the food supply.

"We were out of bread and things but we could have gotten by longer on venison," Grimm said. "But Mr. Nickerson needed insulin so we were anxious to get off the island."

They were staying in an old logging camp and had adequate shelter, Grimm said. The island is heavily wooded and fuel for cooking and heating was no problem.

There are two bulldozers on the island but, Grimm said, neither could be operated to clear the runway.

* * *

WHITE, owner of one of the planes, tried Thursday to take off despite the snow, but nosed over. The other plane, operated by Wigle, also was left behind on the island.

A mailboat that services Lake Michigan islands was asked Saturday to make a run to South Fox but its captain said visibility was too bad. The Coast Guard was then asked to make a rescue run.

Coast Guard Rescues Eight from Island

'Copter Picks Up Stranded Hunters on South Fox

Eight deer hunters are safe back on the mainland and eating something besides venison today after spending a week stranded on a remote Lake Michigan island.

A Traverse City Coast Guard air station helicopter rescued the eight Saturday afternoon from South Fox Island, 21 miles from the Leelanau peninsula in northern Lake Michigan. The seven men and one woman had been stranded on the island since Nov. 29 by a snowstorm.

The hunters flew to the island in two planes the week before and planned to leave Nov. 29. But heavy snow then prevented the planes from taking off.

A. Jim Grimm, Royal Oak, said the group ran out of food except for the four deer they had shot. They butchered one for food while waiting to be rescued.

Grimm said they had adequate shelter and fuel for cooking and heating.

One of the men, Sterling Nickerson, 75, Kingsley, is a diabetic and was running low on insulin, "so we were anxious to get off the island," Grimm said.

Nickerson was in radio contact with his daughter-in-law, Mrs. Bernice Nickerson, of Northport, on the tip of the Leelanau Peninsula, throughout

(Continued on Page 3)

RECORD-EAGLE 12/5/66 FRONT PAGE

COAST GUARD---

(Continued from Page One)

the week, and asked her to call the Coast Guard.

The other hunters were John Godby and William Wigle, Detroit, Iriving Hann, Harbor Springs, Jim Senecal, Royal Oak, Donald White, Cincinnati, Ohio, and Nickerson's wife Eva.

The rescue was made in two flights, one landing being made at Northport and the other at Traverse City, the air station said.

A spokesman said weather conditions for the mission starting about noon Saturday were reasonably good, although snow showers were encountered.

The call for assistance was made first to Charlevoix Coast Guard station and later relayed to Traverse City, the spokesman said.

The Muskegon Chronicle

Muskegon, Michigan, Tuesday, January 17, 1967

Feud Rocks Poverf

GRIM VIGIL . . . Relatives of three Detroit area fliers missing since Saturday afternoon maintained a vigil at County Airport today. Going over a briefing map with Lt. Col. P. B. Hubbell, coordinating the search, are from the left, Jay Howse, Richard Lewis, Col. Hubbell, Bill Howse, Howard Howse and Martin Johnson. Mr. Lewis is the stepfather of Rodney Lewis, while Howard Howse is the husband and Jay and Bill the sons of Mrs. Eva Howse. Mr. Johnson is her brother-in-law. Coast Guard helicopters from Detroit and Traverse City are in the background. (Photo by Raymond J. Smith)

Air, Land Hunt Resumed as Hopes Fade for Survival of Three Fliers

By BRUCE D. McCREA

Although the grim search went on today from the air and on the ground, little hope remained that any of the three occupants of a plane missing since last Saturday could have survived.

"With the kind of weather we've been having, it's much too late," said Lt. Col. P. B. Hubbell, commander of the Muskegon Civil Air Patrol Squadron and coordinator of CAP activity in the current search.

"Even if they survived the crash, there is little hope that they could live through the bitter weather of the last 72 hours."

Missing are the pilot of a single-engine Cessna 170, CAP Maj. William Sells of Madison Heights, in the Detroit area, and his two CAP observers, Mrs. Eve Howse, 45, and Rodney Lewis, 19, both of Detroit.

Relatives of the missing fliers were in Muskegon today, assisting in the search and keeping in constant communication with CAP headquarters and with Coast Guard helicopters assigned to the search mission. Here from Detroit are the Lewis youth's stepfather, CAP Maj. Richard Lewis; Mrs. Howse's husband, Howard, and their two sons, Jay and William, and a brother-in-law of Mrs. Howse, Martin Johnson, of Detroit.

Mr. Howse and his sons drove to Muskegon Monday night from Battle Creek where they maintained a vigil over the weekend at Kellogg Air Force Base. Mr. Lewis and Mr. Johnson, both of whom are active in the Civil Air Patrol organization, flew here immediately after the Cessna was listed as officially missing Saturday afternoon.

* * *

The plane apparently went down while it was engaged in a search mission for another plane, missing last Wednesday on a flight from Sheboygan, Wis., to Benton Harbor. Pilot of that plane was Edward Dwan, 48, of Benton Harbor.

* * *

Col. Hubbell said reports received at CAP headquarters indicate that the radio on Sells' plane went out and the pilot was circling the area in an effort to get his bearings. A number of residents in the Norton Township area have reported hearing a low-flying plane at about the time it was presumed to be in that vicinity.

The missing plane's coloring is making the aerial search more difficult. It is white with red markings and with the heavy snow over the weekend and continuing today, it would be next to impossible to spot from the air.

Because of that fact, the CAP is asking residents of the Lake Michigan waterfront and others in the general wooded area inland from the lakeshore to make a ground search over an area approximately 1,000 feet from their homes.

Coast Guard helicopters from both Traverse City and Detroit combed the area Monday and remained here overnight. They are extending their search inland as far as Fremont on the chance the pilot, his radio out and weather moving in, turned inland in an effort to fly out of the storm.

Col. Hubbell said the search would continue until the end of the week unless the plane is located earlier.

Coast Guard Uses Heliport at Munson

A new emergency heliport at Munson Medical Center in Traverse City was pressed into actual service for the first time Saturday afternoon after a sailboating accident on West Grand Traverse Bay near the city.

A Traverse City Coast Guard Air Station helicopter transported Dr. William Peterson, 9148 Peninsula drive, from the beach near the city to the medical center for treatment of shock after the doctor's sailboat overturned on the bay about two miles from the city.

Dr. Peterson and two companions, interns at the medical center, were thrown into water estimated by the Coast Guard to have had a temperature of about 35 degrees at the time.

The air station and Grand Traverse sheriff's department, called to the scene about 2:30 p.m. said the three men were picked up by another boat, unidentified, and taken ashore. The helicopter picked Dr. Peterson up there and rushed him to the medical center, using the heliport, where he was treated and later released.

A sheriff's vehicle took the interns to the medical center, and they also were released after treatment.

The air station said arrangements were made for a landing site at Munson as a means of saving valuable time in certain emergency cases. The Coast Guard explained that in the past patients were taken to the air station at Traverse City airport, then transported to hospital by ambulance.

Grand Traverse sheriff's department also reported this morning that a barn on the William Ingersoll farm in Kalkaska county six miles east of Fife Lake was destroyed by fire shortly after midnight. Details were not immediately available.

RECORD EAGLE FRONT PAGE

PROMOTED—Captain John J. Fehrenbacher, commander of the U. S. Coast Guard Air Station here, was promoted to the captain, effective April 1. A native of Palos Verdes, California, Capt. Fehrenbacher graduated from the U. S. Coast Guard Academy, New London, Connecticut, in 1944. He reported to the Traverse City station in June of 1966. Previously, he was commanding officer at CGAS Los Angeles for two years. He was stationed at the Aircraft Repair and Supply Base, Elizabeth City, North Carolina, for four years, and served as engineering officer for three years each at CGAS Port Angeles and CGAS San Francisco.

RECORD-EAGLE 19 APRIL 1967

CG Plane Locates Tug

A Traverse City Coast Guard Air Station patrol plane Tuesday sighted and directed a rescue vessel to a Racine, Wis. fish tug and its crew adrift on rough Lake Michigan since Sunday afternoon.

An air station spokesman said the tug, Esther C, was spotted drifting helplessly on the lake about 50 miles southwest of Milwaukee, Wis. The Coast Guard cutter Arundel was guided to the scene and towed the tug to safety, the spokesman said.

Esther C crewmen said the tug engine quit during a storm on the lake Sunday afternoon. A search was started after the vessel failed to return to Racine Sunday as scheduled.

Tuesday and this morning an air station helicopter joined other military planes and police in a hunt for two men believed missing in Lake Huron off Oscoda.

The coast guard said the men were reported seen paddling onto the lake from the AuSable river Sunday afternoon and that a canoe and paddles were found on the lake beach later.

RECORD-EAGLE 19 APRIL 1967

Coast Guard Mercy Flight

The infant son of a Clawson National Guardsman on riot duty in Detroit was flown to Detroit Children's Hospital from Traverse City Osteopathic Hospital by a Traverse City Coast Guard Air Station plane early this morning.

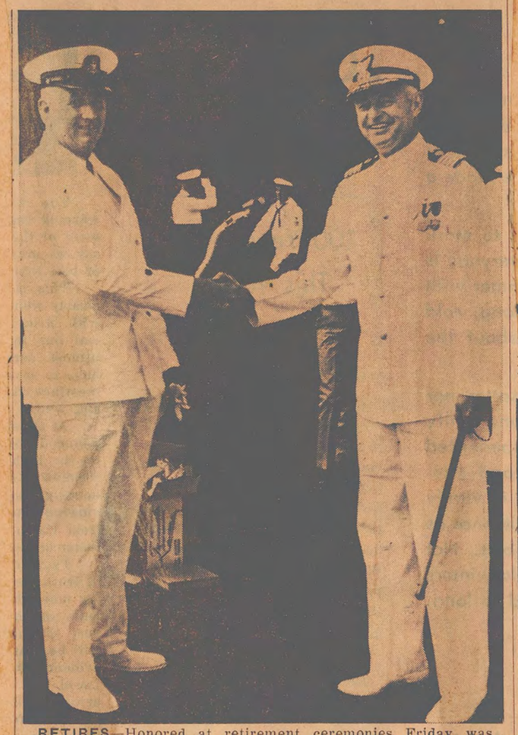
The station said the flight was made after Coast Guard district headquarters in Cleveland, O. received a request through Osteopathic Hospital for assistance in moving the 14-day-old infant, Ronald L. Cantrall Jr., to the Detroit hospital.

After a portable incubator was provided by Munson Medical Center in Traverse City, the air station said, the infant born some two and a half months prematurely was placed aboard the plane at Traverse City airport at 4 a.m., with the craft arriving in Detroit at 5:12 a.m.

The station said Registered Nurses Barbara Mikowski and N. A. Hall, who tended the infant on the plane, reported Ronald appeared to be in good condition upon arrival in Detroit.

The father was training with his National Guard unit at Grayling at the time of the infant's birth, the air station said, and was among troops sent to Detroit for riot duty.

SATURDAY, JULY 1, 1967



RETIRES—Honored at retirement ceremonies Friday was Chief Petty Officer Carl L. James (left). Chief James has completed 12 years in the Coast Guard and seven years in the U.S. Navy and Air Force. He entered the Coast Guard in 1954 and for his first assignment was sent to the air station here. He came back to Traverse City in 1962. He has been stationed at CGAS, Elizabeth City, N.J., and CGAS Naples, Italy. Chief Petty Officer James has been awarded the National Defense Service Medal with Bronze Star and Coast Guard Good Conduct Award with two bronze stars. Upon retirement, he and his family will make their home in Traverse City. He is shown in the photo being congratulated by Captain J. T. Fehrenbacher, commander of the local Coast Guard air station.

TUESDAY, MAY 16, 1967

CG Station Open House

Armed Forces Day will be observed at the local Coast Guard Air Station Sunday, May 21, when the Station will be open to the public.

Between the hours of 1 and 4:30 p.m. guests will have an opportunity to inspect aircraft on the base, including a walk through a helicopter and an Albatross amphibious airplane. Highlighting the day will be demonstrations of the Coast Guard's rescue techniques and equipment. All maintenance ships will be open for tours, and the Coast Guard Auxiliary will provide an exhibit and information of special interest to boatmen.

The local station is participating with the other services in observing this day not only because of its status as a national armed force, but with a desire to promote and convey appreciation for the fine relationship the Coast Guard has had with the people of the Grand Traverse region.

MONDAY, MAY 22, 1967

CG 'Copter Recovers Body

HOLLAND (UPI) — A Coast Guard helicopter from Traverse City today recovered the body of John Frizzle, 46, of East Lansing, who drowned when he fell from a 25-foot sailboat.

The helicopter, which supplemented a search by two patrol boats, spotted the body about six miles west of Holland and retrieved it.

Frizzle's companion and business partner, Robert Allen, 47, also of East Lansing and described as an amateur sailor,

Air Station Patrols 90,000 Square Miles

Originally commissioned in 1945, the U. S. Coast Guard Air Station at Traverse City is responsible for 90,000 square miles in the Great Lakes area. It is the first fresh water air station of the Coast Guard's 25 air stations throughout the world. This is why the Coast Guard considers it "The watchdog of the eighth sea."

There are two HU16E (Albatross) amphibious airplanes and three HH52A amphibious helicopters on duty at the station. The fixed wing aircraft are capable of long range searches. It can stay in the air over a search area for as long as 10 hours, acting as communication relay for rescue coordination center at the Coast Guard district office in Cleveland, Ohio. Or acting on its own, it can search out and find survivors of a mishap, land in water, pick them up and get them to medical aid with the least possible delay.

The helicopter, though not as fast, nor can it stay on the scene as long as the fixed wing, has an ever increasing job in search and rescue operations.

It has the ability to hover over a small boat and either pick up survivors by a hoist or lower rescue equipment such as a portable pump or fire fighting gear. It can also land in the water and pick up an injured person.

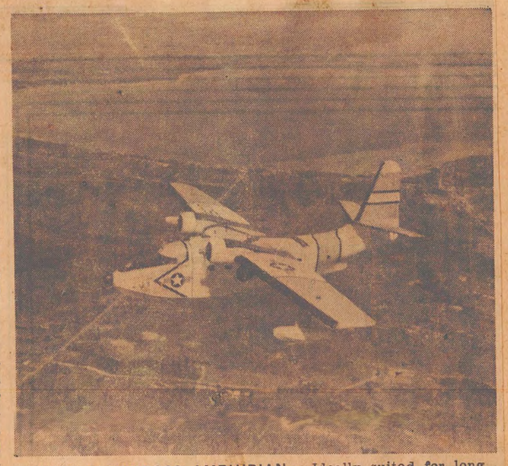
Besides search and rescue operations, the Coast Guard performs many other varied jobs such as patrolling the lakes for pollution, reporting the ice conditions to keep the waterways free for merchant vessels, and flying logistic flights in support of government agencies.

The station is on call at all times. At night there are always two pilots and one quarter of the crew aboard so one aircraft of either kind can be launched without delay. A backup crew is also assigned to handle the many duties of running a search, or if the case calls for it, the launching of a second aircraft. There have been over one hundred operations this year in which the station has participated. The biggest was the Daniel J. Morrell sinking in Lake Huron in December, 1966, where a helicopter from Traverse City rescued the ship's lone survivor.

On July 1st, the Coast Guard opened a new Air Detachment at Cleveland, Ohio. This will be a seasonal helicopter unit at Burke-Lakefront Airport and will be in operation for approximately three months.

The mission of this unit will be to provide SAR helicopter coverage for the Lake Erie 1967 boating season and to provide a basis for determining future helicopter requirements in the Lake Erie area of operations. Coast Guard Air Station Traverse City and Coast Guard Air Station Detroit each provided one pilot and two aircrewmen for this mission. They will be rotated once a week for the duration of the summer.

The Air Station will be opened to visitors during the Cherry Festival on weekends and holidays. The public is invited to visit the station and look



HU16E ALBATROSS AMPHIBIAN— Ideally suited for long search and rescue missions is this U. S. Coast Guard HU16E Albatross amphibian aircraft used by the Coast Guard Air Station here. It carries a large assortment of communications, navigation and rescue equipment, and is capable of landing on water to effect a quick rescue. It covers the Great Lakes from Buffalo, N. Y., to Duluth, Minn.

RECORD-EAGLE, TRAVERSE CITY, MICHIGAN

WEDNESDAY, JULY 12, 1967

THURSDAY, JULY 13, 1967

Calls Keep Coast Guard Station Busy

The U.S. Coast Guard Air Station here had a busy day Wednesday with five emergency calls, and one this morning.

The calls involved a cabin cruiser which caught fire in Lake Michigan in which three persons aboard were reported safe and unhurt after the Air Station dispatched two helicopters and a 44-foot rescue vessel to the scene. The owner and operator was identified as Dr. J. T. Engleman of Belding.

A helicopter was dispatched from Elk Lake to Charlevoix to aid in the search for a drowning victim whose body was eventually found.

An aircraft and helicopter were dispatched Wednesday morning to north Lake Michigan after a woman's voice was heard to say "We're in trouble." They were recalled after a fruitless 3½ hour search.

A plane was dispatched to Lake Erie to search for an overdue fishing vessel and was recalled after a five-hour search.

A plane was dispatched to an area 12 to 14 miles southwest of Seven Mile Point near Goodhart after a woman called to report sighting a small cabin cruiser which appeared to be in trouble.

This morning a helicopter was sent to the scene of a burning cabin cruiser in the vicinity of Gray's Reef 60 miles north of here. The fire was brought under control, however, and towed back to land by a 44-foot Coast Guard boat.

Many Other Attractions Still to Come

"Cherry Royale," the 1967 National Cherry Festival's grand floral parade, was set to pass in review today along Front street in Traverse City, with the car carrying the parade marshall, the commander of the nation's Coast Guard, starting the long procession off at 2 p.m.

More than 100 units, including the festival's award-winning Livonia Clarenceville high school band and Ontonagon Mountaineers drum and bugle corps, National Cherry Queen Linda Kaye Christie of Alpena and her court, visiting queens from Florida, Ohio and other areas, and many other attractions were included in the parade roster.

Missing from the listing this year was Gov. George Romney, who a number of times has trod the entire parade route in shirtsleeves under the July sun. The governor was scheduled to be in Lansing most of today, but he did manage to fly to Traverse City for the NCF Governor's Breakfast this morning at Traverse City Golf & Country Club.

At least threatening to be missing today was the July sun itself, as generally cloudy, chilly weather prevailed in the region throughout the morning.

As was shown at the annual Youth Parade Thursday, however, both the participants and viewers are not easily dispirited by weather conditions uncommon for festival week, and the grand floral event was expected to have all of its usual color and pep and tens of thousands of cheerers.

The parade route is west along Front street from Railroad to Division and north on Division to Randolph.

Serving as marshal is Adm. Willard Smith, commandant of the U. S. Coast Guard, a native of Suttons Bay who was commander of Traverse City Coast Guard Air Station in 1946-48 and who also was skipper of the Coast Guard Icebreaker Mackinaw.

After a dinner - time break, many of the grand floral units will return to Front street to take part in this evening's big Mummers' Parade, the carefree spectacle which has become one of the most popular features of cherry festivals.

A huge display of fireworks

(Continued on Page 18)

VISIT TRAVERSE CITY—Admiral Willard Smith, commandant of the U. S. Coast Guard, and his wife Harriett, were honored at a reception Friday evening at the air station in Traverse City. The Smiths spent three days in the Traverse City area and took part in the "Cherry Royale" parade, a highlight of the National Cherry Festival.
(R-E Photo by Ann Carlin)

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T.C. Visit 'Homecoming' For Admiral, Mrs. Smith

By ANN CARLIN

All hands were on deck this past weekend at the Traverse City Coast Guard Air Station to greet the U. S. Coast Guard Commandant and his wife when they arrived from Washington to attend the National Cherry Festival activities.

To many people it was greeting a good friend or a former commander, for Admiral Willard Smith, a native of Suttons Bay, was the first commander of the Coast Guard Air Station here years ago. Since that time he has reached the highest post, that of commandant of the U. S. Coast Guard.

Admiral Smith and his wife Harriett were honored Friday evening at a reception given by Coast Guard officers at the air station. The reception followed the "Cherry Royale" parade for which Admiral Smith was parade marshal.

It's been some 20 years since the Smiths have lived in Traverse City—when Admiral Smith was commander of the Coast Guard station here from 1946-48, but they have made many visits back to the area. The admiral was born in Suttons Bay and has a sister, Miss Nell Smith, residing at 643 W. Orchard Drive in Traverse City. "We notice a tremendous growth in the Traverse City area each time we return," Admiral Smith said.

Admiral Smith recently returned to Washington from a three-week tour which included stops in Guam, the Philippines, Thailand, Vietnam, Okinawa and Japan. He inspected the Third Coast Guard Patrol Squadron, which has some 1,300 men in Vietnam operating 26 patrol boats and five larger cutters under Navy command.

In the past two issues of Life magazine there is a series featuring the Coast Guard and its role, both at home and abroad.

Mrs. Smith has the opportunity to travel with her husband on many of his trips abroad. Some of these within the past year have been to London, Honolulu, Sardinia and Naples. When she isn't traveling with the admiral, Mrs. Smith is busy furnishing their home in Washington.

On holidays, the Smiths take some time to visit their two children who are both in college. Their daughter, Lary, is currently working on an assistantship, for her doctor's degree in French and comparative literature at Indiana University. Their son, Jeff, will be a senior this fall at Colby College, where he is studying philosophy.

Prior to his present command, Admiral Smith was commander of the Ninth Coast Guard District at Cleveland. From 1962-1965 he was superintendent of the Coast Guard Academy in New London, Conn. "When I meet many of the new Coast Guard officers, I remember that these young men who were once my problems and frustrations are now my pride and joy," he said.

Admiral Smith's term as commandant will end in 1970. "Plans after that time are rather indefinite now," he said, "but we are certainly considering coming back to the Grand Traverse area to make our home."

RECORD EAGLE
TUES 25 JULY 67

Air Searches Made by CG

Two Rochester, New York, teenagers, a boy, 16, and a girl, 15, were rescued from their demasted sailboat in Lake Erie Tuesday after an HU-16 Albatross amphibian aircraft from the Traverse City U.S. Coast Guard Air Station spotted them in waters five to six miles northeast of Rochester.

Earlier Tuesday another HU-16 Albatross from here located the bodies of four youths who had drowned in a canoeing mishap on Lake Michigan Monday and directed a Coast Guard boat to the scene to pick up the bodies.

Rescued from the sailboat which was found about five to six miles northeast of Rochester after an hour and a half air search were Marc Wagner, 16, and Mary Ann Nevwierth, 15, both of Rochester. They also were picked up by a Coast Guard boat directed to the scene by the Albatross pilot.

The Albatross was assigned to look for the sailboat after it was reported overdue at Rochester. The sailboat's mast had been broken.

Meanwhile the Coast Guard is continuing to search in Lake Michigan near Sheboygan, Wis. for the bodies of two youths still missing in the disastrous canoe trip. The four bodies were found still floating in life jackets at a point two miles off Terry Andrea State Park at Sheboygan.

Six youths and two counselors were on an outing from the Norris Foundation, an institution for emotionally disturbed boys and problem youngsters near Big Bend, when the accident occurred Monday.

The bodies of Russell Linicum, 16, Madison; Darrell Lauer 17, Milwaukee; Bruce Wollslair, 16, West Milwaukee, and Donald Weldon, 16, West Allis, were recovered. They all wore life preservers. Sought were Milo Burr, 17, Milwaukee, and Wade Hanson, 17, Franklin.

The two counselors were rescued by the Coast Guard.

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PAGE 1

British Ship Tied to Oil Slick

CHEBOYGAN —The Coast Guard was investigating an oil slick in the Straits of Mackinac Saturday after boarding a British vessel suspected of violating anti-pollution laws.

The freighter Assyria, out of Liverpool, England, was spotted by a Coast Guard plane Friday afternoon, apparently pumping oil into the south channel of the straits.

The trailing oil slick measured 75 by 100 yards, the Coast Guard said.

The Coast Guard boarded the freighter and took samples from the bilge. They will be compared with a sample of the slick. No other ship was in the area, the Coast Guard said.

The freighter was allowed to proceed toward its destination, Chicago. Pollution charges may be filed against its owners.

30 JULY 1967
RECORD EAGLE

CG Planes in Search

Two planes from the Traverse City Coast Guard Air Station were dispatched early this morning to search for two Milwaukee men overdue home from a camping and fishing trip at Isle Royale.

An Albatross amphibian left at 4 a.m. to search the water between Grand Portage, Minnesota, and the Keweenaw Peninsula, and a helicopter, already at Grand Portage, left from there at 6:15 a.m. to search the shoreline of Lake Superior as well as Isle Royale and other small islands.

Mrs. Charles Goller of Milwaukee reported her husband and his friend as missing on Monday afternoon. They were last seen leaving Grand Portage by boat for Isle Royale.

The Coast Guard was to send another helicopter to assist in the search this afternoon.

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PAGE 1

RECORD-EAGLE, TRAVERSE CITY, MICHIGAN
MONDAY, AUGUST 7, 1967

Man Reports Being Dragged by Boat

A Dearborn Heights man today told Grand Traverse sheriff's officers of being dragged for some distance in East Grand Traverse Bay Sunday evening after his swimming trunks became caught on the underside of a moving motorboat.

The sheriff's department said the bizarre story, still under investigation, was told by John W. Mettie, 23, visiting the Erwin Mox home at 860 Birchwood, Traverse City, with his wife and two children.

Mettie was quoted as saying he was swimming under water, heard the sound of an approaching motorboat, and was suddenly snagged as he swam to the surface of the bay.

Mettie told officers he was unable to attract the attention of the boat operator and apparently was freed when the craft made a sharp turn.

He said he then swam to shore from some distance out in the bay, but was so dazed and lost that he was unable to contact the Mox home until about 4 a.m. today, calling from a Traverse City telephone booth after borrowing a dime from a passing motorist.

Sheriff's officers said Mettie was treated at Munson Medical Center for a bruised left knee and toes and scratches and later released.

Mox and others had triggered a sheriff's department and Traverse City Coast Guard air station overnight search when they reported that Mettie had disappeared while swimming in the bay about 7:30 p.m. Sunday.

CG Planes Locate Boat

Traverse City Coast Guard air station planes took part in a successful hunt early today for a 19-foot motorboat adrift on Lake Huron with two persons aboard.

The station said the craft containing a woman and her 14-year-old son had been located and taken in tow this morning by a U.S. Coast Guard vessel.

The search was started after the woman's husband paddled ashore Sunday evening in a rubber raft to report that the boat's inboard-outboard motor had quit during a switch from one fuel tank to another.

A rescue boat which went to the area where the stalled power boat was reported to be were unable to find the craft and an air-sea search was started, the air station said.

Even with the aid of flares, searchers were unable to find the boat during nighttime hours, and there was concern in view of the posting of small craft warnings on the big lake today.

The boat finally was spotted, however, and taken in tow, with the passengers reported unharmed, the air station said.

RECORD-EAGLE, TRAVERSE CITY, MICHIGAN
SATURDAY, AUGUST 26, 1967

Coast Guard Mercy Flight

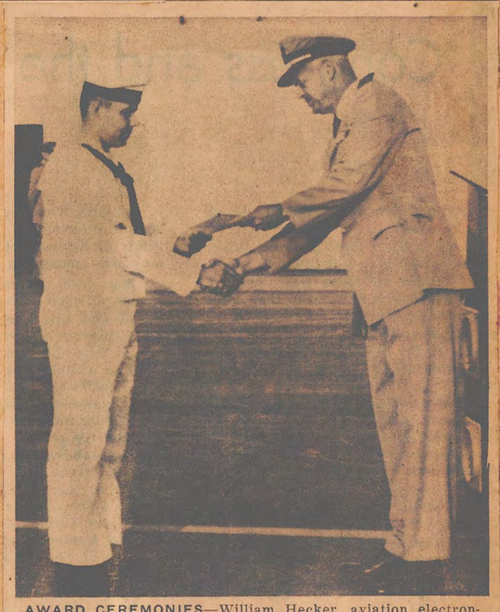
An injured crewman aboard a Norwegian ship on Lake Huron was picked up by a Traverse City Coast Guard Air Station helicopter Friday afternoon and taken to nearby Alpena for hospitalization.

The air station said the aircraft made the pickup while hovering some 70 feet above the afterdeck of the vessel and carried the injured man to Alpena airport, where an ambulance was waiting to take him to a hospital.

The station said the crewman, a Spanish national, suffered severe head injuries when he fell into a cargo hold of the ship.

The helicopter piloted by Lt. Cmdr. Benjamin S. Beach was dispatched from the air station about 4 p.m.

PAGE TWO



AWARD CEREMONIES—William Hecker, aviation electronics technician first class, receives the Lt. Robert A. Perchard Memorial Trophy from Capt. J. T. Fehrenbacher, commander of Traverse City Coast Guard Air Station, in ceremonies Friday at the station. Hecker was selected for the honor as the "outstanding search and rescue aircrewman" at the air station. He is the fifth recipient of the award made semi-annually in memory of Lt. Perchard, Coast Guard pilot who died in Alaska in 1964 while on a rescue mission. Hecker, a native of Manitowoc, Wis., has been at the Traverse City air station since July of 1965 and resides with his wife, Jo Ann, and three sons, at 879 Centre street in the city.
(Coast Guard Photo)

PAGE THREE

TRAVERSE CITY, MICHIGAN —MONDAY, AUGUST 28, 1967

4 Survive, 2 Killed

15 Skydivers Missing In Jumping Disaster

HURON, Ohio (UPI) — Fifteen skydivers who jumped from a plane from 20,000 feet through a thick cloud layer and landed by error in Lake Erie, miles off target, were missing and feared dead today in the worst disaster in sports parachute jumping history.

The bodies of two other sky divers, including the only woman among them, were recovered from the lake's choppy waters.

Four of the 21 parachutists who leaped from the plane, a converted B52 World War II bomber, Sunday through thick clouds in wind gusts of more than 50 miles per hour survived the jump. Two were rescued from the lake by a boat and two landed safely on the ground.

Federal investigators were unable to say why the plane, guided by radar, was off course.

All the skydivers had considerable experience, with between 100 and 500 parachute jumps to their credit.

Nineteen were equipped with "unsinkable" nylon para-commander chutes, the "newest thing" in parachuting equipment. Only three had para-scuba equipment designed for survival in water, but these three were among the missing.

Early today Coast Guard search boats found clothing and equipment — nine helmets, boots, gloves, chutes and "other odds and ends" — but no signs of the missing men.

An official of the United States Parachute Assn. (USPA) said the parachute jump was made contrary to Federal Aviation Agency (FAA) regulations.

"I guess everybody was at fault," said the official, Ray Starnes, who also is editor of Pilot-Chute Magazine. "All these people were experienced jumpers. It is against FAA regulations to jump through clouds."

"It's the worst single disaster in history," Starnes, director of the USPA's mideast conference, said. "Nowhere in the world have more parachutists been killed in a jump from one plane."

Thirteen Coast Guard boats, two helicopters, and a search plane were aided by hundreds of small pleasure craft in a search over 185 square miles of lake waters.

Two helicopters and a patrol plane from the Traverse City Coast Guard Air Station were dispatched Sunday evening to join in the search over Lake Erie. The 'copters remained there and the patrol plane returned to the air station this morning.

PAGE 1

Search For Trio On Lake Erie

MOUNT CLEMENS (UPI) — The search continued today for three persons believed drowned near where the body of a young girl was found Saturday close to an overturned boat.

Gloria Jean Baker, 16, Hazel Park High School student, was found floating in Lake St. Clair near an overturned 14-foot aluminum boat.

Deputy Sheriff Larry Spikes, head of the Macomb County Marine Patrol, said any survivors of the capsized craft could only survive two or three hours in the 48-degree water.

The body was recovered about one and one-half miles out into Lake St. Clair.

Three patrol boats, a Coast Guard cutter and helicopter joined the search for the missing three.

"There were seven foot swells on the lake with full gale warnings," Spikes said, "they shouldn't have been out."

He said the identities of the other three persons were being withheld.

DAILY AVERAGE PAID CIRCULATION
ABC Audited
12 Months Ending
March 31, 1967
14,883

TRAVERSE CITY RECORD-EAGLE

NORTHERN MICHIGAN'S GREATEST DAILY

THE WEATHER
Cloudy, Warmer
Detailed Information, Page 10
"'Tis a Privilege to Live in Michigan"

UPI FULL LEASED WIRE SERVICE | TWO SECTIONS—26 PAGES | TRAVERSE CITY, MICHIGAN — MONDAY, SEPTEMBER 25, 1967 | SEVENTY-FIRST YEAR—23710 | PRICE TEN CENTS

Continue Search For Coho Fishermen; Seven Known Dead, 34 Unaccounted For

BEACHED BOATS—Coho salmon fishermen's boats are shown beached at Point Betsie in Benzie county Saturday afternoon as a storm sweeps Lake Michigan. Similar scenes were repeated at a number of points along a 60-mile stretch of shoreline from Sleeping Bear Point in Leelanau county to Manistee as anglers got ashore anywhere they could to escape seas whipped up by 40-mile-an-hour winds. Bodies of seven men from Michigan, none from the Grand Traverse region, had been recovered by this morning, the U. S. Coast Guard said, and at least a score of other fishermen were not yet accounted for. Besides hundreds of boats beached, dozens were awash near shore as late as Sunday morning after capsizing or being unable to reach safety on the beach. The search for other victims and efforts to account for all persons caught on the lake in hundreds of boats by the storm continued today.

(R-E Photo by Cris Batdorff)

Hundreds Caught When Storm Lashes Lake Michigan Coast

Helicopters and boats searched Lake Michigan today from Sleeping Bear Point in Leelanau county to Manistee for more survivors or victims of Saturday's storm which left seven coho salmon fishermen known dead and 34 others not accounted for as of this morning.

Hundreds of small craft were beached Saturday afternoon after the big lake was swept by winds which built up to 40 miles an hour in velocity and whipped up waves six to eight feet high.

The known victims were all from Michigan. They were identified by the U.S. Coast Guard and police as: Earl Smith, 72, of Onaway; Arthur DeHate, 77, of Elgin; Bernard Van Koevering, 23 of Grand Rapids; Stanley S. Molle, 55, Southfield; William Meekoff, 39, of Wyoming; Donald Farr, 49, Jennison; and Melbourne Welch, 48, of Wyoming.

Smith and DeHate drowned near shore at Empire when their small boat capsized in powerful breakers. A third man in the boat was able to reach shore safely.

The bodies of the other five men were washed ashore along the Lake Michigan beach from Frankfort northward to Point Betsie. It is presumed most of them were trying to get back to Frankfort after traveling north earlier to fish in the Platte Bay area.

Grand Traverse sheriff's officers joined Benzie and Leelanau county deputies, state police, the Coast Guard, and other public agencies in search and rescue efforts. Sunday a number of sheriff's mounted patrols and other horsemen trekked the shoreline looking for survivors and victims of the storm.

More Photos Of Tragedy On Page 16

The Coast Guard said today 34 persons have been reported overdue by relatives or friends, but none have been listed as "known missing." The Coast Guard does not list an individual as "known missing" unless a witness saw him in danger of death.

State police said they were trying to track down people who had been out in the lake through boat and car registrations.

Officers could not speculate how many fishermen had been on the boats.

The Weather Bureau said the storm swept ahead of a cold front. Many amateur fishermen ignored small craft warnings and signs that the waves were building up, police said.

One survivor, Paul Hooker, 2', of Brighton, said he and his brother-in-law, William Snyder, 28, Rockford, decided to pull back into Frankfort when they saw the seas mounting.

"The boat would drop into holes about 25 feet deep and the water kept pouring in," he said. "I couldn't keep up bailing out the boat."

He said the boat capsized when a huge wave hit, and he and Snyder hung on for a couple of hours until the waves washed the boat to within 150 yards of shore.

"I was swallowing more water than air. Then I blacked

(Continued on Page 3)

Bulletin

Some 75 small boats were counted in Platte Bay early this afternoon, despite the posting of small craft warnings at 10:30 a.m. and warnings flashed to coho fishermen from a Coast Guard helicopter, Traverse City Coast Guard Air Station said at 1 p.m.

The station reported waves up to seven feet high and building in the Lake Michigan area in which at least seven fishermen lost their lives in a storm Saturday.

PLEASE REPORT!

Traverse City Coast Guard Air Station today appealed to coho salmon fishermen who return home and learn their families had reported them unaccounted for after Saturday's storm on Lake Michigan to get in touch with the nearest Coast Guard station or state police post as soon as possible.

The air station said the task of accounting for such persons will be almost impossible without the fishermen's cooperation.

Storm Catches Many

(Continued from Page 1)

out," he said. "The next thing I knew someone was working over me. They said someone waded out and got me."

Hooker and Snyder were recovering in a hospital today where a doctor said they would be held for observation because they had been "so close to death."

The known death toll could have been much higher but for [illegible] work of air and sea rescuers [illegible] people along the shores who [illegible]d until after dark Saturday to help fishermen reach safety.

Helicopters from Traverse City Coast Guard Air Station picked two parties of three persons each from boats off Empire and Point Betsie, lowering baskets to the fishermen in their battered craft. Both pickups were made about 7:30 p.m. as daylight faded and with the boats running short of fuel. In both cases, the occupants were unable to run through powerful breakers to safety and had maneuvered offshore for some time.

An unknown number of boats were turned over some distance offshore, but many of the craft ran into their most serious trouble as they approached the shore. Observers at Empire and other points said fishermen afraid to head for shore at high speed, or with smaller engines, had their boats turned broadside by the following waves.

People on shore helped at least 50 boats and occupants to reach the beach, and the efforts were repeated at other points along the storm front.

Dozens and perhaps hundreds of craft were damaged and many were left wallowing in the breakers. The boat occupied by the two men who drowned at Empire had the windshield smashed and racks and other gear torn loose from mountings. Many persons were on the beach a few yards away at the time of the accident but were unable to aid the victims.

Authorities said an outward moving current made entry into Frankfort harbor difficult for many small boats. Time and again some of the craft had to circle back and make another attempt to pass between the ends of the breakwaters some distance offshore.

A number of area residents reported seeing fishermen venture out onto the lake as late as noon Saturday, when wind and wave conditions already were driving other fishermen in.

The full force of the storm hit in early afternoon and continued into the night Saturday. Early Sunday the wind had shifted from southwest to northwest, the temperature dropped sharply, and seas built up again for a time.

At 6:30 Sunday evening at least 50 small boats were out on Platte Bay, after wind and waves abated.

Many authorities and residents attributed the tragedy to ignorance of how dangerous Lake Michigan can be, particularly after fishermen had been "lulled" by several days of unusually calm weather.

"I had no idea the lake could be like this," said one downstate angler Sunday morning as he watched the breakers at Empire.

"We thought our 16-foot boat could ride out any kind of weather likely to hit the lake at this time of year," another said.

Other observers were of the opinion that carelessness contributed to the toll taken by the storm. "Of 15 or 20 boats I helped to drag in at Empire, there were only two whose occupants were wearing life jackets," one rescuer said.

"I warned several parties not to set out in small boats from the Platte late Saturday morning, but most ignored me or told me off," another said.

The area had become a mecca for salmon fishing in recent weeks as the Cohos prepared for spawning runs. At times, some 1,500 boats had been on the big lake and good catches had been reported.

Scenes at Site of Lake Tragedy

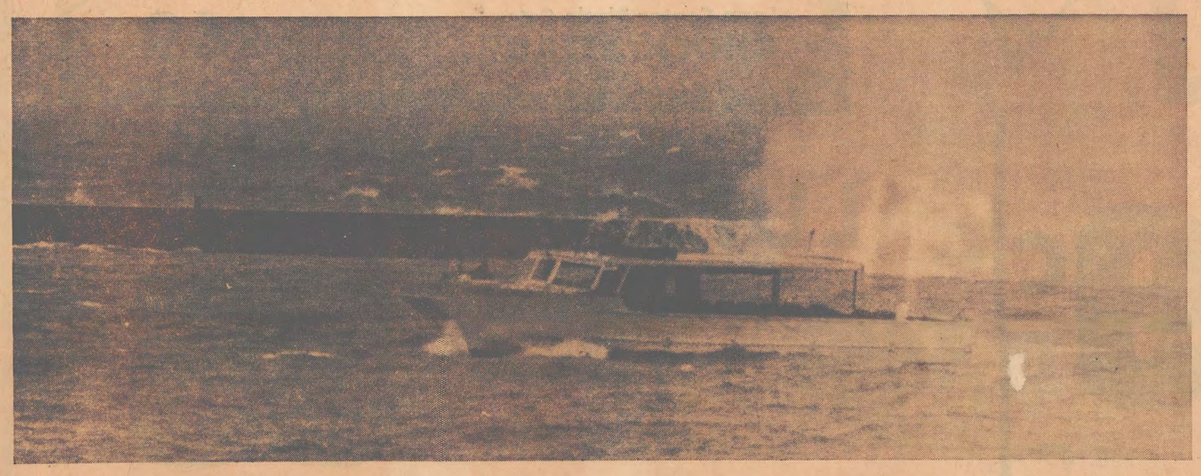
'COPTER PATROLS BEACH— A Traverse City Coast Guard Air Station helicopter moves along the Lake Michigan shoreline searching for victims and survivors of Saturday's lake storm which caught hundreds of coho fishermen's craft offshore and resulted in at least seven drownings.

BATTERED BOAT—Like dozens of others, this boat could not be hauled to dry beach to escape powerful breakers whipped up by Saturday's storm which hit the coho salmon fishing areas on Lake Michigan off Leelanau, Benzie, and Manistee counties.

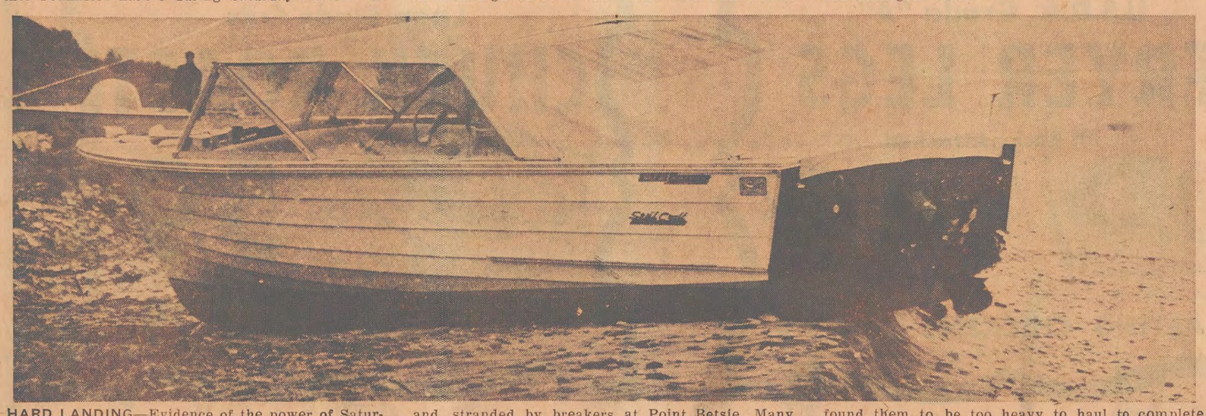
SAFE ASHORE—Two coho fishermen trudge along the beach near Point Betsie in Benzie county Saturday afternoon after successfully beaching their boat to escape the storm on Lake Michigan.

R-E Photos By Cris Batdorff

AFTERMATH—The task of hauling boats from the Lake Michigan shoreline where they were beached in Saturday's storm begins at Point Betsie in Benzie county. Trucks and tractors worked until late Saturday and much of Sunday at Empire, Platte River mouth, and other points to salvage and retrieve coho fishermen's boats scattered over upwards of 60 miles of shoreline along northwest Michigan's coho salmon fishing grounds.



REACHES HAVEN—A craft somewhat larger than the typical coho salmon fleet boat makes its way into Frankfort harbor during Saturday's storm on Lake Michigan. In the background, spray from waves hitting the harbor's south breakwater is thrown high into the air. The wind and waves caught many fishermen on the big lake and left at least seven known dead and hundreds of beached and damaged boats.



HARD LANDING—Evidence of the power of Saturday's storm which battered the coho salmon fishing fleet on Lake Michigan is this craft blown ashore and stranded by breakers at Point Betsie. Many heavier boats were damaged when fishermen drove them ashore wherever and however they could and found them to be too heavy to haul to complete safety, out of reach of the pounding breakers.

:: EDITORIAL ::

WTCM
AM-1400
FM-103.5

By LES BIEDERMAN - President

Friday, September 29, 1967

MORE ON COHO MADNESS

Many people from our opinions have the impression that we are pressing for more laws on boating as a result of the mess at the Coho fishing grounds. They particulary have this opinion due to our asking for a hearing on this matter.

Let us state in crystal clear words that such is not our intent. We feel there is much that can be done without additional legislation. For instance: Does the Conservation Department have a direct responsibility? How about the local Sheriffs and where does their responsibility start and stop. How about the United States Coast Guard? How about the integration of these various agencies? How about the manpower and the type of equipment that is available to the various agencies?

Let us give a concrete illustration. During the Saturday tragedy most of the people lost their lives, were in trouble in the surf, just off the beach. The Coast Guard at Point Betsie operate a light station, fog horn and radio range. They have no facilities for surf rescue, nor the personnel. The boats and personnel available are at Frankfort, about 12 miles away.

It is our impression that we may need a complete new look at the available people and facilities and the locations of the facilities where the Coho school.

We feel that pinpointing the responsibilities, the training and equipping the personnel are much more important than any legislation that could be passed. This is what we are asking for. Are we wrong?

Coho Fleet Out In Force

Coho salmon fishermen were out in force on Lake Michigan fishing grounds off Frankfort and Platte Bay this morning, Traverse City Coast Guard Air Station officials said.

A spokesman said no count of the number of small craft was made but that the number on the lake this morning was "substantial."

The lake was described as calm, unlike a week ago today when a storm caught several hundred small boats on the big lake and resulted in seven known drownings.

The air station spokesman said one person, Mary Ritchfield, still was listed as unaccounted for since the storm, but authorities said no person with that name was found to have lived at the Mt. Clemens address given for her and there is serious question about the accuracy of the original report that she was missing.

SEPT. 30, 1967

Small Boat Course Begins

The Coast Guard Air Station at Traverse City "endorses and recommends" the small boat handling course being offered by the Coast Guard Auxiliary and starting this evening, an air station spokesman said today.

Lt. (JG) John P. Shioli, station public information officer, said the cost of the eight-week course is small, involving only the price of books, and that instruction will cover basic small boat construction, nomenclature, and rules of the road for a small boat operator.

Class sessions will be from 7 to 9 p.m. for eight successive Monday's in Room 21 of the Northwestern Michigan College science building in Traverse City.

J. E. McNeil, flotilla staff officer for the auxiliary in Traverse City, reminded that the course is accredited by the Michigan State Waterways Commission, with a certificate being issued to those successfully completing the instruction.

It was pointed out earlier that youngsters in the 12-16 age group must have a safe boating course certificate in order to operate a six-horsepower or more craft in Michigan under a new state law.

Registration for the boat handling course will be conducted at this evening's meeting.

OCT. 16, 1967

150 Coho Boats Out

About 150 small boats were counted on Lake Michigan coho fishing grounds in Platte Bay north of Frankfort this morning, Traverse City Coast Guard Air Station said.

A spokesman said no incidents were reported during the weekend, with relatively calm weather prevailing, but that small craft warnings were posted for the area at 6 a.m. today.

As announced earlier, the air station is maintaining a helicopter patrol of the fishing area whenever small craft or other warnings are in effect.

The station spokesmen also said the last person listed as unaccounted for after a September 23 storm which took the lives of seven coho fishermen still has not been located. The spokesman said further that there is doubt that such a person, Mary Ritchfield of Mt. Clemens, was on the lake at the time of the storm, or even perhaps that there is such a person.

It was explained that her listed street does not exist and that a detailed check of Mt. Clemens has failed to turn up such a person.

OCT. 2, 1967

CG Hearing on Big Lake Coho Tragedy

MANISTEE (UPI)— A Coast Guard inquiry in the disaster which claimed the lives of seven fishermen when a squall ripped a Lake Michigan fishing fleet with 40 mile an hours winds and heavy waves on Sept. 23, continued today in Manistee.

Several fishermen who were witnesses testified Thursday they were unaware of the weather reports and the red flags at the Frankfort Coast Guard station when the storm hit.

The Coast Guard has held constant helicopter patrols in an attempt to keep the huge fleet of fishermen, trolling for the 12-20 pound coho salmon, aware of the weather dangers.

The hearing is being conducted by Lt. Cmdr. D. E. Baumbaught, Ludington; Capt. L. A. Lavine, Ninth District headquarters commander from Cleveland, Ohio, and Coast Guard Cmdr. D. L. Muir, Washington.

The coho salmon, which have grown immensely in two years, were planted in various Michigan streams two years ago to feed on alewives, which have piled up by the billions and handicapped Lake Michigan tourist operations for the past two years.

About 1,000 boats containing mostly amateur fishermen, have been fishing for the coho between the Manistee-Ludington-Frankfort area since the fish began running.

Detroit Free Press

Vol. 137—No. 144 | On Guard for 136 Years | Tuesday, September 26, 1967

STATE EDITION

NY Stock Market Reaches '67 High
See Page 6, Section B

Ten Cents

Tragedy Forgotten

Boaters on Rough Lake Again

Special to the Free Press

FRANKFORT—Small craft warnings were up Monday for Lake Michigan off this resort and fishing center but some 150 small fishing boats were braving seven-foot waves.

The fishermen were out for coho salmon, a new species of game fish on the Great Lakes, ignoring not only the small craft warnings but also the fact that seven men drowned Saturday when storms swept the area. Another 24 men were still reported missing.

The Coast Guard, State Police and local law enforcement officers continued efforts to protect the fishermen from their own recklessness.

* * *

"MOST OF those out there now are people who haven't had any experience on a big lake" said Clarence Miller, Frankfort police chief.

"They're almost asking for trouble. But what can you do when you're trying to help someone and they just ignore you? It's pretty frustrating."

'They're almost asking for trouble. But what can you do when you're trying to help someone and they just ignore you?'

Coast Guard helicopters from Traverse City have been over the lake north of Frankfort, off Point Betsie, trying to warn fishermen of the danger.

"They have bullhorns and big signs," said Lt. (j.g.) John Shioli, information officer at the Traverse City Coast Guard Air Station.

"They're shouting at the boaters and the signs are clearly visible, so there can't be any mistake that small craft are being warned that they should be seeking shelter," Shioli said.

"But it's relatively calm in the lee of Point Betsie and I guess the fishermen just figure it isn't as bad as we say it is. If they try to get back to Frankfort, though, in those seven-foot waves, they're going to be in trouble."

* * *

AT 10 A.M. Monday, Shioli said, a helicopter survey of the 20 miles from Frankfort north to Empire showed 19 smashed boats littering the beaches. At least five were beyond salvaging.

Shioli estimated that between 60 and 65 boats were washed onto beaches during Saturday's storms and another 90 or 100 were deliberately grounded to escape waves running up to 20 feet high.

Small craft warnings were up Saturday but hundreds of fishermen either ignored them or didn't know what the red flags meant and headed out

Turn to Page 2A, Column 1

go to motels, parks, bars and the like in the area."

By 3 p.m. Monday, there were 24 men reported missing by relatives and still unaccounted for.

Miller said: "We didn't know who was out there so we're having a hard time establishing who isn't back, if anyone."

"We had no check-out station, although we wanted one," Miller said. "We had a plan and it was ready to go, but we didn't have the facility or the funds. I believe we'll have one now."

* * *

THE COAST GUARD cannot order anyone off the water when small craft warnings are posted.

The warnings are advisory and it's up to boaters to know about them and to decide whether to abide by them.

State Sen. John F. Toepp, R-Cadillac, said he would introduce a bill in the Legislature to empower police officials to order small craft from setting out or staying out when warnings are posted.

Ralph A. MacMullan, state conservation director, said he had been "afraid something like this would happen."

He said his boat and water safety section had "issued repeated warnings that any boat under 18 feet in length is generally unsafe for any but very limited use in the Great Lakes."

"I urge coho fishermen to equip themselves with adequate boats before venturing offshore, or to hire the services of those who have them," MacMullan said.

The coho salmon, introduced to the Great Lakes to rejuvenate sport fishing, return to streams to spawn.

The Frankfort area was a center of stocking of coho and the spawning run has been heavy, attracting hundreds of fishermen as the fish head for the Platte River north of Frankfort.

TRAVERSE CITY, MICHIGAN — TUESDAY, SEPTEMBER 26, 1967 | SEVENTY-FIRST YEAR—23711 | PRICE TEN CENTS

Coho Boats Out On Lake In Spite Of New Storm

Coho Fleet Out In Force

Coho salmon fishermen were out in force on Lake Michigan fishing grounds off Frankfort and Platte Bay this morning, Traverse City Coast Guard Air Station officials said.

A spokesman said no count of the number of small craft was made but that the number on the lake this morning was "substantial."

The lake was described as calm, unlike a week ago today when a storm caught several hundred small boats on the big lake and resulted in seven known drownings.

The air station spokesman said one person, Mary Ritchfield, still was listed as unaccounted for since the storm, but authorities said no person with that name was found to have lived at the Mt. Clemens address given for her and there is serious question about the accuracy of the original report that she was missing.

TRAVERSE CITY, MICHIGAN — THURSDAY, SEPTEMBER 28, 1967

30 Boats on Lake Mich. Coho Grounds

Coast Guard 'Copter Continues Patrol of Lake Area

Thirty coho fishing boats were counted on Lake Michigan off Platte Bay and Frankfort at mid-morning today by the crew of a patroling Traverse City Coast Guard Air Station helicopter.

The 'copter pilot said 20 of the small craft were in Platte Bay, with the rest being sighted in the Frankfort area to the south, and estimated waves to be about three feet high.

An air station spokesman said only Mary Ritchfield, listed as being from Mt. Clemens, still was on the roster of persons not accounted for since a Lake Michigan storm last Saturday left seven known dead and, at one time, 42 persons unaccounted for. With the exception of the Ritchfield woman, all others on the list have now been tracked down, the Coast Guard spokesman said.

The spokesman said a helicopter patrol of the Lake Michigan coho grounds will be maintained during the fishing season any time small craft warnings are in effect.

The air station also reported sending a fixed-wing patrol plane to eastern Lake Ontario at 5:44 a.m. today when a 25-foot cabin cruiser was reported missing. The boat later was found safe at a Canadian port, the station said.

Death Toll from Earlier Storm Stands at Seven

The U. S. Coast Guard this morning sought to direct some 32 coho salmon fishing craft to safety as a new storm built up on Lake Michigan.

A spokesman at the Coast Guard Air Station at Traverse City said 32 boats were counted at one time this morning on Platte Bay south of Empire.

The spokesman said it was believed most of the craft responded to storm warnings broadcast from a patroling helicopter, but that "about five boats might have remained on the fishing grounds." A 40-foot Coast Guard boat was being sent to the area to encourage any remaining fishermen to go to shore, the spokesman said.

Gale warnings were posted for Lake Michigan as a storm front approached and the Federal Aviation Agency flight service station at Traverse City airport said the wind direction was to shift from the southwest to northwest later today.

Platte Bay is protected from southerly winds but is exposed to winds from the north-northwest, officials pointed out.

Coast Guard Lt. Ward Lewis at the Traverse City air station said the building storm might be more severe than one which swept the coho fishing areas Saturday, leaving seven known drowning victims, some 20 persons unaccounted for as of this morning, and scores of damaged boats.

An estimated 1,000 small boats were on Lake Michigan as Saturday's storm built up, with many failing to return to shore before the full force of wind and waves struck early in the afternoon. Many fishermen drove their boats through powerful breakers to beaches anywhere they could to escape being swamped or capsized.

Two men drowned near shore at Empire when their boat was overturned by breaking waves, and the bodies of five others washed ashore between Frankfort and Point Betsie to the north.

Coast Guard officials explained that the service has no legal power to force people from the lake, hence can only issue warnings of danger.

Benzie county Sheriff Thomas Kenney said the number of persons not accounted for has changed constantly. "At one point we had 42 missing. Some people are reported missing, then we hear they're safe, but then we get reports that others are missing."

Police and the Coast Guard said the number listed as unaccounted for was based on calls from relatives and on wrecked boats and unattended trailers.

To Represent CG at College Night

Lt. Harvey Orr of Traverse City Coast Guard Air Station will represent the service organization in this evening's "College Night" program at Traverse City Senior High School auditorium, the air station said today.

Lt. Orr is scheduled to show a film about the U.S. Coast Guard academy and provide general information about the service during the program starting at 7:30.

"College Night" is designed to afford Travere City and area high school juniors and seniors a chance to talk to representatives of colleges and universities, specialized organizations, and military services.

Oct. 28, 1967

Honor Roll Listed for Community Chest Drive

Outstanding contributors to the 1967 Grand Traverse County United Community Chest were named by General Campaign Chairman Gregory Fiebing at the victory breakfast at Bill Thomas' Restaurant this morning at which the goal of $103,050 was reported to have been exceeded, with more returns still expected.

The county's top contributor, the Traverse City State Bank with a pledge of $2,100 or 2 per cent of the total goal, was named by Fiebing, along with other outstanding donors named in categories of over $1,000; $750 to $1,000; $500 to $750 and $250 to $500.

Fiebing stated that while these contributions are a matter of public record, special recognition should be given to all of the firms named for assuming their fair share or more of their responsibility to the community.

Special mention was given to the U.S. Coast Guard Air Station for a 300 per cent increase over its last year's pledges. Others named to the Honor Roll list are:

Cone Drive Gears.
Parsons Corporation.
Michigan Bell Telephone Company.
National Bank and Trust Company.
Consumers Power, Inc.
Empire National Bank.
Milliken's.
Sheffer Collet Company.
Setwell Corporation.
Ideal Dairy.
Traverse City Iron Works.
Michigan Consolidated Gas Company.
Interlochen Arts Academy.
Zimmerman Construction Company.
Wares and Son Plumbing and Heating.
Michigan Children's Aid Society.
Catholic Social Services.
Girl Scouts.
Boy Scouts.
Bureau of Social Services.
Ideal Dairy.
Gourdie, Miller and Batzer, Inc.

Outstanding contributions from divisions were named as follows:

Salesmen.
Ministers.
Summer Residents.
South Peninsula.

J. C. Penney Company.
Burwood Products Company.
Northern Auto Parts Company.
Traverse Bay Woolen Company.
Giant-Giantway.
Rennie Oil Company.
Oleson's Food Stores.
Record-Eagle.
Michigan Mutual Auto Insurance Company.
Fochtman Motor Company.
Purvis Brothers, Inc.
Brown Lumber Company.
Hazeltine and Perkins Northern Michigan Company.
Murchie, Calcutt, Brown and Dively, attorneys.
Traverse City Canning Company.
A and W Restaurant.
Park Place Motor Inn.
Morgan-McCool, Inc.
M. J. MacIntosh Company.
Cherry Growers, Inc.
Boyne Products, Inc.
Koenig Construction Company.

Also named were firms with employe groups that averaged $10 or more per donor:

Michigan Consolidated Gas Company.
J. C. Penney Company.
Record-Eagle.
Seidman and Seidman.
Michigan Bell Telephone Company.
Consumers Power, Inc.
Doug Linder Tire Company.
Purvis Brothers, Inc.
Prudential Life Insurance Co.
National Bank and Trust Co.
Chef Pierre, Inc.
Red Mill Lumber Company.
Field, Graheck, Bell & Kline.
Midwestern Broadcasting Company.
U.S. Coast Guard Station.
Intermediate School District.
Old Mission School.
Traverse City Public Schools.
Northwestern Michigan College.

SERVICEMEN HONORED— Local military servicemen were guests of Traverse City Elks Lodge 323 Thursday evening as part of the Elks Freedom Week observance. From the left are Warrant Officer Robert Brugger of the Army Reserve; Lt. Andy Anderson of the Empire Air Force Station; Leon E. Kaiser, Jr., exalted ruler of the lodge; Capt. J. T. Fehrenbacher, commander of the U.S. Coast Guard Air Station, Traverse City; and Cmdr. H. H. Mulvany, executive officer at the Coast Guard Air Station.

Jan 26, 1968

CONTINUITY

WCCW
WCCW-FM
TRAVERSE CITY, MICHIGAN

Advertiser: Jim Butler's Sound Stage
Begin: November 22, only End:
Prepared by: JB

This morning Jerry Meyer and myself spent about two hours on a tour of the Traverse City Coast Guard Air Station. The reason: We felt there was a great deal more work done in the public interest there, than the public is aware. Now we are convinced. In the weeks to come we will present, here in the afternoon, features in that regard. We will be doing an interview with a veteran Coast Guard Rescue Pilot. We will fly an actual mission with the crew of a fixed wing rescue ship. And all of this will be brought to you via our tape recorder.

This morning we investigated the amount of noise made by a fixed wing rescue ship. We wanted to find out if our voices could be heard over the noise of the engines. (If you live near the airport you may already know the answer). And if you heard the engines revving up this morning about 10 AM, you can blame it on me and my insatiable curiosity. We climbed into the cockpit of the ship along with Petty Officer Reese and Lt. John Shioli. The next voice you hear will be that of Lt. Shioli as we sat in the cockpit, with the engines idling at about one thousand revolutions per minute. Listen carefully and watch the distortion in the sound of our voices, caused by the increasing loudness of the engines:

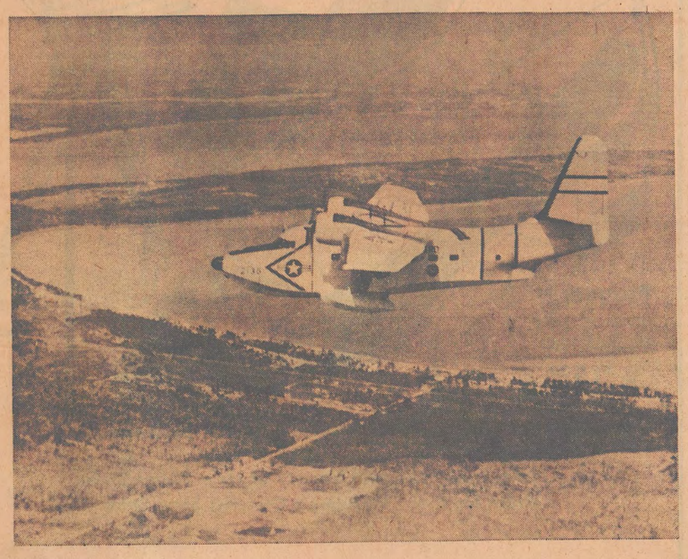
cartridge from ship 1:10

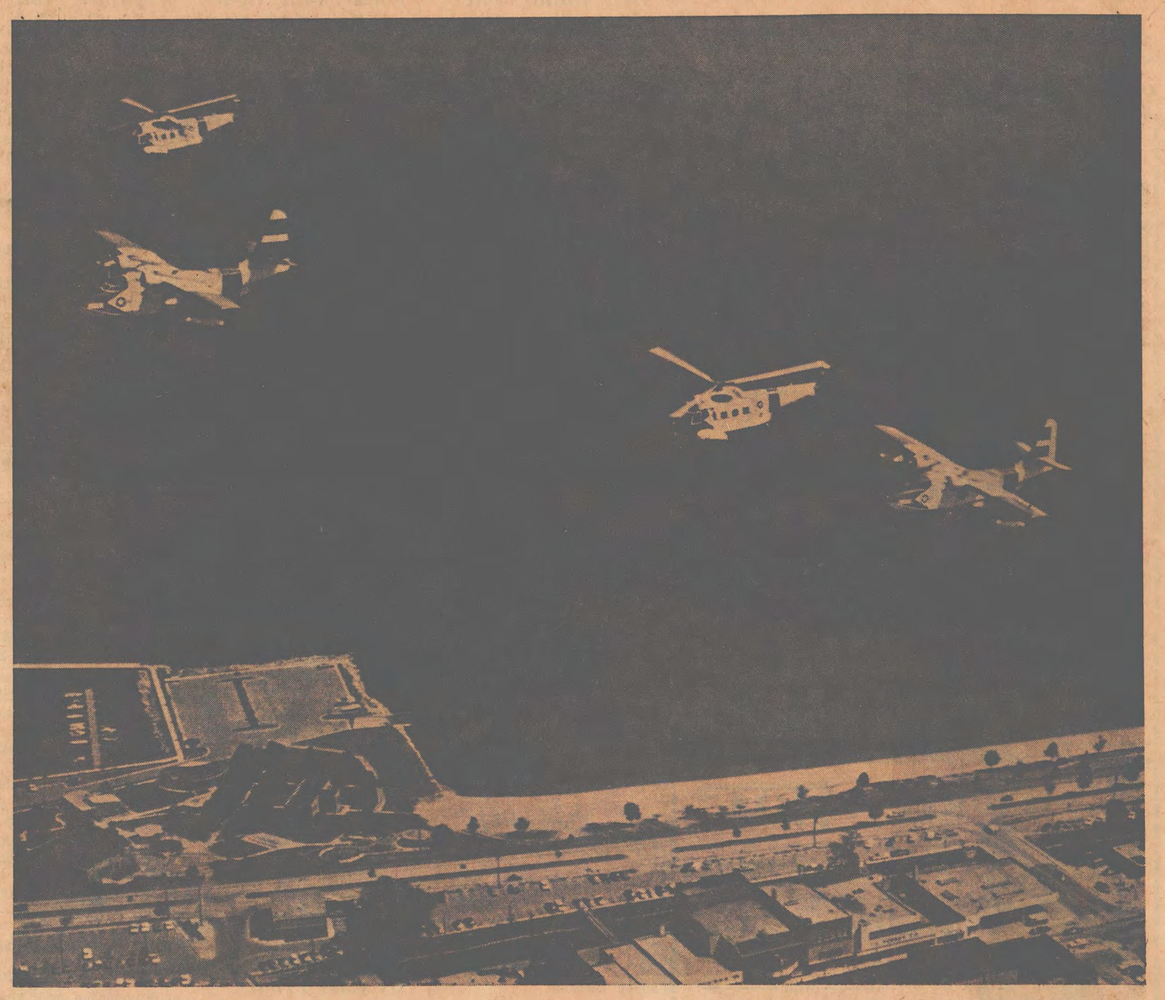
Our conclusion: The engines on the fixed wing Coast Guard rescue craft are extremely loud, both outside and inside the ship. But if you are ever adrift in Lake Michigan, you will, as others have, pray for the sound of those engines. And that is what we would like you to think about, the next time they roar over your house.

AWARD PRESENTATION—David L. Anderson (center), Traverse City Coast Guard Air Station machinists mate third class, received the Lt. Robert A. Perchard Memorial Trophy as outstanding search and rescue aircrewman in ceremonies this morning at the station. With Anderson in the picture are two previous recipients of the trophy, William T. Hecker (left) and Leonard E. Gerhardt (right). The Perchard award was established in memory of a Coast Guard officer who died in Alaska in 1964 while on a routine mission. The perpetual trophy is presented semiannually to inspire professionalism and safety among Coast Guard aircrewmen. Anderson is a native of Minnesota, entered the U.S. Coast Guard in 1963, and was stationed in North Carolina prior to being assigned to Traverse City.

(R-E Photo by Dann Perszyk)

23 Feb 1968





A PHOTAIR, INC., PHOTOGRAPH

It's our . . .

United States Coast Guard

Traverse City has been the home of a Coast Guard Air Station for over two decades. The men who are the United States Coast Guard have become our friends, and our neighbors. The Air Station has a major impact on the economy of our area. We are honored to be a host city to the men of the United States Coast Guard, men who constantly show us their interest in our Traverse City.

But . . .

The United States Coast Guard is much more than just this to us. It is a way of life, a career. It can offer our young men a rewarding future. The Coast Guard Academy can provide a balanced college education to qualified young men interested in their country and its future. Call the Air Station for information, 946-4650. You will talk with a man who is already serving you every day of his life.

TRAVERSE CITY STATE BANK
MEMBER FEDERAL DEPOSIT INSURANCE CORPORATION
MEMBER FEDERAL RESERVE SYSTEM

ELK RAPIDS SUTTONS BAY EASTFIELD KINGSLEY DOWNTOWN TRAVERSE CITY

TUESDAY, MAY 7, 1968

Coast Guard to Hold Open House Here

Armed Forces Day will be observed at Traverse City Coast Guard Air Station Sunday, May 19, when the area will be open to the public between 12:30 and 3:30 p.m.

Guests will have an opportunity to have a guided tour through the helicopter and the fixed-wing amphibious airplane, and to inspect search and rescue equipment that will be on display.

There will be a movie, "The Flying Lifeboat," showing continuously and demonstrating the new jet helicopter in action. At 1:30 and at 3:00 there will be a demonstration of helicopter capabilities, including a simulated rescue of a man from a boat. The Coast Guard Auxiliary will provide an exhibit and information of special interest to boatmen.

"The Coast Guard Air Station wishes to invite the people of the Grand Traverse area to be guests on Armed Forces Day, not only because of its status as a national armed service, but from a desire to promote and convey appreciation for the fine relationship the Coast Guard has had with the people of the Grand Traverse region," a spokesman said.

CHANGE OF COMMAND — Capt. John J. Fehrenbacher (right), relinquished command of Traverse City Coast Guard Air Station to Cmdr. Herbert H. Mulvany in ceremonies Monday afternoon at the station. Capt. Fehrenbacher, station commandant for the past two years, is to become commander of the Coast Guard aircraft repair and supply base at Elizabeth City, N. C., in June. Cmdr. Mulvany is scheduled to command at Traverse City until mid-August, when he will report to the San Diego, Calif., Coast Guard Air Station as executive officer. Cmdr. Russell W. Lentner, executive officer here two years ago, will take over command of the Traverse City station from Cmdr. Mulvany.
(R-E Photo by Cris Batdorff)

5-20-68

Copter Aids Disabled Boat

A Traverse City Coast Guard Air Station helicopter served as a gas station Monday to a 42-foot cruiser adrift on Lake Huron off Cheboygan.

Despite building seas, the helicopter was able to maneuver into position above the cruiser to successfully lower a 10-gallon container of gasoline.

It was found that the gas was what was needed to start the boat's engine again, although a short time later the cruiser's propeller became fouled and a 30-foot Coast Guard boat then was used to tow the disabled craft to Cheboygan.

The helicopter began its gas delivery duty at 7:25 a.m.

C. G. Copter Aids Search

A Traverse City Coast Guard Air Station helicopter took part last night and this morning in a hunt for a boater missing since a 16-foot outboard motored craft overturned Thursday evening on Lake Michigan off Grand Haven.

The air station said three persons aboard the boat were rescued soon after the mishap.

The outboard was reported to have upset three to four miles from shore, with companions saying the missing boatman was last seen clinging to floating debris.

Foggy weather hampered both the air and surface search Thursday evening and early this morning, the air station said. The first aircraft from the station was sent out at 6:40 p.m. Thursday.

5-31-68

CHANGE OF COMMAND— Captain Russel W. Lentner (left) relieved Commander Herbert H. Mulvany (right), of command of the Traverse City Coast Guard Air Station Tuesday afternoon. The two are shown reviewing station personnel following the change of command ceremony. Capt. Lentner has just completed a tour of duty in the 17th Coast Guard District at Juneau, Alaska, where he was chief of the Search and Rescue Branch. He was awarded the Coast Guard Commendation Medal there this summer for his meritorious operation of the Rescue Coordination Center in that state. This is Captain Lentner's third tour of duty in Traverse City. He was last here from 1962 to 1966 when he served as operations officer and as executive officer. He and his wife, Muriel, have two children, both of whom are attending Central Michigan University at Mt. Pleasant. Commander Mulvany and his family will depart soon for his next assignment as executive officer of the Coast Guard Air Station at San Diego, Calif. (R-E Photo by Mike Tillotson)

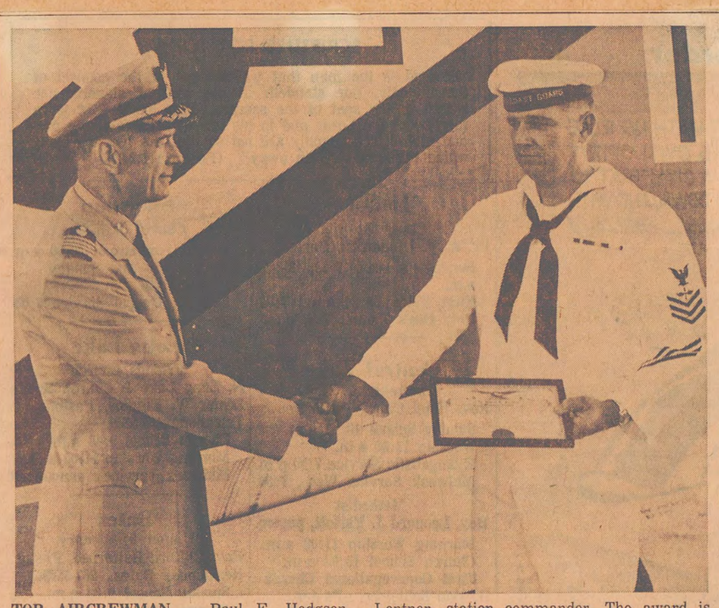
8-20-68

Missions By Coast Guard

Traverse City Coast Guard Air Station was involved in six different search and rescue missions over the weekend in the Grand Traverse area and around Washington Island near the Wisconsin shore.

At 8:12 p.m. Sunday, a distree call was received from the Plum Island Coast Guard Station for help in searching for two young boys adrift in Lake Michigan. The boys had left the Washington Island area at 12:30 p.m. Saturday. Two aircraft from the Traverse City station assisted in the search by dropping some 66 flares during the entire night. Two 40-foot Coast Guard cruisers were also aiding in the search. Sunday, a Coast Guard helicopter was sent from Traverse City to continue the search with negative results. According to a Coast Guard spokesmen, the boys had not yet been located this morning.

Other distress calls were received to aid boats in the area which were having difficulty during the high winds and seas this weekend. Coast Guard planes were sent to Leland, Northport, East Bay and near South Haven to assist in the rescues. No injuries were reported in the incidents.



TOP AIRCREWMAN — Paul E. Hodgson (right), aviation machinist mate first class, receives the Lt. Robert A. Perchard Memorial Trophy signifying Hodgson's selection as the outstanding search and rescue crewman at Traverse City Coast Guard Air Station. Making the presentation during ceremonies this morning at the base is Capt. R. W. Lentner, station commander. The award is made semi-annually in memory of Lt. Perchard, who died in Alaska on July 3, 1964, while on a rescue mission. Hodgson joined the Coast Guard in 1952 and has been stationed at Traverse City since mid-1965. His home city is Miami, Fla.
(R-E Photo by Dann Perszyk)

9-27-68

:: EDITORIAL ::

WTCM
AM-1400
FM-103.5

By LES BIEDERMAN - President

Monday, July 8, 1968

WELCOME MACKINAW

Again this year the Queen of the Great Lakes Coast Guard Fleet is taking an active part in the National Cherry Festival. Again, we bid the Big Mack and her men and officers welcome.

This time, however, the visit of the Mack, at least to your editor, is a little different. This time when she dropped anchor in Grand Traverse Bay, she was painted with a big red stripe. But, there was another big difference. The skipper is Captain Winstein. Got to go back in history a little to tell you about Captain Winstein. You probably know that when war is declared the United States Coast Guard becomes a part of the Navy. This happened in World War II.

One of the Coast Guard cutters that was placed in wartime service was the "Campbell." Not a fast ship, certainly not an armed ship, really just a regular Coast Guard cutter pressed into service as an anti-submarine vessel.

Cruising along in poor visibility, the kind of weather common to the Grand Banks of Newfoundland, and this is where it all took place, the "Campbell" tangled up with a submarine. Quite a fight. Then, believe it or not, a second submarine; another battle. And believe it or not, a third submarine, and this German crew came aboard the "Campbell" and there was a real sábre and cutlass battle fought with hand guns and anything else that was available. The "Campbell" took some 11 prisoners from this sub, and transferred them to a Polish destroyer in the morning, that was headed for Halifax.

Now, to get to the Mack and Captain Winstein. He was a gunners mate on that fateful voyage, on the Grand Banks, aboard the "Campbell," when that deck fight took place.

Several days later, when the "Campbell" returned to Halifax, they saw the Polish destroyer in port, and hanging from the yardarms were the 11 German prisoners. Those Poles remembered what the Germans did when they invaded Poland.

Anyway, welcome Captain Winstein; may your next assignment which is due in about two weeks be a pleasant one.

© 1968 Midwestern Broadcasting Company, Paul Bunyan Building, Traverse City, Michigan - 49684
Phone: 947-7675

Wins Two Awards

Lt. Cmdr. James F. Butler was presented the Coast Guard Unit Commendation Ribbon and the Vietnam Service Medal Friday morning in ceremonies at Traverse City Coast Guard air station.

Cmdr. Butler was presented the unit commendation for his outstanding service in the performance of duty while engaged in successful night escort, illumination, and assistance after the ditching of a twin-engine aircraft off Palmyra Island on the night of March 5, 1957. At that time Cmdr. Butler was stationed at the Coast Guard air station, Barbers Point, Hawaii.

He was also awarded the Vietnam Service Medal for logistics flights he made to the Republic of Vietnam during March of 1968.

Cmdr. Butler and his family moved to Traverse City in September of this year. This is the second tour of duty in Michigan for the Butlers. He was the operations officer aboard the Coast Guard cutter Mackinaw from 1960 to 1961.

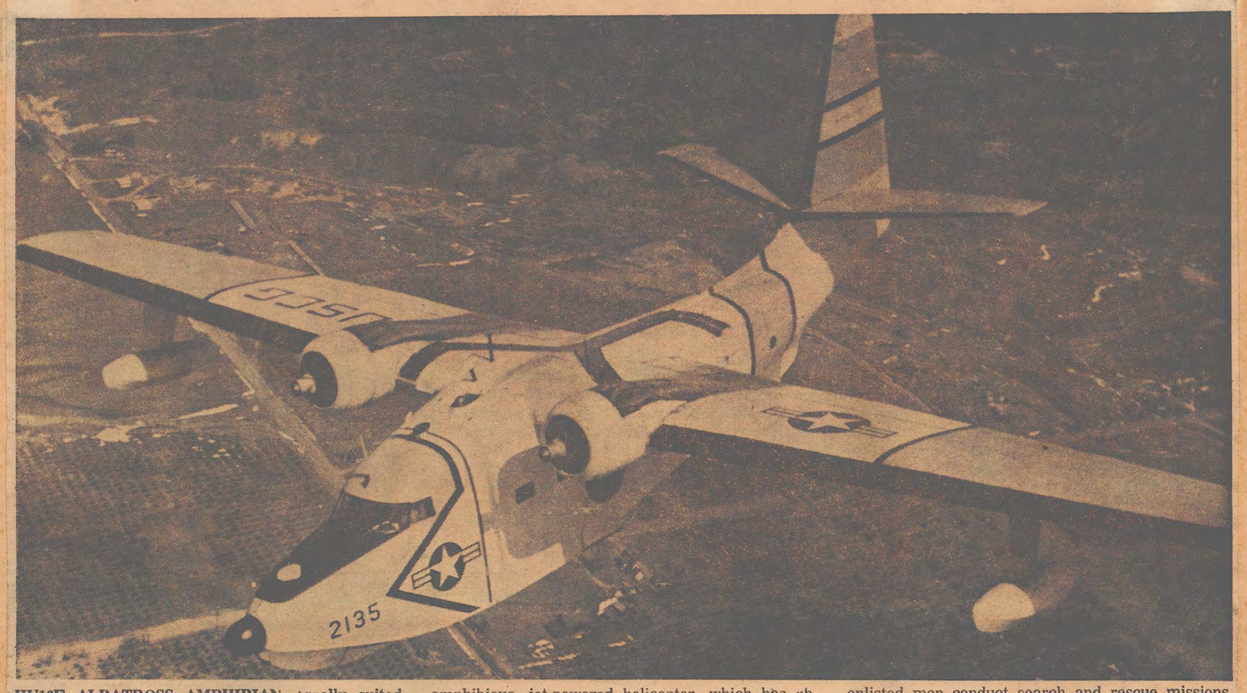
11-2-68

CG Recruiter Here Jan. 21

A U.S. Coast Guard recruiter is scheduled to be present all day January 21 at Traverse City Coast Guard Air Station to answer enlistment questions.

In making the announcement today, an air station spokesman said the recruiter also will be able to answer inquiries about admission to the Coast Guard Academy.

1-20-69



HU16E ALBATROSS AMPHIBIAN—Ideally suited for long searches, this U.S. Coast Guard plane can carry an assortment of communications, navigation, and rescue equipment. It is capable of landing on water to effect a quick rescue. Cruising at 150 knots, it has a maximum range of 2,400 miles with a full fuel load, and normally carries a crew of six for search missions. The Traverse City Coast Guard Station also operates the HH52a amphibious, jet-powered helicopter, which has obvious rescue advantages in its ability to hover and launch quickly. Due to its relatively slow speed (90 knots) and limited range (400 miles), its use is generally limited to the upper and northern lower Michigan region. To negate this disadvantage there is presently a helicopter air station in Detroit, and another one is expected to open in Chicago in March of this year. The 25 officers and 109 enlisted men conduct search and rescue missions, and render assistance to persons in distress. In addition, they make ice reconnaissance patrols to aid the Great Lakes shipping industry, fly water pollution patrols to enforce clean water legislation and provide logistic support to other government agencies in this area. In addition, they maintain a standard of military readiness to assist the Navy in time of war.

1-30-69

AREA GIFTS TO SERVICEMEN—Loaded with 1,426 boxes of fudge and other food gifts, plus 800 packages of toasted pecans, all contributed with the best wishes of Grand Traverse area residents, a convoy of one truck and two station wagons left Traverse City this morning for Philadelphia. The gifts will be presented to injured servicemen, many of them Vietnam veterans, in ceremonies to be held Monday at the Philadelphia Naval Hospital at which National Cherry Queen Julie Anne Hamilton will be present together with Northwestern Michigan College officials. The "Operation Good Will" project was launched by Les Biederman, chairman of the NMC board, and drew support from individuals and organizations throughout the area. Shown during the loading operations this morning are (left to right) Chief Petty Officer William Chappel, Navy; Chief Petty Officer Gordon Sanders, Coast Guard; HM2 Richard Stoltz, Coast Guard; Staff Sgt. Alton LaVine, Marine Corps; and Andrew Olson, NMC board secretary.

(R-E Photo by Dann Perszyk)

Copter Picks Fishermen From Floe

BRIMLEY (UPI) — A mid-winter's voyage on Lake Superior without a ship was a trip that James Tinker gratefully bypassed.

"I was never so glad as I was when I saw that helicopter coming," Tinker said, describing the air rescue of himself and six fellow fishermen who were stranded on an ice floe Monday when it broke away from the shoreline of Whitefish Bay.

Tinker and his Brimley companions, employed by Pendill's fish hatchery, set off in snowmobiles across frozen Whitefish Bay early Monday to throw in their nets.

The bay, nestled northwest of Sault Ste. Marie and southeast of sparwling Ontario, opens at its mouth to the 400-mile expanse of Lake Superior. And that was just where Tinker did not want to go.

"I didn't hear the ice crack," the 14-year veteran of ice fishing said. "In fact, we had packed up our gear and gone about two miles back to shore when we saw a plane buzzing and figured something was wrong."

Something was. Gusts of winds had skimmed the shoreline and weakened the clinging ice until it broke away.

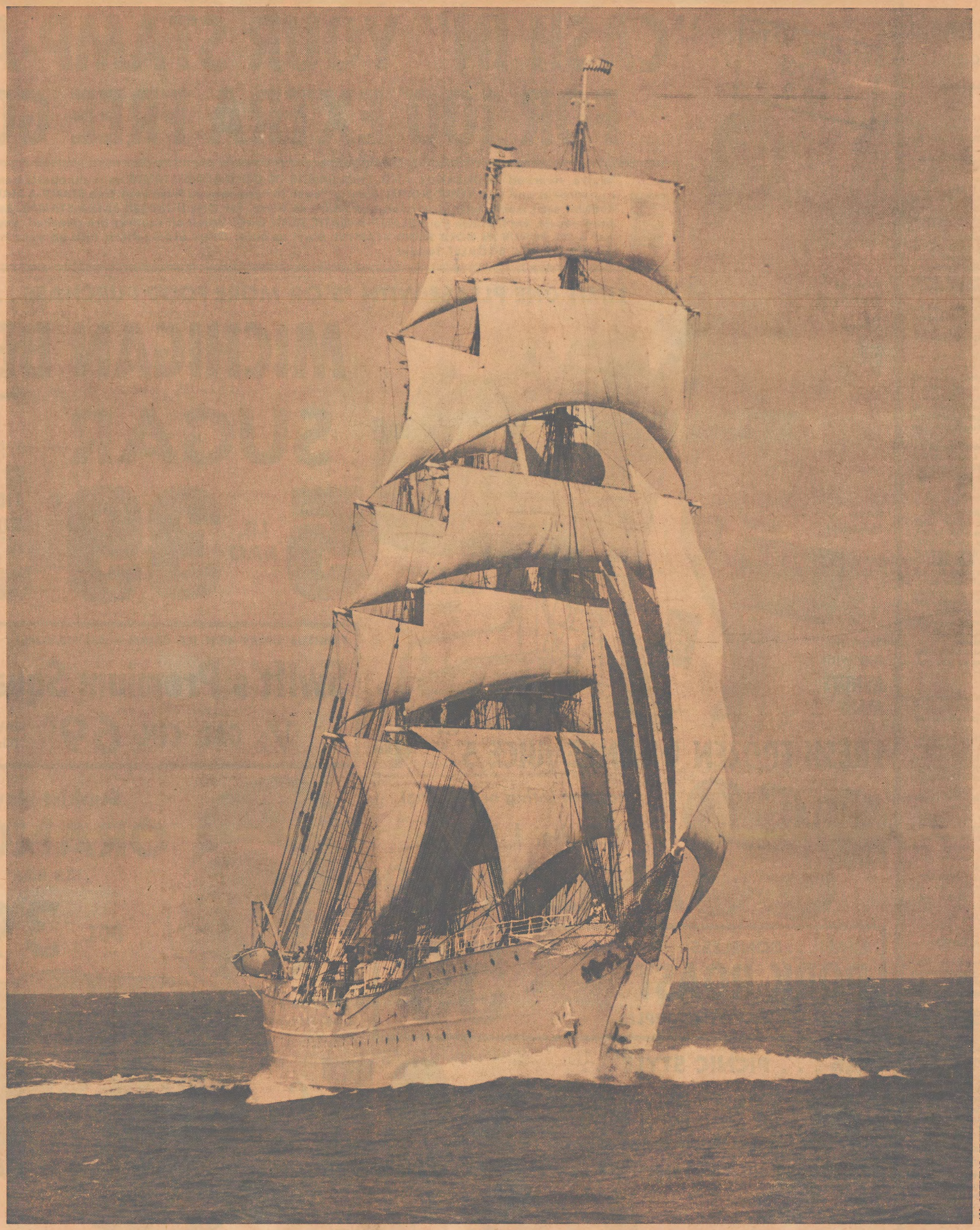
"What I was worried about was that sometimes these ice floes gain speed and move right out into the lake and I didn't want that," Tinker, 43, said.

The fishermen were stranded on the ice for nearly eight hours before Coast Guard rescuers scooped them up in the late afternoon. All were reported in good physical condition.

The rescue helicopter was from Traverse City Coast Guard air station, and a patrol plane also was sent to the scene from the station.

A spokesman said the copter made two trips under bad weather conditions to pick up the seven stranded fishermen, with the patrol craft returning to Traverse City Monday evening and the chopper staying overnight at Kincheloe AFB in the Upper Peninsula.

2-11-69



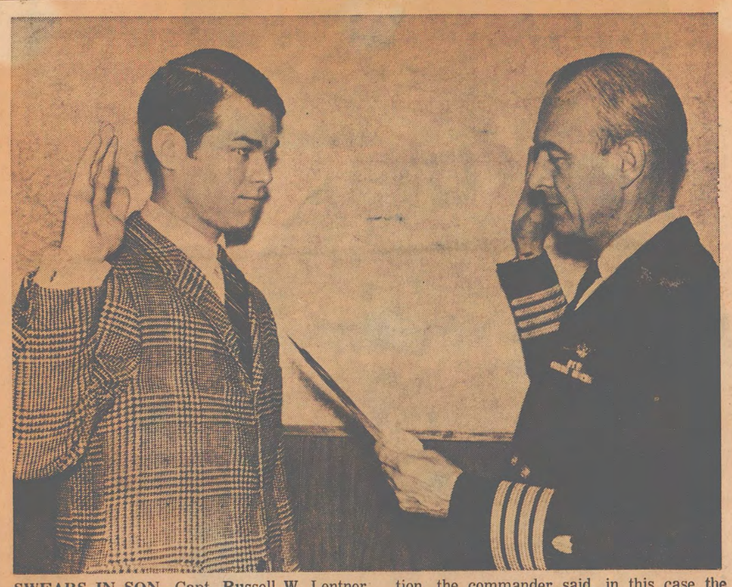
AN OFFICIAL UNITED STATES COAST GUARD PHOTOGRAPH

UNITED STATES COAST GUARD BARK "EAGLE"

Interested? It's a challenging life!

The United States Coast Guard offers young men a lifetime of opportunity. Tuesday, January 21, 1969, a Recruiter will be at the Coast Guard Air Station at the Traverse City Airport. Talk with him. Find out about a career in the United States Coast Guard. If you are thinking about further education let him tell you about one of our nation's finest schools, The United States Coast Guard Academy.

Presented as a public service by the Traverse City State Bank, Elk Rapids, Suttons Bay, Kingsley and Traverse City.



SWEARS IN SON—Capt. Russell W. Lentner (right), commander of Traverse City Coast Guard Air Station, swears in his son, Russel Jr., as a U.S. Navy flight program trainee-officer candidate. Russel Jr. is to begin his flight training on March 18 at Pensacola, Fla. Capt. Lentner explained after the swearing-in ceremony Monday at the Traverse City air station that any officer in the U.S. armed forces can perform the ceremony. In addition, the commander said, in this case the Navy program recruiter is a personal friend who telephoned from Detroit to ask the captain: "How would you like the honor of swearing in your son?" Russel Jr., 22, is a 1964 graduate of Traverse City High School, attended Northwestern Michigan College, and is a January, 1969, graduate of Central Michigan University.

(R-E Photo by Dann Perszyk)

3-10-69

ALLEGHENY NEARS HOME—A U.S. Coast Guard airman from Traverse City station snapped this picture of the (former USS) Allegheny Monday as the 143-foot ship passed through an ice field west of the Straits of Mackinac enroute to its new home at Traverse City. The former U.S. Navy research vessel is to be officially welcomed this afternoon at Clinch Park Marina here upon completing its month-long 3,500-mile cruise from Philadelphia (Pa.) Navy Yard to become a training ship for a proposed Northwestern Michigan College Great Lakes maritime academy. Ice was nothing new to Capt. Mike Hemmick and his crew composed largely of citizen volunteers from Traverse City and the surrounding area. Heavy ice in the St. Lawrence River and canal system was a serious barrier at times last week, and a North Atlantic Ocean storm also caused delay earlier. Despite the problems, though, the Allegheny is reaching its new home port right on schedule.

(U.S. Coast Guard Aerial Photo)

4-15-69 RECORD EAGLE

ROSTER

CDR Wilfred H. Shaw
Commanding Officer
LCDR Benjamin K. Schaeffer
Executive Officer
LCDR Lawrence R. Montali
LCDR Stephen D. Csintyan
LT William N. Zensen
LT Wade A. Johnson
LT John R. Huddleston
LTJG Donald B. Wittschiebe
ENS James D. Stiles
ENS Jeffrey V. Millquist
CWO-3 Gerald W. Hayes

ADCP L. O. Simpson
ATC R. C. Eckerberg
AMCP A. A. Palmer
AD1 D. M. Barber
ASM1 R. L. Yeaton
AT1 C. W. Dickman
AE1 M. A. Baker
SK1 D. K. Kruschke
AD2 D. S. Benefiel
AD2 R. F. Fuerst
AT2 J. W. Warner
AE2 D. A. Kalec

AM2 W. S. Hanley
YN2 G. J. Stasny
SK3 H. D. Bassett
AD3 R. C. Crowder
AD3 T. J. Heydecker
AT3 J. M. Koniowsky
AM3 J. R. Rinehart
AM3 N. R. Shultz
ANAT T. R. Behn
ANAE J. K. Dodson
AN D. L. Pyper
SA J. A. Harris

SA G. R. Jarman

The Coast Guard's appreciation is extended to the following organizations for their cooperation in this ceremony:

U. S. Coast Guard Auxiliary Division XXII
Sikorsky Aircraft Division of United Aircraft Corporation
Chicago Council of the Navy League of the United States

U.S. COAST GUARD

AIR STATION
CHICAGO, ILL.

Dedication

MARCH 15, 1969

Ceremonies, Dinner

1/3/69 T.C.R.E.

Plan Public Program April 15 To Welcome Allegheny Here

The former Navy vessel Allegheny is scheduled to steam into her new home port on Grand Traverse Bay at 3 p.m. Tuesday, April 15, and receive a hearty public welcome at the Traverse City Marina at a reception complete with band music, military gun salute, air escort, honor guard and dockside ceremonies.

The plans were announced today by a "Welcome Allegheny" civic committee, headed by Julius H. Beers.

A public dinner to which a number of state and federal officials have been invited, will be held at the Park Place Motor Inn Dome on the evening of the ship's arrival, Beers said. The dinner will climax the welcoming festivities and pay tribute to the Allegheny's captain and his volunteer crew of Traverse City area residents who are bringing the ship here from Philadelphia to serve as a floating classroom for a proposed Northwestern Michigan College Great Lakes Maritime Academy.

The "Welcome Allegheny" committee is composed of representatives of the Traverse City Area Chamber of Commerce, city government, Northwestern Michigan College, the Traverse City Coast Guard Air Station, and the Traverse City public schools.

Traverse City Mayor Royce Kephart is proclaiming Tuesday, April 15, "Allegheny Day."

A group of Northwestern Michigan College students will line the dock of the Marina and be the first to greet the returning crewmen. Chairmen of the dockside ceremonies, which are open to the public, are Herbert Joslin and USCG Captain Russell Lentner. Highlights of the Marina program will include music by the Traverse City High School band; presentation of colors by the United States Coast Guard; a welcome by the mayor; an introduction of notables by Les Biederman; and formal presentation of the ship to College President Preston Tanis.

Maurice Allen, president of the Downtown Traverse City Association, is serving as chairman of ticket sales for the 6:30 p.m. dinner which will feature music by the Traverse City Barber Shop Chorus and a fast-moving "Allegheny exploits" program, with Doug Linder serving as master of ceremonies.

Tickets for the dinner program, at $4.50 each, may be purchased at the Empire National Bank, the National Bank and Trust, the Traverse City State Bank, Wilhelm's stores on Union street and at Tom's Market, and at Golden-Fowler's.

Plans for the Allegheny civic reception began taking shape at a meeting early in March attended by Maurice Allen, John Anderson, John Batdorff, Les Biederman, Douglas Drummond, Robert Greaige, Paul Hazelton, Robert Johnston, Royce Kephart, Charles Moorman, Anthony Saeli, Larry Savage, Preston Tanis and Noble Travis. Final plans moved into high gear this week when it was announced that the Allegheny is due to arrive on schedule on April 15, following a month-long, 3,500-mile voyage.

U. S. COAST GUARD AIR STATION
CHICAGO, ILLINOIS

The U. S. Coast Guard Air Station, Chicago, Illinois, located at the U. S. Naval Air Station, Glenview, Illinois, is the first Coast Guard unit of its type in the Chicago Area.

With its two amphibious helicopters, the unit became operational on March 1, 1969, bringing to three the number of aviation units in the Ninth Coast Guard District.

The primary mission of the air facility is to provide search and rescue assistance to life and property on southern Lake Michigan. To this end, it has communications links with all Coast Guard units in the area and with the Rescue Coordination Center at Ninth District headquarters in Cleveland.

In addition to search and rescue, the station's helicopters will be used for medical evacuations, pollution patrols and other missions consistent with the Coast Guard's statutory obligations. The unit will also provide operational, administrative and logistical support for other Coast Guard activities in the area.

The $4 million station's helicopters are HH52A's built by the Sikorsky Aircraft Division of United Aircraft Corporation. They have a maximum speed of 108 knots and can carry up to eight people in addition to their three-man crew. The amphibious helicopters are turbine-powered and are capable of hoisting personnel and supplies while hovering, as well as landing in the water to pick up survivors.

The air station complex consists of hangar space for the aircraft, quarters for the flight crew on constant alert and spaces for the necessary support activities such as shops, offices and storage areas.

Zisken Construction Company built the station under a contract administered by the midwest division of the Naval Facilities and Engineering Command, Great Lakes, Illinois. The air station is a tennant command of the U. S. Naval Air Station, where it is located.

SEQUENCE OF EVENTS

MUSIC BY THE
GREAT LAKES NAVAL TRAINING STATION BAND
Ensign A. G. Szlaga, USN, Bandmaster

HONORS FOR COMMANDANT, U. S. COAST GUARD

INVOCATION
Commander B. S. Power, Chaplain Corps, U. S. Navy

INTRODUCTION
Commander W. H. Shaw, U. S. Coast Guard
Commanding Officer
U. S. Coast Guard Air Station, Chicago

WELCOME
Captain D. E. Poynter, U. S. Navy
Commanding Officer
U. S. Naval Air Station, Glenview, Illinois

REMARKS
Rear Admiral W. F. Rea, III, U. S. Coast Guard
Commander, Ninth Coast Guard District

REMARKS
Admiral W. J. Smith, U. S. Coast Guard
Commandant, U. S. Coast Guard

DEDICATION

BENEDICTION
Commander B. S. Power, Chaplain Corps, U. S. Navy

Traverse City Record Eagle 1/28/69

Tow Cruiser to Safety

FRANKFORT—A 23-foot cabin cruiser with six persons aboard was towed to safety at Frankfort Saturday afternoon after being sighted adrift earlier on Lake Michigan off Empire.

A U.S. Coast Guard vessel from Frankfort station took the cruiser in tow and into Frankfort harbor for repairs after the pleasure craft's engine quit because of a plugged gas line, authorities said.

Although the cruiser was not deemed to be in immediate danger, a helicopter from Traverse City Coast Guard air station stood by until the towing vessel arrived.

Authorities said the cruiser was owned by M. J. Hunter, was enroute from Charlevoix to Muskegon, and continued its voyage after the trouble was repaired.

TOM HUMMEL ACCEPTING FIRST PLACE VOLLEY BALL TROPHY FROM CAPT. LENTNER

DAILY AVERAGE PAID CIRCULATION
6 Months Ending March 31, 1969
15,934
ABC Pub. Statement
"As filed with the Audit Bureau of Circulation. Subject to Audit.

5/12/69

TRAVERSE (
NORTHERI

UPI FULL LEASED WIRE SERVICE TWENTY FOUR PAGES TRAVERSE

AT BOATING CONFERENCE—Participating in the program at the annual Conference of North Central States Boating Law Administrators are (left to right): Capt. R. W. Lentner, commander of the U.S. Coast Guard Air Station at Traverse City; Capt. David Oliver, captain of the Port of Chicago, U.S. Coast Guard; Grand Traverse County Sheriff Richard Weiler; Robert W. Dyke, chairman of the conference; Rear Admiral Joseph J. McClelland, Chief of the Recreational Boating Division, U.S. Coast Guard, Washington, D. D.; Paul Sarossy, president of the National Association of Boating Law Administrators; and Ray Downing, president of the North Central Association.
(R-E Photo by Dann Perszyk)

☆ ☆ ☆

Law Administrators Confer

12-State Boating Safety Conference Opens Here

Up to 100 persons are expected to register at the Annual Conference of North Central State Boating Law Administrators representing 12 states at the Park Place Motor Inn here.

The conference opened today and will continue through Wednesday. The conference theme is methods of promoting greater boating safety from the assembly lines of watercartf manufacturers to actual use of boats on the water.

In addition to representatives of the association's 12 member states, hese participating include key personnel from the U.S. Coast Guard, the U.S. Army Corps of Engineers, the U.S. Power Squadrons, the U.S. Weather Bureau and the U.S. Coast Guard Auxiliary.

Also represented are the Boating Industry Association ,the Outboard Boating Club of America, and the National Association of Engine and Boat Manuafcturers.

Association member states include Michigan, Illinois, Indiana, Iowa, Kentucky, Minnesota, Missouri, North Dakota, Ohio, South Dakota, West Virginia, and Wisconsin.

Michigan is represented by specialists from the Department of Natural Resources Boat and Water Safety Section.

High on the meeting's agenda will be a review of the Federal Boat Act of 1969 which updates and consolidates previous legislation to provide federal aid for marine safety programs of states and establishes federal standards for boat manufacturing.

Also in the spotlight will be the recent emergence of boat safety patrols spurred by coho fishing in the Great Lakes. Other topics for discussion will include marine pollution control and boat safety education carried out by member states.

The meeting opened this morning with a welcome by Mayor Nick Rajkovich and a welcome to Michigan by Dr. Ralph MacMullan, director of the Michigan Department of Natural Resources.

Speakers this morning included Rear Admiral Joseph J. McClelland, Chief of the Office of Boating Safety, U.S. Coast Guard, Washington, D.C.; reports two U.S. Coast Guard District representatives; and a discussion of boating safety by Lt. Comdr. Jim Hadley of the U.S. Coast Guard and Sheriff Richard Weiler of Grand Traverse County.

Application and implications of the Federal Boating Act were to be discussed in the afternoon.

State Senator Gordon Rockwell will be guest speaker at a banquet at 7 p.m. Tuesday.

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Authorities said the cruiser was owned by M. J. Hunter, was enroute from Charlevoix to Muskegon, and continued its voyage after the trouble was repaired.

4-28-69

CG Copter Aids Boaters

Two Canadian boaters, stranded on Sulphur Island near Sault Ste. Marie Monday, were rescued by U.S. Coast Guard helicopter from the Traverse City Air Station and returned to St. Joseph Island, Hilton Beach, Ontario.

In other emergency action Sunday and Monday by station personnel:

A helicopter was sent to look for a 30-foot cabin cruiser reported in trouble Sunday on West Bay just south of Marion Island, but it was concluded a false alarm.

A plane was sent to look for a 14-year-old youth in a 12-foot rowboat near Menominee Sunday afternoon. The boy was rescued by a Coast Guard boat.

An Albatross plane was rerouted Monday to the Chicago area to look for a fishing boat reported in trouble. This too was concluded a false alarm.

5-13-69

AIR-SEA RESCUE—Traverse City Coast Guard Air Station put on an air-sea rescue demonstration Wednesday afternoon on West Grand Traverse Bay off Clinch Park as a part of the 1967 National Cherry Festival program. The value of such training procedures was brought home even as the demonstration was in progress, as the station received a number of real distress calls involving craft on Lake Michigan and incidents in other portions of the 90,000-square-mile area covered by the station's air units.
(R-E Photo by John Hawkins)

THE ANTRIM COUNTY NEWS

Bellaire, Michigan 49615 — 15¢ per Copy — Thursday, April 10, 1969

Two-Hour Ordeal in Icy Lake Ends With Heroic Rescue

The heroic efforts of three persons are credited with saving the life of Robert Helms early Tuesday morning. Helms was hauled to safety after spending nearly two hours in the icy water of Clam Lake after he had broken through the ice.

Deputy John Gaddis, Jack VanWagner and his son Jon effected the rescue, with assistance of others along the shoreline. Helms was taken to Munson Medical Center in Traverse City by Coast Guard helicopter in serious condition from exposure after the ordeal.

The VanWagners were preparing to return downstate after spending a few days at the lake.

Helms, 74, who lives on the south side of Clam Lake, was going fishing when he broke through the rotting ice about 250 feet offshore on the north side of the lake. He apparently went in the water about 6:30 a.m.

Unable to pull himself up on the crumbling ice, he clung to it and shouted for help but was unheard for nearly a half hour. It was 7:03 when Mrs. Ed Zimmer called the Antrim County Sheriff's Department to report the accident.

Deputy Charles Carper, who was at the desk, contacted Deputy Gaddis, who was on his way to work, and directed him to the scene. Carper also notified Sheriff Robert Curtis, who took over at the desk while Carper went to the lake.

In the meantime, Mr. VanWagner and his son had tossed an innertube to Helms and tried to get a rope to him. Helms was too chilled and weak to catch it, but clung to the innertube. The water is 10 to 12 feet deep at that point.

Gaddis and Carper contacted Fred DeWitt, owner of DeWitt's Marine at Clam River, for a long ladder, rope and life jackets.

Gaddis put on a life ring and started working his way out to Helms, breaking the ice as he went along. Jon VanWagner and has father went out behind Gaddis and the three of them managed to get Helms on the ladder and drag him near shore.

Sheriff Curtis meanwhile had contacted the Coast Guard at Traverse City and the helicopter had been dispatched. It hovered, barely touching the ice as Helms was placed aboard nearly paralyzed with cold from the long immersion. He was taken to Munson Hospital where it was found his body temperature had dropped considerably. He had been in the water for one hour and 55 minutes.

Witnesses to the dramatic rescue had high praise for the rescuers, all of whom were severely chilled themselves. Deputy Gaddis could barely move his hands. Both VanWagner and his son had broken through the ice several times.

Helms was formerly Antrim County social welfare director for many years.

Bob Helms is Glad He Made It To Golden Wedding Celebration

A couple of weeks ago Bob Helms wasn't sure he would celebrate his Golden Wedding anniversary on April 18. Mrs. Helms wasn't either, but both of them were hoping and praying.

Bob was fighting for his life in the freezing waters of Clam Lake, struggling to keep afloat and to remain conscious until rescuers could reach him. When you're 75 years old as he is, you don't have quite the stamina and endurance you might have had 50 years ago. But Bob held on, and after two hours in the icy waters he was hauled out by Deputy John Gaddis and neighbors Jack Van Wagner and Van Wagner's young son, Jon.

Bob doesn't remember being dragged ashore or loaded into the Coast Guard helicopter that air-lifted him to Munson hospital in Traverse City. He awoke briefly while he was in a whirlpool bath at the hospital, but has little other recollection until he was lying in the hospital bed.

Doctors and nurses at the hospital call it "amazing" that a man of his years could survive the ordeal. Bob was in the water about two hours, at first clinging to the ice then to an innertube tossed to him by the Van Wagners.

When he first broke through the ice he was scared, but managed to clamber up on it and crawl toward shore. He had gone about ten feet when he tried to stand but broke through again. This time, chilled and weighted down with heavy galoshes and soaked woolen clothing he was too weak to get back on the crumbling ice. His shouts for help finally were heard and that's when the Van Wagners came to his assistance.

A slight current tended to drag his feet under the ice and to put his head under the water, but Bob treaded water until he got hold of the innertube.

The rescue effort took quite a while. Bob was purple with cold when he was dragged ashore. Doctors at Munson told him his body temperature had dropped to a little under 84 degrees and expressed amazement at his remarkable survival, especially for someone his age.

Bob says he was pretty well conditioned. He had been fishing in the open on the lake a great deal during the winter. He had caught 23 pike and "five or six bushel" of good sized perch. Just the day before the mishap he had pulled in a minnow bucket full of 10 and 12 inch perch, he said.

He isn't about to give up ice fishing, but he certainly is going to be more

Continued on Page 2

HELMS ....

Continued from page 1

cautious.

He's pretty thankful that he's alive. He's thankful to God—and to a lot of good friends and neighbors.

Two days after he returned from the hospital about 75 friends and neighbors came in to help him and Mrs. Helms celebrate their 50th anniversary. Mrs. Emma Avery baked a beautiful cake, and they all had an enjoyble time.

Mr. and Mrs. Helms are both natives of Antrim County. He was born in Elmira and she in Mancelona. They were married in Bellaire in 1919 and have lived in Antrim County all their married life.

Bob was street and water commissioner in Mancelona for 14 years, then became Social Welfare director for the county for the next 17 years. He retired from that position in 1952 then operated the Market Basket in Bellaire for another five years.

They have lived at Clam Lake for the past 18 years.

Rescue Man From Lake

1/8/69 T.C.R.E.

A 75-year-old resident of Clam Lake, Robert Helm, was flown by helicopter to Munson Medical Center this morning by the U.S. Coast Guard after being rescued from Clam Lake where he had fallen through the ice.

Helm, a retired Antrim County welfare department director, was rescued by three Antrim County sheriff's deputies who had responded to a call from Clam Lake residents who heard Helm's cries for help.

Deputies John Gaddis, Charles Carper and Elwin Wilcox used a ladder and a rope to pull Helm out of the water and up onto solid ice where he was picked up by the helicopter.

Deputies said he had walked across the lake and was on his way back when he fell through the ice.

Helm suffered severe exposure and his condition was reported as "guarded" by Munson Medical aides.

Adrift 21 Hours

Six Youngsters Saved From Storm-Tossed Saginaw Bay

BAY CITY (UPI) — Six blue-lipped youngsters, shaking with cold, were found by a Coast Guard helicopter today, adrift for 21 hours on stormy Saginaw Bay.

The six, ranging in age from 11 to 19, had no food, and were dressed only in shorts, T-shirts, and swim suits.

Winds up to 50 knots lashed the bay, and heavy rains pelted the boat while thunder-storms crashed overhead.

The youngsters said they slept fitfully and tried to keep warm by exercising and huddling together under wet towels.

They sang songs to keep their spirits up, they said.

When the winds whipped up high waves, the youngsters, most of them experienced in boating, hugged the bottom of the boat, a 13-foot Boston whaler, to keep the center of gravity low and to keep from being thrown over the side.

"It was so scary," Laurie Ward, 11, Essexville, the youngest aboard, told her mother during a tearful reunion at the Saginaw Bay Yacht Club, were the anxious parents spent the night hoping for word of their children.

An air and sea search began late Thursday when the youngsters failed to return to the club. They had left about 1:30 p.m. to go surfing on the bay.

The search was hampered by visibility-cutting rain and early darkness. The youngsters heard the planes overhead several times.

"They kept going by us," Marjorie Will, 15, Lansing, said. "We'd yell and yell and they wouldn't see us."

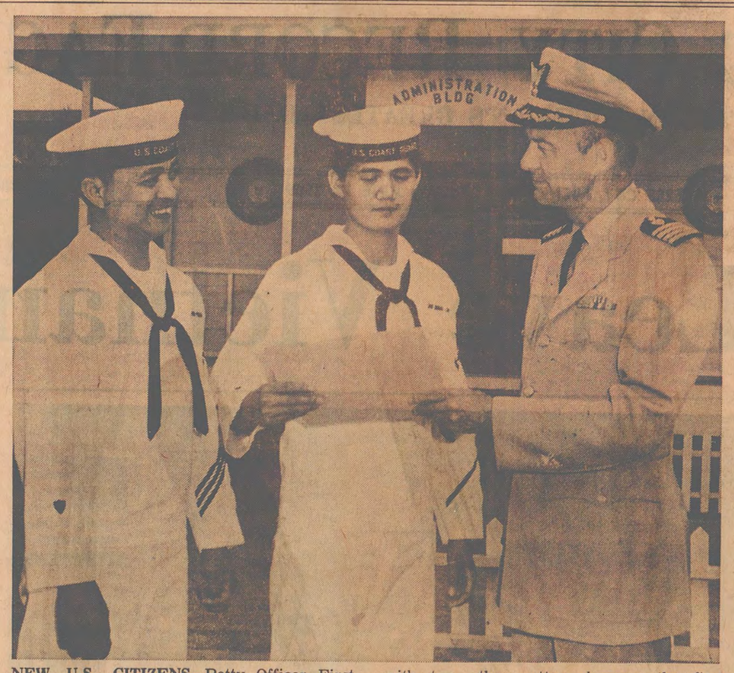
Marjorie said they shut off their 40 horsepower motor to swim and surf on the bay, and could not restart it when heavy rains started to fall.

"It was so nice when we went out," Julie Hafford, 12, Essexville, said.

A Coast Guard launch picked them up and brought them back to the club.

Marjorie Will, daughter of Mr. and Mrs. Paul Abraham of Lansing, had been spending the week with Ruth Hafford, 19, Julie's sister. Also aboard were Christine Shumaker, 19, Bay City, and Richard Peterson, 17, Essexville.

FRIDAY, JUNE 13, 1969



NEW U.S. CITIZENS—Petty Officer First Class Francisco P. Castillo, left, of the Traverse City Coast Guard Station, was the second Filipino to become a United States Citizen within recent months. Captain Russell Lentner, base commander, congratulates Castillo and Petty Officer Second Class Celino Torres Quilao. Castillo, who entered the Coast Guard in 1955, has been stationed aboard several ships. One notable accomplishment was his assignment to the Coast Guard Cutter "Storis," which in 1957 along with two other cutters became the first American vessels to circumnavigate the North American Continent. Castillo has been stationed in Traverse City since 1966. He and his wife and five children reside at 728 Rose Street. Quilao, who entered the Coast Guard in 1959, has had several duty assignments including one at the Coast Guard Academy. He and his wife, who is a nurse at Munson Medical Center, and their two children, live at 309½ N. Spruce.

(R-E Photo by Jerry Martineau)

RECORD-EAGLE, TRAVERSE CITY, MICHIGAN

CG Guides Pilot In

A pilot who became lost in the fog Wednesday and radioed for help was located and guided in to Traverse City Airport by aircraft from the Traverse City Coast Guard Air Station.

Coast Guard personnel said the call for help was received by the Federal Aviation Agency here at 1 p.m. from James Widie of Akron, Ohio, who was flying a Cessna.

He was intercepted a short time later near Empire by the Coast Guard plane and guided in.

Both a plane and a helicopter were used in the search by the Coast Guard.

ARRIVE AT BOWERS HARBOR—National Cherry Queen Barbara Ann Beckett and her court arrived at Bowers Harbor this morning aboard the United States Coast Guard Cutter "Sundew." The queen and her court were escorted by Coastguardsmen off the cutter to take part in the Blessing of the Cherries Ceremony at Bowers Harbor. Miss Beckett and other festival dignitaries then motored to Traverse City to the Chamber of Commerce building for the official opening of the 1969 National Cherry Festival.
(R-E Photo by Dann Perszyk)

1969 CHERRY FESTIVAL

RECORD-EAGLE, TRAVERSE CITY, MICH. 49684 22 JULY 1969 TUESD

Medical Officer Assigned To C.G. Air Station Here

Traverse City Coast Guard air station now has a medical officer to give specialized care to personnel and flight examinations and to provide emergency aid in air-sea rescue missions.

First medical officer in the 23-year history of the Coast Guard installation here, he is Dr. Kenneth A. Stoutenborough, 26, and he received a "baptism of fire" in helicopter to vessel emergency work last week in a valiant effort to save a heart attack victim aboard a yacht on Lake Huron. Dr. Stoutenborough had hardly arrived at the Traverse City air station when the aid call came and, without previous training, he dropped by cable and sling some 40 feet to the deck of the yacht.

DR. K. A. STOUTENBOROUGH

A graduate of Solon (Ohio) high school, Dr. Stoutenborough did undergraduate school at the University of Cincinnati where he received his bachelor of science degree in zoology. He then went on to attend medical school at the University of Cincinnati College of Medicine, and received his doctor of medicine degree from the institution in 1968.

During graduation exercises he received the Boarden Undergraduate Research Award in medicine for outstanding clinical research performed as a medical student. This was the highest of two research awards and one of only four cash awards presented.

He then went on to do a rotating internship at Baylor University Medical Center in Dallas, Tex. Presently Dr. Stoutenborough is on active duty with the United States Public Health Service and is assigned to the Coast Guard air station in Traverse City.

The Public Health Service provides many varied services, including leadership and direction in national health services, original research, studies of environmental health hazards, and direct health services to many special groups including the U.S. Coast Guard, and American Indians.

Dr. Stoutenborough will be attending the U. S. Army School of Aviation Medicine at Fort Rucker, Ala. for a period of special training.

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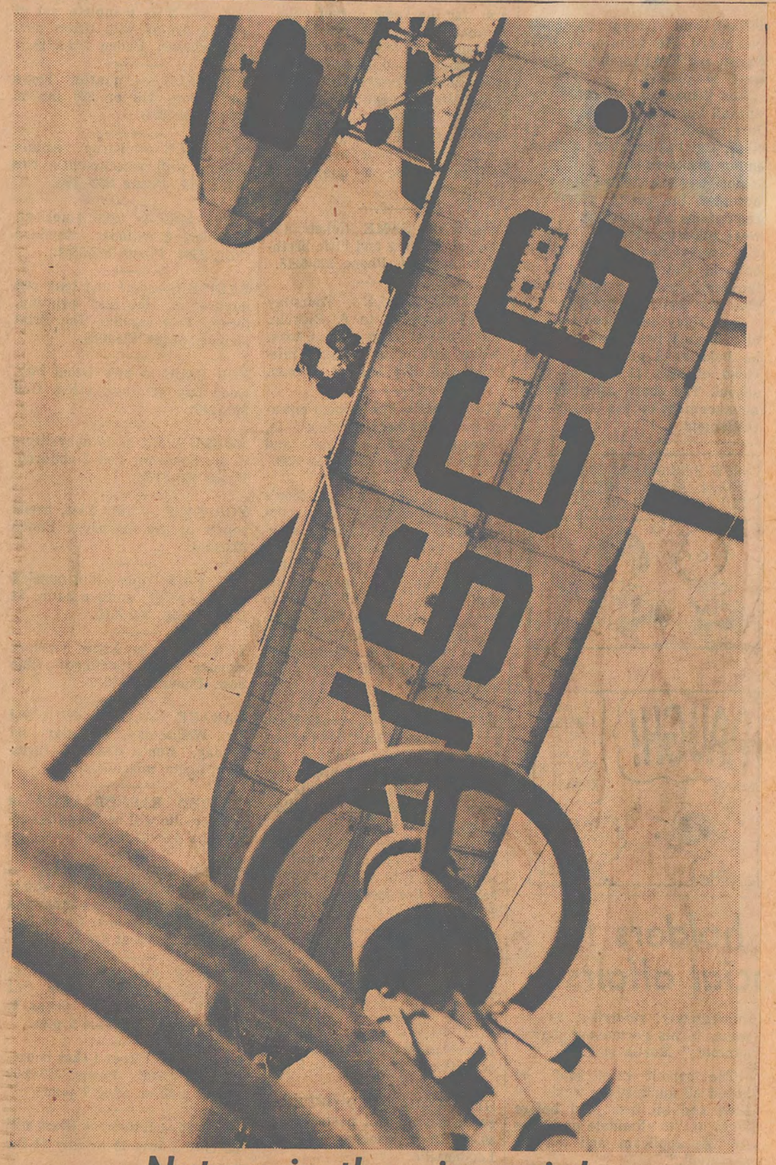
119TH YEAR — NUMBER 165 ASHLAND (Ashland County) OHIO, 44805 TUESDAY EVENING, JULY 15, 1969 PRICE 10c PER COPY



Not up in the air again!

T-G photographer Chic Knight finds more ways to get up in the air. After learning to fly and one course in parachute jumping, you'd think that was it, but it wasn't. This time he gets a 30-foot hoist up the rescue basket during the day he spent with the Coast Guard unit in Cleveland. The man controlling Chic's destiny is Aviation Machinist Larry Boarts. For the entire story, turn to page 8.

HM2 RS STOLTZ WITH 1969 CHERRY QUEEN BARBARA ANN BECKETT

Preparing to take off from Cleveland's Burke Lakefront Airport
. . . Coast Guard helicopter 1371 will head for the lake and a practice rescue mission.

In trouble on lake or in disaster

Dial CGAS for help

A telephone call or a radio distress message from across Lake Erie suddenly sends a group of men running from a house trailer at Cleveland's Burke Lakefront Airport to two waiting helicopters.

The men are crew members of the Coast Guard choppers stationed at Lakefront as search and rescue vehicles for those who use the lake for pleasure or profession.

Brought to Cleveland from the Coast Guard Air Stations (CGAS) at Traverse City and Detroit, Mich., the aircraft will remain throughout the summer months manned by crews from the two air stations working a 24-hour on — 24-hour off shift.

When there are no actual rescue missions to perform the chopper crews practice in the lake raising "victims" from CG launches and either transporting them to land or lowering them back to the boat.

Teamwork is probably the best way to describe how the two-man helicopter crews work. The pilot is in control of the craft and leaning out the back door is an enlisted man whose responsibility it is to guide the pilot in and then operate the winch that raises and lowers the basket for rescue sling.

During the recent 4th of July storm helicopter crews operated inland to assist Army and Highway Patrol helicopters with the rescue of persons stranded by the flood waters.

Says Lt. Lawrence Schilling from the Traverse City CGAS, a seven-year coast guard member and academy graduate, "You don't really feel as though you are doing the job unless you are out there rescuing people."

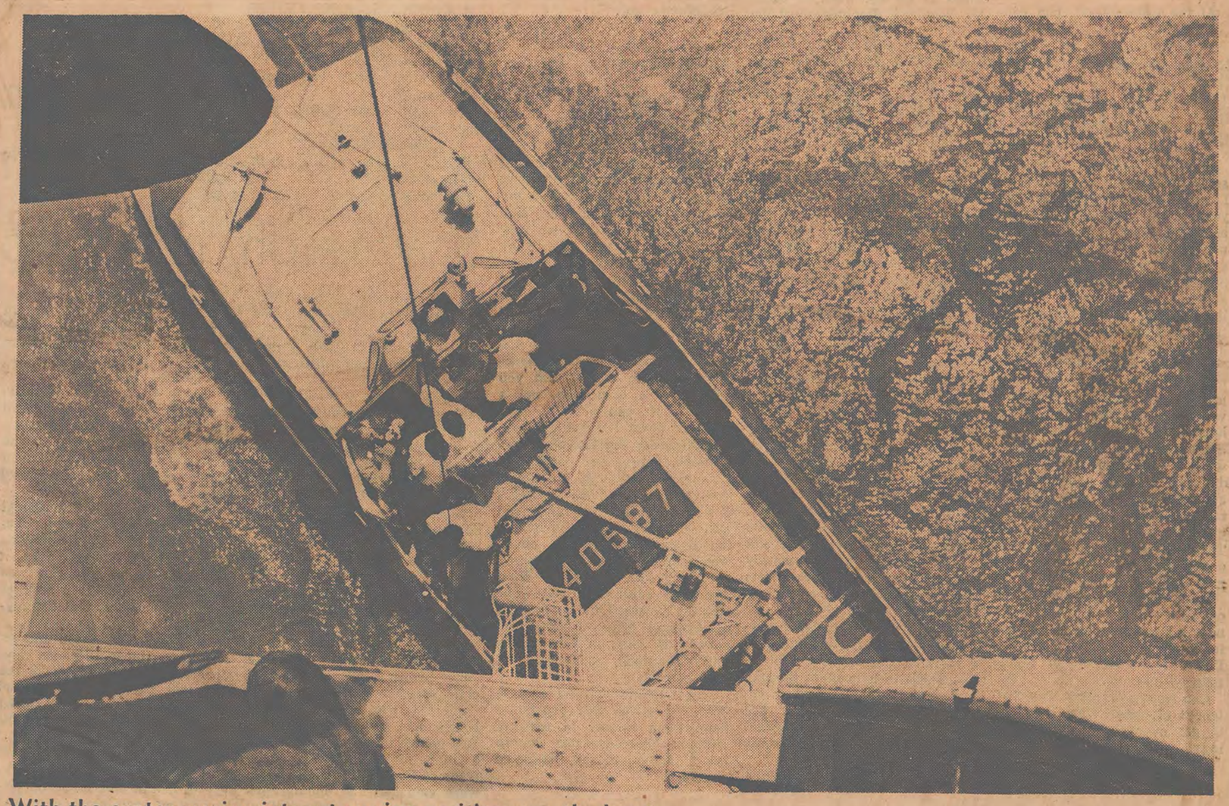
It could be easy duty, flying search and rescue choppers, but for the men at Cleveland it isn't, and by their own choice.

Practice, more practice, and still more practice, keep them flying daily and perfecting those skills that yearly save dozens of lives in the Cleveland area.

It could be easy but they would rather have it the other way, and there are many boaters thankful for that.

Aviation machinist mate Larry Boarts from Detroit CGAS
. . . stands ready with rescue basket in chopper doorway as they near scene.

Boarts secured to the chopper by a heavy gunners belt
. . . leans out doorway and helps talk pilot into position over boat.



With the copter moving into a hovering position over the boat
. . . Boarts lowers the rescue basket onto the deck in preparation for the pickup.

T-G photos
by Chic Knight

Once clear of the 40-foot launch the basket is raised by winch
. . . Boarts guides it up to the chopper with gloved hands to prevent cable burns.

Inside the chopper after the 30-foot ride up
. . . the victim crawls from the basket to be transported to safety.

INDIANS VISIT COAST GUARD — Twelve Indians, currently residing in Traverse City on the Experiment in International Living Program, were guests Thursday at the local Coast Guard Station. Here, Lt. Dave Young explains the uses of helicopters to part of the group. The Indians, who are living with 12 different families in the Traverse City area, will depart for their home country next week. (R-E Photo by Jerry Martineau)

SATURDAY, AUGUST 2, 1969

CHIEF EIKEY RETIRES — ADCM William C. Eikey of Traverse City completes a 26-year military career in ceremonies Friday at Traverse City Coast Guard air station. Presenting a certificate of service to Eikey during a dress uniform assembly is Cmdr. E. F. Lewis, left, air station executive officer. The Traverse Citian enlisted in the Coast Guard in 1947 after World War II service in the U.S. Navy. He served at stations throughout the world during his Coast Guard career, and in 1966 was asigned to the icebreaker Eastwind for Operation Deep Freeze in Antarctica. Eikey holds a host of Coast Guard and Navy decorations, including medals for expertness in pistol and rifle marksmanship. He and his wife, the former Mary DeMarco of Traverse City, plan to remain in the community with five of their six children. A son presently is in the U.S. Air Force and is stationed in Alaska.
(R-E Photo by Jerry Martineau)

ADMIRAL VISITS AIR STATION — Rear Admiral William F. Rea III, left, Ninth Coast Guard District commander, is greeted by Capt. R. W. Lentner, right, Traverse City Coast Guard air station commandant, as the admiral arrived at the station Friday for a brief inspection tour. Accompanying Adm. Rea was Capt. Edward D. Scheiderer, center, chief of the operations division for the Ninth District headquarters at Cleveland, O. Adm. Rea's command encompasses all of the Great Lakes and surrounding areas, with the Traverse City air station a major installation in the district's operational order.
(U.S. Coast Guard Photo)

Page 3

Coast Guard Mercy Flight

A Coast Guardsman hurt in a fall Wednesday at isolated Lansing Shoal Lighthouse on Lake Michigan north of Beaver Island was reported in satisfactory condition today after being rushed to a Charlevoix hospital by a Traverse City Coast Guard air station helicopter.

The emergency evacuation call was received at the air station at 6:45 p.m. and the injured man was picked up from a Coast Guard boat by litter and cable, rushed to the mainland, and taken by ambulance to the Charlevoix hospital for treatment of a severe concussion.

The air station said weather conditions at the time of the rescue were not good and became worse right afterward.

The injured man had been placed aboard the boat from the lighthouse platform shortly before arrival of the helicopter, the station said.

6 AUG 69

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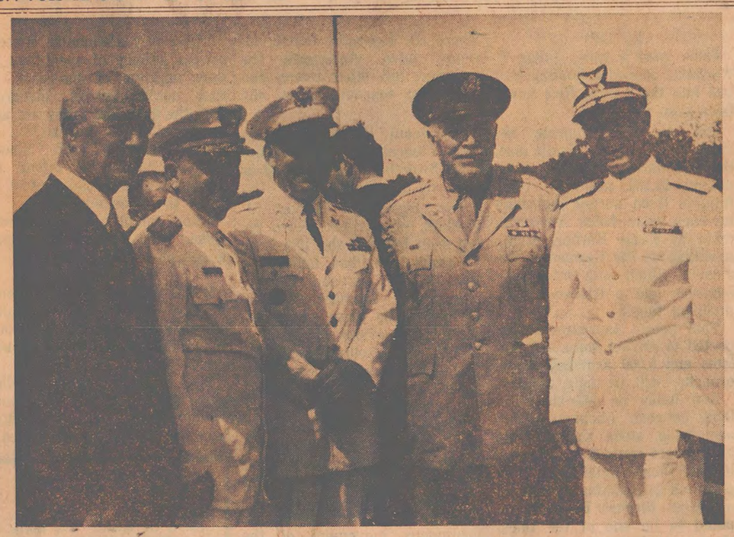
TRAVERSE CITY RECORD-EAGLE

NORTHERN MICHIGAN'S GREATEST DAILY

THE WEATHER
Cloudy, Mild
Detailed Information Page 2
"'Tis a Privilege to Live in Michigan."

UPI FULL LEASED WIRE SERVICE | TWENTY PAGES | TRAVERSE CITY, MICHIGAN — SATURDAY, JULY 5, 1969 | SEVENTY-THIRD YEAR—24252 | PRICE TEN CENTS



AT DEDICATION PROGRAM—Among the principals who participated in ceremonies marking the formal dedication Friday afternoon of Leland's new harbor were (left to right): Vice Adm. (ret.) James Hirshfield of Cleveland, president of the Lake Carriers Association; Rear Adm. W. F. Rea III, Ninth District Coast Guard commander; Maj. Gen. Frederick J. Clarke, acting chief of the Army Corps of Engineers; Col. Karl Detzer of Leland, who presided at the dedicatory ceremonies; and Adm. Willard Smith of Washington, commandant of the U.S. Coast Guard.

LAUDS EFFORTS—Gov. William G. Milliken lauded the cooperative efforts of all agencies involved in the harbor project and praised the leadership of Karl Detzer in his remarks at the dedication program.

PRESENTS FLAG—Sen. Philip Hart of Michigan concluded his speech by presenting to Karl Detzer a flag which had been flown from the U.S. Capitol building, which in turn was raised atop the new harbor's flagpole.

THRONG AT CEREMONIES — After gusty rain showers had drenched spectators and participants in the parade which passed in review through Leland's Main Street to the new harbor and marina, the sun broke through just as crowds assembled for the formal dedication ceremonies. An estimated throng of 1,000 persons viewed the impressive program arranged by Leland groups that served as sponsors of the celebration.
(R-E Photos by Cris Batdorff)

☆ ☆ ☆

Leland Dedicates Its New Harbor

LELAND — The parade and spectators were rained upon, but the sun broke out for the dedication of Leland's new $1.25 million harbor here Friday. About 1,000 persons were present for the ceremony.

Participating in the dedication were Gov. William G. Milliken and U. S. Senator Philip Hart, as well as numerous Coast Guard and Army Corps of Engineers officers.

Col. Karl Detzer of Leland presided and accepted a U. S. Capitol building flag from Sen. Hart. The flag was immediately hoisted on the harbor flagpole.

Vice Adm. (ret) James Hirshfield of Cleveland, president of the Lake Carriers Association; Rear Adm. W. F. Rea III, Ninth District Coast Guard commander; and Maj. Gen. Frederick J. Clarke, acting chief of the Army Corps of Engineers, also took part in the dedication.

The new harbor provides docking for 30 boats, 32 to 68 feet in length, as well as a launching ramp for outboard boats and two harbor lights.

A federal grant of $1 million plus $250,000 from the state and $15,000 raised locally financed the facility.

The formal dedication ceremonies highlighted a full day's program of activities and entertainment coordinated by two major planning groups serving as co-sponsors — the Leland Harbor Corporation and the Leland Community Improvement Association.

A luncheon for distinguished guests at Leland Lodge preceded a parade of more than 70 units which proceeded through Leland's Main Street before a large turnout of spectators despite heavy rain showers and gusty winds, with the Traverse City High School band performing in the parade and at the ceremonies later at the harbor marina.

Among the highlights of the dedication program were several presentations: an American flag by Sen. Hart to Col. Karl Detzer for the new harbor; the raising of the flag by twin brothers Gale and Dale Couturier, Vietnam veterans recently discharged from the Army, with Col. Ivan Egeler, head of the flag committee, in charge of the ceremony; the awarding of a plaque to Col. Detzer, designating him as harbormaster emeritus in recognition of his efforts on the harbor project; and the presentation of the Gen. Mark Clark trophy to director Thad Hegerberg on behalf of the TCHS band "for distinguished service July 4, 1969."

Gen. Clark, who was to preside at the dedication ceremonies, sustained a fractured ankle in a fall at his home Friday morning and was unable to participate in the day's events.

Search Lake Erie For 200 Believed Missing In Storm

CLEVELAND (UPI) — U. S. Coast Guardsmen battled high winds and choppy waters today in an air and sea search for 200 persons believed missing on Lake Erie after a "devastating" storm slashed across northern Ohio.

At least eight persons were known dead and 250 injured as 100-mile-an-hour winds struck suddenly Friday night during Fourth of July celebrations and outings.

The Coast Guard estimated more than 120 pleasure boats containing the 200 passengers were unaccounted for in the tornado-like storm which struck seven minutes after a severe thunderstorm warning was issued for the Cleveland area.

In addition to the 200 missing on the lake, two Wooster, Ohio, policemen and a family of five were unaccounted for.

Anxious relatives ringed the shores of Lake Erie as the Coast Guardsmen combed the area.

At least 32 boats, eight helicopters and three airplanes were being used in the search held in 15 to 25 knots per hour winds and choppy waters.

The Coast Guard received 150 distress calls Friday night and picked up some 50 stranded boaters before winds and darkness forced a halt in the search. The planes and boats went out again at dawn and rescued another 50 boaters.

Gov. James A. Rhodes toured the northern Ohio area on foot and in the air today and called the disaster "devastating."

The governor's plane flew low over flooded areas between Columbus and Cleveland to survey the damage.

"It's the worst and most widespread flood since the 1937-41 flood of the Ohio Valley," the worried governor said.

Death Toll in North Ohio Storm Is 33

Coast Guard Still Searching Lake Erie for 170

CLEVELAND (UPI)—Arthur Osborne was out on Lake Erie "to do a little fishing" when the tranquil water suddenly churned into a foaming tempest and turned his outing into a night of terror.

"It was the most God-awful experience of my life," Osborne said. "I never thought I'd see the light of day again."

Osborne, 52, of Cleveland, was one of about 250 boaters rescued from the lake following a ravaging storm which struck over the Fourth of July holiday weekend. He had clung to the wreckage of his boat for 10 hours until a helicopter plucked him from the water.

The storm, and resultant flooding in areas south of here, claimed at least 33 lives and injured 250 others. Seventeen of the victims were killed in the storm and 16 drowned in floods.

Gov. James A. Rhodes said he would declare portions of northern Ohio a disaster area "sometime today." His office declined to estimate damages but said "it will run high into the millions."

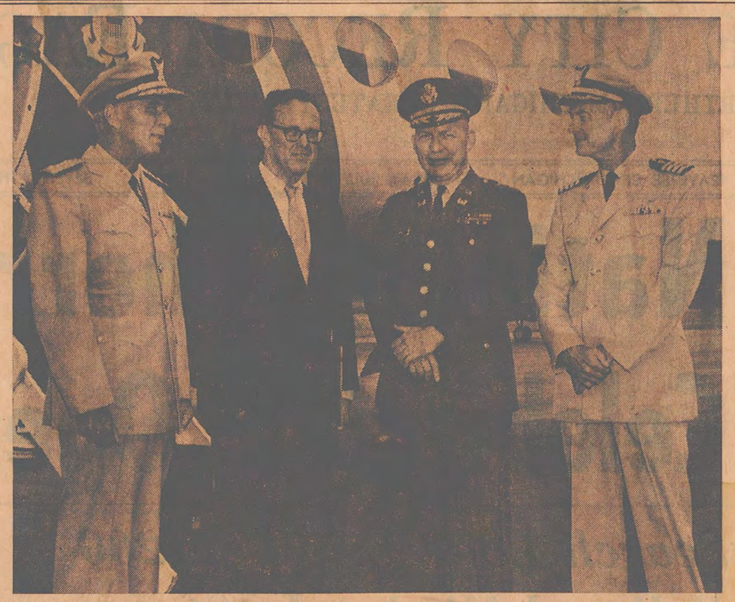
By late Sunday, the Coast Guard still had not accounted for about 170 persons. A spokesman said the search would continue "until we know for sure."

He said it was hoped most of those unreported had reached marinas, coves or harbors and that lack of communication facilities was the only problem keeping them from contacting anyone.

Throughout the weekend, the Coast Guard conducted a massive search for survivors.

Rescue units using cutters, small boats, helicopters and amphibious planes, picked up 250 persons marooned on rocks, pieces of wreckage and life rafts on the lake. Helicopter crews lifted another 52 persons from rooftops and floating debris in flooded areas to the south.

4 JULY 1969



DIGNITARIES GREETED HERE—Three of the dignitaries who played leading roles in the Leland harbor dedication ceremonies Friday afternoon were welcomed by local officials Thursday afternoon on their arrival here by military plane. Shown at the local airport are (left to right): Admiral Willard Smith of Washington, commandant of the U.S. Coast Guard; Sen. Philip Hart of Michigan; Maj. Gen. Frederick J. Clarke, acting chief of the Army Corps of Engineers; and Capt. Russ Lentner, commanding officer of the Traverse City Coast Guard Air station and member of the local welcoming committee.
(R-E Photo by Jerry Martineau)

5 JULY 1969

MERCY MISSION — A Traverse City Coast Guard air station helicopter drops Dr. Ken A. Stoutenborough by sling and cable to the deck of the yacht Mariho III in a valiant attempt to save a heart attack victim aboard the vessel. The effort was made Thursday afternoon when it was reported that Hollis Drew, 69, of Sandusky had suffered a heart seizure off Alpena on Lake Huron while enroute to East Jordan. An air station patrol plane was the first to reach the Mariho III and a corpsman gave emergency aid after paddling a rubber raft from plane to yacht. Soon afterward, the slower helicopter arrived and Dr. Stoutenborough was lowered to the deck. The young medic was so new to the Coast Guard service that he hadn't yet received uniforms and equipment, nor had he received any air rescue training before making the desperate attempt to save the stricken man. Drew was pronounced dead on arrival at Alpena. Dr. Stoutenborough is reported to be the first medical officer assigned to the Traverse City air station for some time, and he is scheduled to receive special air medic training soon at Camp Rucker, Ala. The Coast Guard said Drew had just recently retired from business and planned to make his home at East Jordan. He was the owner of the Mariho III.
(U.S. Coast Guard Photo)

Burning Jet Tanker Lands On Foam

MARQUETTE (UPI) — An Air Force KC-135 jet tanker with two engines afire landed safely on a foam-covered runway at K. I. Sawyer AFB near here late Thursday after four crew-members bailed out and the pilot brought it in alone.

All four crewmembers were found uninjured in heavily wooded area about seven miles from the base. The latest was found sitting by a campfire by a Coast Guard helicopter from Traverse City about 3 a.m. (EST) today.

Air Force officials said the pilot, Maj. Donald L. Erwin, radioed he had an airborne emergency about 8:25 p.m. Thursday and ordered the four-member crew to bail out. The cause of the plane's difficulties was not immediately revealed.

Bailing out of the stricken four-engine jet, the military version of the Boeing 707 airliner, were Capt. Joseph P. Haywood, Capt. Robert T. Tiplady, Capt. Lee P. Cooper and T-Sgt. Philip O. Wangsness.

Hometowns of the airplane's crew were not immediately available.

The crewmembers were located by an Air Force, State Police, and Coast Guard search of the Upper Peninsula area. Wangsess was found two hours after the bailout and Tipaldy, the last, was found by his campfire about two or three miles from where Haywood and Cooper were located shortly before midnight.

Coast Guard Emergency Flight

Stricken Scuba Diver Flown To Hospital In Milwaukee

A 19-year-old Saginaw youth was rushed by plane to a Milwaukee, Wis. decompression chamber after apparently being stricken wtih a diver's illness, air embolism, Sunday afternoon while scuba diving in East Grand Traverse Bay.

Grand Traverse sheriff's department said the youth, Thomas Jurgens, later was reported in serious but improved condition at Milwaukee County Emergency Hospital, where he was taken by a Traverse City Coast Guard air station plane.

Jurgens was found unconscious on the surface of the bay off Deepwater Point at Acme by two companions with whom he was practicing scuba diving techniques. The sheriff's department said he apparently had ascended to the surface quickly and without exhaling air.

William Hicks of Traverse City and several other persons sped to the aid of Jurgens and his companions, who had secured him to an inner tube and called for help.

Sheriff's officers were summoned, gave first aid, and took the youth to Munson Medical Center, wheer Dr. R. C. Johnson determined the need for decompression.

Huried inquiries revealed the nearest chambers to be at Milwaukee and Cleveland, O., and the Coast Guard air station was alerted. About 3:25 p.m. a patrol plane with Jurgens, his father, Edward, and Dr. Johnson aboard flew to General Mitchell field, where an ambulance and Milwaukee police were waiting to rush the victim to the hospital.

The sheriff's agency credited excellent cooperation among many individuals and organizations for saving the stricken youth's life.

Authorities theorized that Jurgens moved quickly to the surface of the bay when he couldn't get air from a regulator being used in the diving exercises.

He and his companions, also from Saginaw, were vacationing in the Traverse City area.

8-17-69

City To Get Land From Coast Guard

The General Services Administration will turn over 4.1 acres of land at the U. S. Coast Guard station to the City of Traverse City on Friday, U. S. Senator Robert P. Griffin announced today.

The land was declared surplus by the Coast Guard and may only be used for airport purposes.

The land is on the northwest side of the Coast Guard property, and will be used by the city to re-route the access road to the airport along the side of the Coast Guard fence.

Youth Saved By 'Copter

A 16-year-old youth was rescued from the waters of Lake Michigan Thursday afternoon by a U.S. Coast Guard helicopter after he had spent some two-and-a-half hours in the water following the capsizing of his kayak-type boat.

Rescued was Jim Shiley of Northport, who became the object of the helicopter search after he was reported overdue at Northport at 5:45 p.m.

He was found by one of two helicopters from the Traverse City Coast Guard Air Station participating in the search. The helicopter made a water landing after spotting Shiley swimming in water about a quarter-mile north of Northport Point. He was taken aboard and flown to Woolsey Memorial Airport at Northport where he was taken home by a Leelanau County sheriff's department cruiser.

U.S. Coast Guard spokesmen said Shiley was wearing an orange U.S. Coast Guard-approved life jacket which no doubt saved his life and also contributed to the helicopter personnel being able to spot him more easily.

Shiley was reported to be "cold and exhausted," but otherwise all right.

MONDAY, MARCH 31, 1969

REMAINS OF CRASHED PLANE — Five persons were injured when this single-engine Cherokee 6 crashed in a field of pine seedlings Saturday morning about two miles southeast of Rapid City. Engine failure caused the crash, officials said. The plane was enroute from Berz airport, Troy, for Antrim county airport, Bellaire, and was in radio contact with the latter when the engine quit. (U.S. Coast Guard Photo)

AFTER THE RESCUE — Safe after a two-hour ordeal in which they managed to cling to the sides of their capsized 16-foot sailboat Sunday afternoon in six-foot high waves on the east arm of Grand Traverse Bay were (in blankets) Gary Bellevilles, 31, of Kalamazoo, Richard Beagle, 36, and his son, Brady, 9, both of R.5, Traverse City. They are shown at the Coast Guard Air Station here surrounded by Coast Guard personnel. (U.S. Coast Guard photo).

COAST GUARDSMAN RETIRES — Reviewing troops Friday at the Traverse City Coast Guard Air Station in a customary retirement ceremony is DCCM Robert Dery of Traverse City, a veteran of U.S. Coast Guard service 1949 with service in Traverse City, Japan and numerous other U.S. Coast Guard Stations in this country and overseas. Prior to his service with the Coast Guard he served with the U.S. Navy in World War II and participated in the Sicily campaign. He holds Coast Guard and Navy service and campaign medals from most parts of the world. He and his wife, the former Patricia Boerma of Saginaw, and their children will reside in Traverse City. (R-E Photo by Jerry Martineau)

Five Survive Rapid City Plane Crash

Detroit Area Men Lifted To Hospital By Helicopters

Five Detroit area businessmen, one of them a former pro football player, were injured when their single-engine plane crashed in a field of pine seedlings near Rapid City at about 9 a.m. Saturday.

A helicopter from the U. S. Coast Guard station, Traverse City, brought four of the men to Munson Medical Center, where their condition was reported as "satisfactory" this morning.

Among the four is Andrew G. Farkas, 52, 14238 St. Mary's, Detroit, who was an All-American halfback at the University of Detroit and who later played for the Washington Redskins and the Detroit Lions. He suffered a fractured ankle, sternum, and ribs.

The fifth victim was the pilot, David Logan of Birmingham. He was transferred from Munson to Blodgett Hospital, Grand Rapids, Saturday afternoon. Medical authorities said his condition was "fair."

The other injured are George Schwartz, 24, 13570 Beech Daly, Detroit, fractured ankle and back injury; Gregory Schwartz, 27, 28516 Stewart, Southfield, two fractured ankles; and Walter Schwartz, 56, 6411 Outer Drive, Detroit, two fractured ankles. All of the injured also sustained numerous lacerations.

Engine failure was given as the reason for the crash. The engine quit as the plane was flying north near the southeast edge of Torch Lake. The craft apparently flipped on its side after hitting the ground.

Lou Ritt, manager of the Antrim county airport, Bellaire, reported that he was in radio contact with the pilot when the accident occurred.

"Suddenly I heard him say: 'My engine just quit,'" Ritt said.

After this the radio went dead and he had no more contact with the plane.

Richard Guy, who lives near the crash scene, helped pull the men from the craft. A Traverse City Coast Guard helicopter arrived within minutes to begin transporting the injured to Munson.

The plane, a single-engine Cherokee 6, was enroute from Berz airport, Troy, to the Bellaire airport. It was reported that the group intended to visit Schuss Mountain to inspect property they were interested in buying.

Gary Lambert saw the plane go down and ran to the Guy home for help.

30 MARCH 1969

CG 'Copter Rescues Three From East Bay

Two men and a nine-year-old boy were rescued from their capsized 16-foot sailboat Sunday afternoon in East Grand Traverse Bay by a Coast Guard helicopter.

Rescued after spending two hours clinging to the sides of the sailboat in high waves were: Gary Bellevilles, 31, of Kalamazoo, owner and operator of the sailboat; Richard Beagle, 36, and his son Brady, 9, both of R. 5, Traverse City.

The rescue was effected by lowering baskets to the trio and hauling them aboard the helicopter, which was unable to land on the water because of high waves.

The Coast Guard helicopter arrived on the scene within minutes after receiving a phone call from Richard Burkhardt, 13550 Bluff Road, Old Mission Peninsula. Burkhardt spotted the sailboat with three figures clinging to the sides while scanning the bay with a telescope.

The Coast Guard reported that all three had been aided in survival by the fact that they were wearing life jackets of a Coast Guard-approved type.

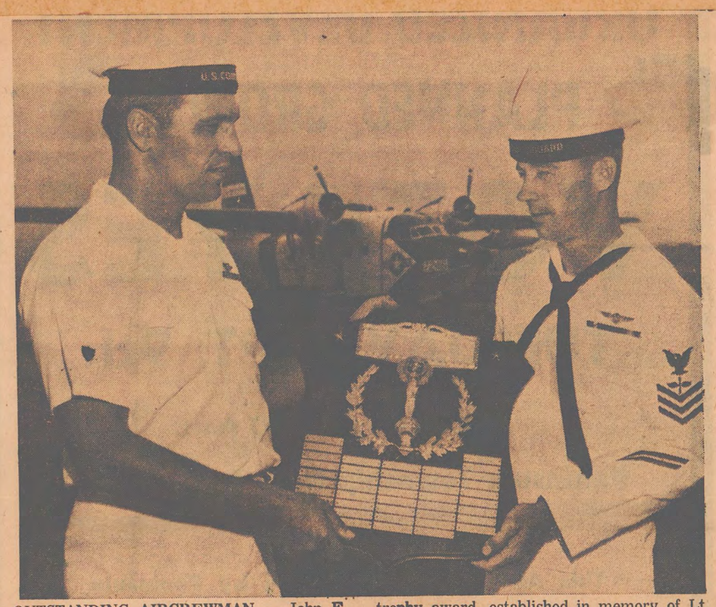
All three were reported in good condition despite their ordeal.

MR DAVID LOGAN THANKING THE CREW THAT TOOK HIM FROM HIS WRECKED AIRCRAFT TO THE HOSPITAL

AID PLANE CRASH VICTIMS — One of the five persons injured when a single-engine plane crashed Saturday morning near Rapid City is shown being removed from a U.S. Coast Guard helicopter at Traverse City Airport shortly after the accident. Four of the injured are at Munson Medical Center. The pilot, David Logan of Birmingham, suffered severe head injuries. He was transferred Saturday afternoon to Blodgett Hospital, Grand Rapids. The plane was enroute from [illegible] airport, Troy, to Antrim county airport, Bellaire. Engine failure caused the crash, authorities said.

(R-E Photo by Dann Perszyk)

31 MARCH 1969



OUTSTANDING AIRCREWMAN — John E. Bloom (right), Aviation Machinist Mate 1/C, U.S. Coast Guard, was selected as the outstanding search and rescue aircrewman at the Coast Guard Air Station in Traverse City. Bloom is shown receiving the Lt. Robert A. Perchard memorial trophy from the former outstanding aircrewman, Arthur M. Zinz Jr., Aviation Machinist Mate 2/C. The Perchard trophy award, established in memory of Lt. Robert A. Perchard who died in Alaska in 1964 while on a rescue mission, is awarded semi-annually to inspire professionalism and safety among Coast Guard aircrewmen. Bloom, whose home is in Rayland, Ohio, entered the Coast Guard in 1960 and has served in Traverse City since May, 1965.

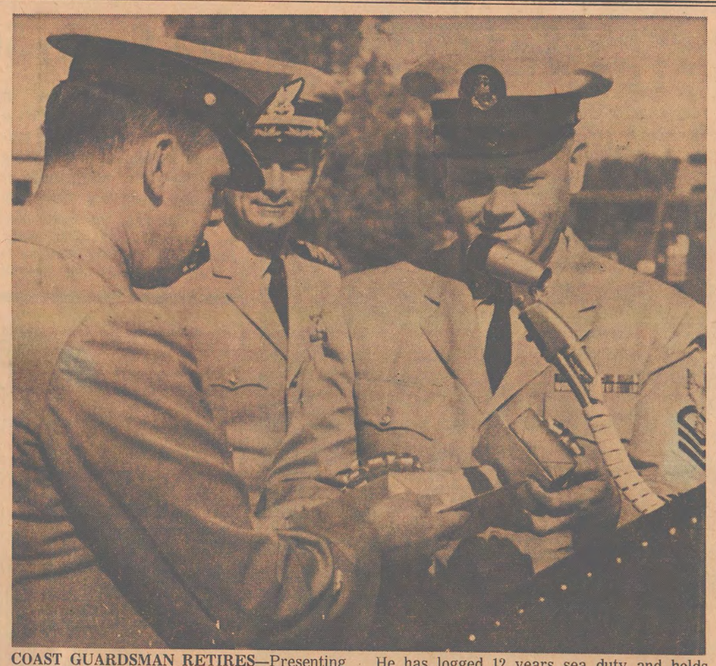
(R-E Photo by Dann Perszyk)

FRIDAY, SEPTEMBER 19, 1969

WINS NAVY MEDAL—Meritorious performance with the U.S. Coast Guard in South Vietnam by U.S. Coast Guard Lt. Cmdr. Richard E. Ahrens of Traverse City was rewarded by recent presentation to him of the U.S. Navy Commendation Medal with the Combat "V." The presentation was made by Rear Admiral William F. Rea (left), commander of the Ninth Coast Guard District at Cleveland, Ohio. LCDR Ahrens, who calls Traverse City home, was recently stationed here and now is chief of the readiness division of the Ninth District at Cleveland. His wife is the former Betty Tithof of 824 Carver, Traverse City. LCDR Ahrens was commended for his work which included the supply of munitions and vital equipment to USCG 82-foot cutters patrolling the shores of South Vietnam.

(Coast Guard Photo)

WEDNESDAY, OCTOBER 1, 1969



COAST GUARDSMAN RETIRES—Presenting gifts to retiring Chief Commissaryman James W. Harvey who retired Tuesday after 20 years service in the Coast Guard, are Chief John P. Forrester Jr. (left), and Capt. Russell W. Lentner, commander, at the Coast Guard Air Station in Traverse City. Harvey previously served for a time in the U.S. Navy and then the U.S. Army. He was promoted to the rank of chief (commissary) in 1967. He has logged 12 years sea duty and holds the Good Conduct Medal, the American Campaign Medal, World War II Victory Medal, the Asiatic-Pacific Campaign Medal and a Navy Unit commendation. He and his wife, the former Sarah Hill of Savannah, Ga., and their eight-month old daughter will reside in Savannah. The gifts were from the officers and men of the air station.

(R-E Photo by Jerry Martineau)

CG Plane Finds Man

A patrol plane from Traverse City Coast Guard Air Station led surface craft to the rescue Sunday of a 73-year-old Detroit fisherman adrift overnight Saturday on Saginaw Bay in his disabled motorboat.

The air station said Pat Wilkenson, the stranded fisherman, was spotted by the patrol plane crew Sunday morning soon after the plane reached the bay from Traverse City. Wilkenson said his boat's motor quit not long after he went out onto the bay Saturday morning.

An air station officer said the elderly man appeared to be in good health when a Coast Guard boat reached him after receiving directions from the plane.

5 OCT 69

UNITED STATES COAST GUARD

REC'D OCT 16 1969

AIR STATION
TRAVERSE CITY, MICH.

To the men who rescued Kathy Wilcox,

Dear men,
thank-you for rescuing me for my little hurt finger ,
I had five stiches in it, the next day i flew back with daddy in a cherikee six.
~~I live in Tulsa Oklahoma we just go to Michigan every summer for our vacation.~~
I have a sister and a brother, one is Susan and one is Lang. My finger is
well now , Im learning to type it is not very good. My birthday is October 19,
The hour I had my stiches was the hour I was born, when my mommy was eating.
I did'nt have much to say, but just as long as I thank you

LOVE KATHY WILCOX

3126 E. 67 ST.
TULSA, OKLA.
74105

USAF THUNDERBIRDS OVER ESCANABA

original by Robert H. Coan
Patrolman, Escanaba Police Dept.

ESCANABA
MUNICIPAL AIRPORT

DEDICATION PROGRAM

AUGUST 30th, 1969

Resolution citing the Marine Corps, Coast Guard, Navy, Air Force and National Guard for their assistance and participation in the airport dedication airshow

WHEREAS, the airshow over Ludington Park on Saturday, August 30, was the public highlight of Escanaba's airport dedication festivities and,

WHEREAS, the bulk of said airshow consisted of numerous and varied fly-overs and demonstrations by units from the Marine Corps, Coast Guard, Navy, Air Force and National Guard, and,

Whereas, the successful execution of said airshow involved the time and talents of many military personnel,

NOW, THEREFORE BE IT RESOLVED, that the Council of the City of Escanaba hereby extemds its warmest thanks to all the service people who helped in various ways, to make the airshow a success.

I, Donald J. Guindon, Clerk of the City of Escanaba, Michigan, County of Delta do hereby certify and affirm that the above and foregoing resolution was duly adopted at a meeting of the Escanaba City Council held on September 4, 1969.

Donald J. Guindon
Donald J. Guindon
City Clerk

Bell Tower
HOTEL

UNITED STATES COAST GUARD
REC'D JUL 17 1969
AIR STATION
TRAVERSE CITY, MICH.

300 SOUTH THAYER ANN ARBOR, MICHIGAN 48104 (313) 769-3010

To: U. S. Coast Guard
Traverse City, Mich

Monday Night
July 14, 1969

Dear Friends,

I can't thank you enough for speeding my daughter, Paula, and me up to Ann Arbor from Traverse City. She was in surgery for 13 hours - from early Friday A.M till almost 1:30 in the afternoon on Sat. July 12th. The doctors assure us (my husband arrived from Florida before she was out of surgery) that if we hadn't gotten her here as soon as we did that we'd have lost her. We don't know all the details yet - but the surgery was much more extensive and involved than they had anticipated.

She is now recovering miraculously - but still in cardiac recovery room. However her lungs are functioning on their own now with the aid of oxygen.

"In the Heart of the University of Michigan Campus"

CITY OF ESCANABA
ESCANABA, MICHIGAN 49829
George M. Harvey, City Manager
Phone 906 786-0240

September 5, 1969

Captain R.W. Lentner, Commanding Officer
USCG Air Station
Traverse City, Mich. 49684

Dear Captain Lentner,

At the regular meeting of the Escanaba City Council held Thursday evening, September 4, 1969, the Council unanimously adopted the attached resolution of commendation on behalf of the Airport Dedication Program.

Yours very truly,

Donald J. Guindon
Donald J. Guindon
City Clerk

DJG:meh

Enclosure

The Grand Rapids Press
G
Wednesday, September 17, 1969

Someone Up There Cares

PARACHUTING SUPPLIES to persons in distress, as shown above, or lifting injured victims to safety, at left, are among services which stamp the U.S. Coast Guard's aerial arm as a source of comfort to Great Lakes travelers.

TRAVERSE CITY—With enormously increased recreational boating, swarms of often-heedless salmon fishermen daring Lake Michigan and the hazardous fall storm season hanging on the horizon, the state is fortunate in having an alert and highly trained Coast Guard rescue team stationed here.

Those who have found themselves in peril on the dangerous waters know great comfort in looking up to see the Coast Guard's amphibian planes and helicopters circling above.

The 24 officers and 107 enlisted men, nearly all of whom have aviation ratings, stand ready day and night to save lives and property on the Great Lakes, and train constantly for these emergencies.

The station has five aircraft—two fixed-wing amphibian planes and three amphibious jet helicopters.

The "Albatross" plane is ideally suited for long searches and carries a large assortment of communications, navigation and rescue equipment. It can land on the water to effect a quick rescue and can cruise at 150 knots, with a maximum range of 2,400 miles. A crew of six usually is aboard for a search mission.

The jet helicopter has the ability to hover and launch quickly. Because of its relatively slow speed of 90 knots and limited range of 400 miles, however, its use generally is limited to the immediate area of northern Lower Michigan. Because of these limitations, the Coast Guard now has a helicopter station in Detroit and another in Chicago to enlarge its Great Lakes coverage.

In the emergency training, Coast Guardsmen practice such things as "scrambling" to get into the air and to the site as rapidly as possible, and the fast and safe removal of injured to medical care centers.

Airmen also work on the parachuting of supplies to persons in distress, delivering vitally needed items pending actual rescue which might mean the difference between life and death. Supplies can be dropped on land or water and may include food, water, life preservers, medical or other equipment.

The station also conducts pollution and ice patrol missions and provides logistics support for Coast Guard stations throughout the entire Ninth Coast Guard District, which includes Lakes Michigan, Superior, Huron and Erie.

With increasing concern being focused upon Great Lakes pollution, the Coast Guard renders valuable service in watching for oil slicks and other evidence of pollution. Airmen may take photographs of the pollution and direct Coast Guard boats to the scene to take samples.

Winter patrols keep tabs on the ice situation and advise shipping firms of safe lanes or impossible conditions.

SEARCH AND RESCUE
GREAT LAKES
UNITED STATES
COAST GUARD AIR STATION
TRAVERSE CITY, MICHIGAN

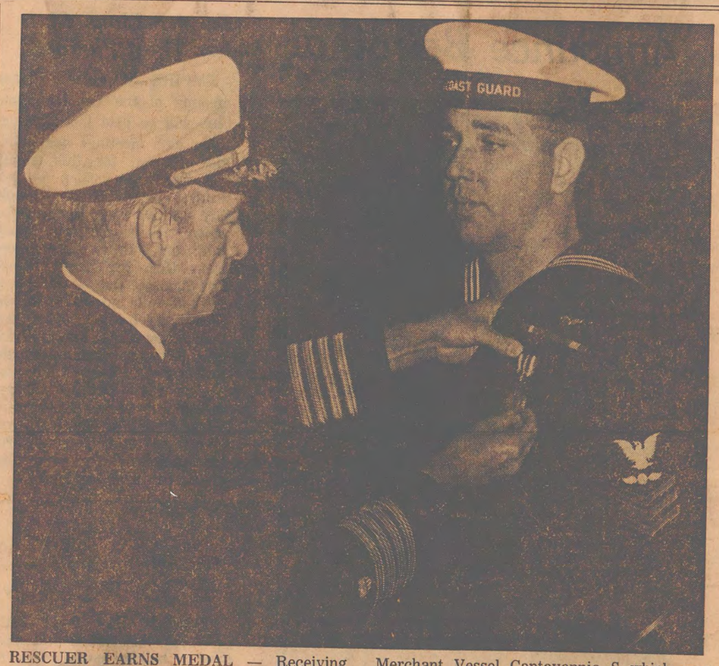
SATURDAY, JANUARY 31, 1970

AWARDED MEDAL — SKC James G. Jasinski, United States Coast Guard is shown after he received the Coast Guard Unit Commendation Medal at ceremonies Friday. Chief Jasinski, presently working in Supply at the USCG air station in Traverse City, received the medal for meritorious service while attached to the Coast Guard Supply Center, Brooklyn, New York. The Supply Center successfully accomplished a wide range of special projects with little increase in personnel and material resources.
(R-E Photo by Jerry Martineau)

WINGED "S" AWARDS

LCDR BROTHERS LT SHILLING LT SCOTT AM2 KOREN AD2 WELTER HM3 BROWN

MONDAY, DECEMBER 1, 1969



RESCUER EARNS MEDAL — Receiving the U.S. Coast Guard Commendation Medal from Capt. R. W. Lentner, station commander at Traverse City Coast Guard Air Station, is Aviation Electrician's Mate 1/C Thomas L. Schenk of Stockton, Calif. The award was for meritorious performance of duty while serving as an aircrewman on a helicopter in October, 1967, in connection with the rescue of eight persons from the Merchant Vessel Captayannia S which was grounded at the mouth of the Columbia River, which forms a boundary between Washington and Oregon. Three Coast Guard pilots and three aircrewmen received "Winged S" awards from Sikorski Aircraft Corp. for participation in lifesaving flights. They are LCDR Carl Brothers, Lt. Larry Schilling, Lt. David Scott, AM2 Harry Oren, AD2 William Welter and HM3 Larry Brown.
(R-E Photo by Jerry Martineau)

DEDICATION PROGRAM

SATURDAY, AUGUST 30th

ESCANABA MUNICIPAL AIRPORT AREA

Official Airport Dedication Ceremony

10:00 A.M. New Terminal Building

MC - Mayor Chase

Assembly Concert by Escanaba City Band

Invocation ..... Rev. Charles Carmody

Introduction of Platform Guests ..... Escanaba Mayor Cecil Chase

Remarks ..... Act. Lt. Gov. Thomas Schweigert

Remarks ..... Philip Ruppe, Congressman 11th U.S. Congressional Dist.

Remarks ..... Col. John Hinton, U.S.A.F.
Comd. Officer 410th Bomb Wing
K.I. Sawyer Air Force Base

Presentation of National Flag to Escanaba Mayor Cecil Chase ..... Veterans Council

Presentation of State Flag ..... Charles Varnum
to Harold Vanlerberghe — State Representative, 107th District

Color Guard Ceremony..... Veterans Color Guard

Salute to the Colors ..... City Band

National Anthem ..... City Band

Salute to the U.S.A.F. Thunderbirds ..... City Band

Response and Introduction of USAF Thunderbirds Flight Officers.....
Lt. Col. Joe Moore USAF, Thunderbirds Flight Leader

Benediction ..... Rev. Reuben Carlson

North Central Airlines Commercial Passenger Jet DC 9 Flight Demonstration Rides will be available to the public after the formal dedication ceremony.

THE PUBLIC IS INVITED

8:30 - 11:30 A.M.

—To view the new Escanaba Airport facilities.
—To enjoy a close look at the many exciting aircraft displays.
U.S.A.F. Thunderbirds F-4E Phantom II Jet Fighters
US Navy and US Coast Guard Rescue Aircraft
The Enstrom Corporation Utility Helicopter
—And many other private, commercial and military displays.

Schedule of Events

SATURDAY, AUGUST 30th

LUDINGTON PARK BEACH AREA

AIRCRAFT INFLIGHT DEMONSTRATIONS
1:15 P.M. OVER THE BEACH

1:30 PM	An air-sea rescue simulation by the U.S. Coast Guard Helicopter
2:00 PM	Fly-over by two U.S. Marine Corps A-4 Skyhawks
2:05 PM	Fly-over of U.S. Marine Corps OV-10 Bronco
2:10 PM	Fly-over of U.S. Air Force F-101's
2:15 PM	Fly-over of U.S. Air Force F-106's
2:20 PM	Fly-over of B-52 Jet Bomber and KC-135 Tanker in a simulated refueling operation.
2:30 PM	Fly-over of U.S. Navy P2-V Neptune Bomber
2:35 PM	Fly-over of National Guard B-57 Jet Bomber
2:40 PM	A low fly-over of a B-52 Bomber with its bomb-bay doors open and landing gear down.
3:00 PM	US Air Force Thunderbird's Aerial Demonstration Team

THUNDERBIRDS—U.S.A.F.

Immediately following their show the Thunderbirds will be returned to the Park area by a U.S.C.G. Helicopter to meet the public and sign autographs.

MUSIC—LUDINGTON PARK

Escanaba Area High School Band – John Chown, Director
Escanaba City Band – Paul Cowen, Director

THE PUBLIC IS INVITED!

The U.S. COAST GUARD CUTTER SUNDEW will be tied up at the Municipal Dock for public inspection.

WHEREAS, the airshow over Ludington Park on Saturday, August 30, was the public highlight of Escanaba's airport dedication festivities and,

WHEREAS, the bulk of said airshow consisted of numerous and varied fly-overs and demonstrations by units from the Marine Corps, Coast Guard, Navy, Air Force and National Guard, and,

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Donald J. Guindon
City Clerk

Bell Tower HOTEL

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REC'D JUL 17 1969
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TRAVERSE CITY, MICH.

300 SOUTH THAYER ANN ARBOR, MICHIGAN 48104 (313) 769-3010

To: U. S. Coast Guard
Traverse City, Mich

Monday Night
July 14, 1969

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She is now recovering miraculously - but still in cardiac recovery room. However her lungs are functioning on their own now with the aid of oxygen.

"In the Heart of the University of Michigan Campus"

MICHIGAN'S UPPER PENINSULA

CITY OF ESCANABA
ESCANABA, MICHIGAN 49829
George M. Harvey, City Manager
Phone 906 786-0240

September 5, 1969

Captain R.W. Lentner, Commanding Officer
USCG Air Station
Traverse City, Mich. 49684

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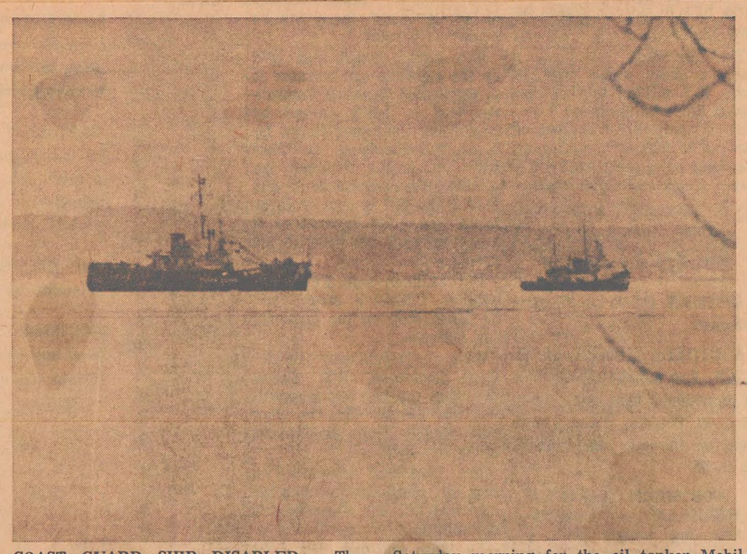
City Clerk

DJG:meh

Enclosure



COAST GUARD SHIP DISABLED — The Coast Guard tug Arundle of Chicago is shown towing the Coast Guard icebreaker Sundew after the latter developed engine trouble in West Bay Saturday night. This photo was taken Sunday from the shore at the Grand Traverse Yacht Club. The Sundew broke ice Saturday morning for the oil tanker Mobil Chicago which berthed at the Rennie Oil Co. terminal dock with 20,000 barrels of oil in its hold. The Sundew today was being towed across Lake Michigan to Manitowoc, Wis., where repairs will be made.

(R-E Photo by Jerry Martineau)

MARCH 2 1970

Icebreaker Mackinaw Escorts Tanker Here

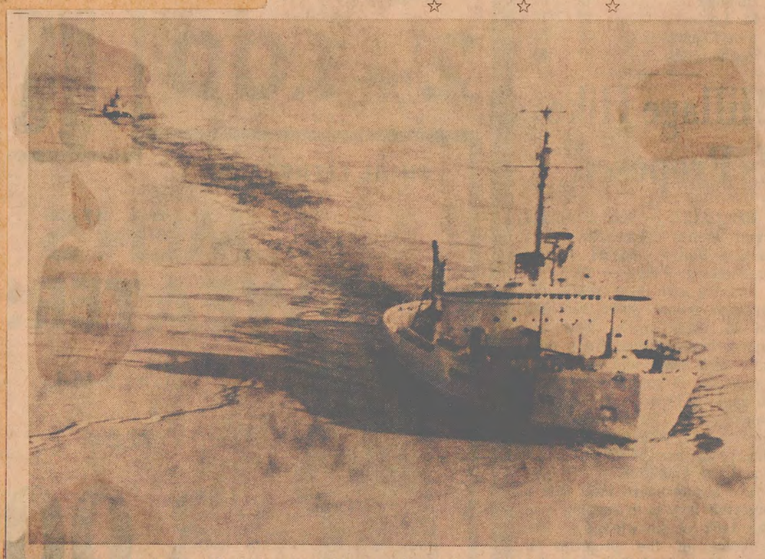
The oil tanker Polaris, stuck in three to four feet of ice since Thursday, was freed at first light this morning by the Coast Guard icebreaker Mackinaw and arrived in Traverse City before noon.

The Polaris notified the Traverse City Coast Guard Air Station Thursday evening that it was fast in the ice at a point two and a half miles west of Grand Traverse light, or about six miles north of Northport.

The tanker's captain said that they were in no immediate danger and would wait until Friday morning to get free. The ship was unable to break clear Friday morning, so the Coast Guard icebreaker was dispatched from Cheboygan.

The icebreaker arrived at midnight last night and freed the tanker this morning. The Mackinaw broke light ice in West Bay this morning as it led the Polaris to the Rennie Oil Co. dock, Traverse City.

☆ ☆ ☆



FREED FROM ICE — The oil tanker Polaris (upper left) follows the Coast Guard icebreaker Mackinaw of Cheboygan into West Bay this morning after being freed from three to four feet of ice at the mouth of the bay. The tanker, which had been fast in the ice since Thursday, berthed at the Rennie Oil Co. dock, Traverse City.

(U. S. Coast Guard Photo)

ONE of the helicopters that made the two island trips is shown here in a near landing. Both helios were somewhat similar with one coming out of Traverse Bay and the other from Chicago.

SHOWN here are the members of the Passage Island staff along with two officials of the Canal area Coast Guard. From left, Howard Ross, Joseph Strain, George Partain and, back row, Duane Judkins and Dalton Burrus, assistant and commander at the Hancock-Canal installation.

Coast Guard Mercy Flight

The Coast Guard Air Station received word this morning from Munson Medical Center that the infant son of Mr. and Mrs. Dennis Anderson, No. 11 Rennie Hill, Traverse City, was in immediate need of air evacuation to Ann Arbor.

A Coast Guard aircraft left for Ann Arbor at 10 a.m. this morning with the infant for further immediate medical treatment.

Accompaning the infant was Mrs. Olga Brauer, a nurse from the Munson Medical Center and Dr. Kenneth A. Stoutenborough from the Coast Guard Air Station.

MERCY FLIGHT —The 10-day-old son of Mr. Mrs. Dennis Anderson, No. 11 Rennie Hill, Traverse City, is shown being handed aboard a U.S. Coast Guard amphibious plane Friday morning for an emergency flight to University Hospital, Ann Arbor. AD1 James W. Haring, crewman, takes the child aboard. No word was available this morning on the child's condition.

(R-E Photo By Jerry Martineau)

THIS IS the group which negotiated the Passage Island and Manitou Island trips. All are personnel that fly the two helicopters. From left, David Benefield, Chicago; Robert Pristavec, Traverse City; Don Wittschieve, Chicago; Ed Goodwin, Traverse City; Bill Zensen, Chicago and Paul Brothers, Traverse City.

(Gagnon of Gazette)

CAPT LENTNER PRESENTING SHOOTING TROPHY TO ADI JIM HARING

FROM THE DAILY MINING GAZETTE

MARKS ADMIRAL'S BIRTHPLACE — Admiral Willard J. Smith and Mrs. Smith are pictured standing next to a brass plaque marking the admiral's birthplace which was dedicated on the site Sunday afternoon. The farmhouse where Admiral Smith was born is on County Road 204, a mile and a half west of Suttons Bay, at the junction with Horn Road. The farm is now owned by several Northport residents and is presently occupied. The dedication ceremony was conducted by Suttons Bay Mayor Owen Bahle, Postmaster William Bonek and Chamber of Commerce President Gary Beuerle. Admiral Smith is retiring this week as commandant of the United States Coast Guard.

(R-E Photo by Brian Cederstrom)

14238 ST. MARYS
DETROIT, MICHIGAN
48227

DETROIT, MI PM 27 JUN

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AIR STATION
U.S. COAST GUARD
TRAVERSE CITY, MICH.

Ralph L. Polk
Chairman, Board of Directors

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Polk Building · 431 Howard Street · Detroit, Michigan 48231

June 19, 1970

Captain Russell W. Lentner
Commanding Officer
U. S. Coast Guard Station
Airport Access Road
Traverse City, Michigan 49684

Dear Captain Lentner:

I want to thank you and all of the men under your command for your assistance in locating our son, Stephen Polk, who was adrift last Saturday night, June 13th, in Grand Traverse Bay.

Your men did a fine job in keeping us informed as to what was going on and directing the Sheriff's Patrol Boat to Stephen's Boat. Needless to say, you saved us many hours of worry in keeping us advised by phone as to what was going on and your prompt action.

Please pass along my thanks to the crews involved for a job well done.

I am advised by Murray's Boats & Motors that the differential system had broken down through no fault of Stephen's.

Sincerely yours,

Ralph L. Polk

Ralph L. Polk
Chairman, Board of Directors

RLP:dk

Over 100 Years of Serving American Business

515/3 MADE IN U.S.A.

Dear Wonderful Guys

A belated note to express my sincere thanks for coming to our aid when our plan crashed near Rapid City on March 29. I am happy to report that I have only 9 more months to go before I can walk- then I'll get into shape & get back with my old outfit- the Washington Redskins- by that time Coach- tough old Vince Lombardi will be needing a fullback. I expect to be up soon & want to stop by & personally thank you all for your kindness.

Ever

Just a little note to say thank you for being so nice.

Our men in service

DARELL M. GELAKOSKA, son of Mr. and Mrs. Clarence Gelakoska, 825 Pennoyer, is being congratulated as an outstanding crewman. He is an Aviation, Survivalman Second Class in the U.S. Coast Guard and was recently awarded the Lt. Robert A. Perchard Memorial Trophy signifying his selection as the oustanding search and rescue air crew man at the Coast Guard Air Station in Traverse City. The Perchard Trophy award was established in memory of St. Robert A. Perchard who died in Alaska on July 3, 1964, while on a rescue mission. The perpetual trophy is awarded semi-annually to inspire professionalism and safety among Coast Guard Aircrewman. Petty Officer Gelaskoska entered the Coast Guard in August 1966. He has served at the Coast Guard Air Station Barbers Point, Hawaii and twice at the Traverse City Station.

Overdue Boat Found Disabled

The report of an overdue boat near Old Mission lighthouse at 9 p.m. Saturday brought the marine division of the sheriff's department, a helicopter from the U. S. Coast Guard Air Station, and the Peninsula volunteer fire department to the scene where the helicopter spotted the missing craft after an hour's search.

Aboard the boat was Steven Polk, 14, of Phelps Road, Old Mission. The craft, stalled because of engine failure, was towed back to the owner's residence at midnight, sheriff's officers reported.

15 JUNE 1970

Sr. Citizens Hear Lieut. David Young

Traverse City Senior Citizens Club met Wednesday evening at Oak Park Congregational Church.

A 6:30 potluck dinner was served by Ruth Richardson, Elsie Suman, Lillian Mead, Daisy Farynack, Marguerite Craven, Charles Mahn, and Norman Wyckoff. Guests were Lt. and Mrs. David Young, and Mr. and Mrs. Francisco. The invocation was given by the club chaplain, Grant Sales.

The business meeting was conducted by the president, Alec M. Rennie, who called for reports from the various officers.

For the program, Lt. Young of the local Coast Guard Air Station, introduced by Mary Rennie, described the work and duties of the 110 men and 20 officers stationed here, and how, by helicopter, they are responsible for search and rescue missions on all of the five Great Lakes, working in conjunction with police and sheriff departments. He also told of their other duties such as ice surveys, looking for pollution, etc. Lt. Young showed a color film which he narrated, on constant practice-training with the helicopters, most of which is done on Lake Charlevoix, plus showing film of many medical evacuations which took place from the various islands.

The next meeting will be August 5 at the church location.

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TRAVERSE CITY RECORD-EAGLE

NORTHERN MICHIGAN'S GREATEST DAILY

THE WEATHER
Fair and Warm
Detailed Information Page 2
1970 CHERRY FESTIVAL HERE JULY 6 - 12

U P I FULL LEASED WIRE SERVICE | TWO SECTIONS — 34 PAGES | TRAVERSE CITY, MICHIGAN — FRIDAY, JULY 10, 1970 | SEVENTY-FOURTH YEAR—24563 | PRICE TEN CENTS

Huge Parade Tops Festival Celebration

7 JULY 1970

AIR-SEA RESCUE—A Traverse City Coast Guard air station patrol plane carries out a simulated air-sea rescue on West Grand Traverse Bay Tuesday as a feature of the National Cherry Festival. The same day, though, a real rescue operation in a remote Ontario wilderness was performed by an air station plane and crew. The far-ranging patrol craft located and dropped emergency supplies to a Canadian pilot stranded on the shore of Lake Superior near the mouth of White Gravel river when his small plane was demolished in a smash-up early Tuesday. The pilot was unhurt and was expected to be reached today by an Ontario police rescue team. The Traverse City CG air station, responsible for search, rescue, and patrol operations in a huge section of the Great Lakes area and Midwest, carried out the Lake Superior hunt Tuesday after a faint radio S.O.S. message was picked up by a commercial airliner. In addition to air-sea rescue demonstrations, the station has scheduled two open house celebrations for National Cherry Festival visitors, the second from 10 a.m. until 12 noon on Thursday.
(R-E Photo by Steve Batdorff)

THE GOVERNOR AND THE ADMIRAL — Two of the distinguished guests present at today's activities of the 1970 National Cherry Festival celebration are shown as they conversed at the Governor's Reception this morning at the Park Place Motor Inn. One is a Traverse City resident and the other is a former Traverse Citian. Gov. William G. Milliken (left) and Adm. Chester R. Bander, commandant of the U.S. Coast Guard and former commander of the Traverse City Coast Guard Air Station, were to appear in the Grand Cherry Royale Parade this afternoon as part of their festival activities.
(R-E Photo by Dann Perszyk)

100 Units In Floral Procession

With Michigan's governor and the commander of the U.S. Coast Guard leading the way, the National Cherry Festival's big Grand Cherry Royale parade will boom through downtown Traverse City this afternoon.

With cooperation from the weather, frowning through much of the morning, the 2 p.m. start of the great procession was expected to find scores of thousands of viewers lining both sides of the parade route along Front and Union streets.

Setting the pace for the two-dozen quick-stepping bands and many floats and other attractions will be Gov. William G. Milliken, himself a Traverse Citian, and Adm. Chester T. Bender, commandant of the U. S. Coast Guard. Bender is a former commander of Traverse City Coast Guard Air Station.

The governor vowed earlier that he would match the performances of his predecessor, George Romney, by walking the length of the parade route westward on Front from Franklin and south on Union to Twelfth.

Among bands taking part in the big parade will be the Dundee (Ill.) Scots, winner of the coveted Governor's Trophy Thursday night in the NCF's sixth annual John Minnema Memorial band competition at Traverse City's Thirlby Field.

Oriental Shriners, dozens of local and visiting floats, "twirling teeny-boppers," guest queens from St. Petersburg, Fla., and El Paso, Tex., National Cherry Queen Paula Ann Maxwell of Alpena and her court, and hosts of other glamorous persons and units will be featured in the 100-unit procession.

But the Grand Cherry Royale, traditionally the biggest single attraction of the festival dating back some 44 years, will by no means mark the close of the 1970 event.

At 9 o'clock this evening over West Grand Traverse Bay from the Clinch Park area there will be a giant aerial display of fireworks, annually one of the celebration's big crowd-pleasers.

The traditional NCF President's Ball is scheduled for 9:30 this evening at the Park Place Motor Inn's Hall of Michigan, the formal dance featuring the music of Jimmy Clark and Detroit's WJR studio band. The event is by reservation only.

Then on Saturday equestrian units will take the spotlight with a 1 p.m. Parade of Horses from downtown Traverse City to Grand Traverse Civic Center (the former county fairgrounds). The procession will include many fine horses and riders, as well as horse-drawn vehicles, the NCF reported today.

At the Civic Center, the procession will serve as grand entry for a championship rodeo performance at 2:30 p.m. The rodeo also will be presented at 8 p.m. Saturday and at 2 p.m. Sunday.

Related attractions also are on the schedule for the weekend, which will close the weeklong 1970 festival.

Adm. Bender To Be Marshal Of Festival's Floral Parade

Adm. Chester R. Bender, new commander of the U. S. Coast Guard, will serve as marshal of the July 10 Grand Cherry Royale procession during the July 6-12 National Cherry Festival in Traverse City, the NCF organization announced today.

Adm. Bender is a former commander of Traverse City Coast Guard air station and just recently succeeded Adm. Willard Smith, a native of Omena in Leelanau County, as head of the nation's Coast Guard.

The Grand Cherry Royale parade traditionally is the biggest single event of the annual cherry celebration, passing in review before scores of thousands of spectators cramming both sides of Traverse City's Front street.

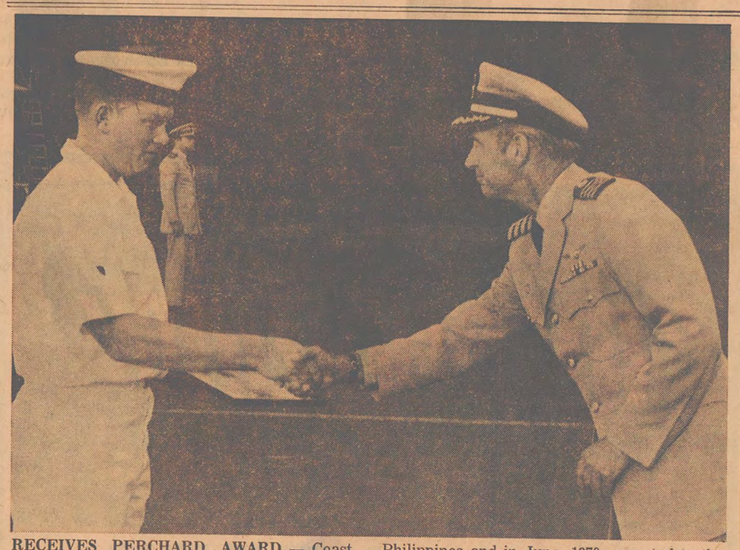
This year four other big processions also will be spotlighted during the weeklong festival — a Venetian Night parade of illuminated boats, a Festival of Balloons, the traditional Youth Parade, and the Parade of Horses hearlding festival equestrian and rodeo events.

16 JUNE 1970

FRIDAY, JULY 10, 1970

WHIRLYBIRDS — National Cherry Queen Paula Ann Maxwell waves from the cab of a Traverse City Coast Guard air station helicopter during an open house celebration at the station Thursday afternoon. Two visiting queens taking part in the National Cherry Festival event were St. Petersburg (Fla.) Sungoddess Sandra Wilson, far right, and El Paso (Tex.) Sun Queen Phyllis Annette Deter, center of photo in checkered skirt. Others in the picture are the six members of the cherry queen's royal court.
(R-E Photo by Brian Cederstrom)

RECORD-EAGLE, TRAVERSE CITY, MICH. 49684



RECEIVES PERCHARD AWARD — Coast Guardsmen David E. Kivela (left) Aviation Electronics Technician Second Class, is shown as he received the Lt. Robert Perchard Award signifying his selection as the outstanding search and rescue aircrewman at the Coast Guard Air Station in Traverse City. Petty Officer Kivela, whose home is in Brantwood, Wisconsin, entered the Coast Guard in January, 1968. He served in the Philippines and in June, 1970, reported to the Coast Guard Air Station in Traverse City. Presenting the award to Kivela is Capt. R. W. Lentner, station commander. The Perchard Award, established in memory of Lt. Robert A. Perchard who died in Alaska in 1964 while on a rescue mission, is given semi-annually to inspire professionalism and safety among Coast Guard aircrewmen.
(R-E Photo by Dann Perszyk)

31 AUG 1970

NORTH CENTRAL AIRLINES, INC.
GENERAL OFFICES: 7500 NORTHLINER DRIVE • MINNEAPOLIS, MINN. 55450

September 10, 1970

Captain R. W. Lentner
Commanding Officer
United States Coast Guard
USCG Air Station
Traverse City, Michigan 49684

Dear Captain Lentner:

This will acknowledge your recent letter regarding North Central's service. Since passenger relations is a function of my department, your message has been referred to me.

I was pleased to learn that Mr. Peter Hamilton, one of our Traverse City agents, was able to be of special assistance to you with your search for a delayed aircraft on July 11. All of us at North Central are making every effort to provide the finest possible airline service and it is, therefore, gratifying to receive an encouraging letter such as yours. A copy of your favorable comments is being sent to Mr. Hamilton and I am sure he will appreciate knowing his efforts did not go unnoticed.

Thank you for taking the time to write us, and whenever we can be of assistance to you or the members of the Coast Guard, be sure to let us know.

Sincerely,

David E. Moran
Vice President
Traffic and Sales

DEM:bb
cc: Mr. Peter Hamilton

PRINTED IN U.S.A. 0427-700610

FRIDAY, OCTOBER 16, 1970

EMERGENCY MISSION — Traverse City Coast Guard air station and medical personnel transfer a critically-injured Beaver Island woman from a helicopter to a waiting ambulance Wednesday night at the air station. The woman, Mrs. A. L. Ricksgers, was rushed to Munson Medical Center in Traverse City for treatment of a skull fracture suffered in a fall on the island and was reported in fair condition this morning at the medical center. The air station helicopter was guided to its Beaver Island landing by the headlights of cars.
(U.S. Coast Guard Photo)

CG Rescues Two Hunters

A Traverse City Coast Guard air station helicopter rescued a pair of stranded hunters from Marion Island in West Grand Traverse Bay Thursday night.

The air station identified the hunters as Dan Dohm and Gary Hanson of Grand Traverse County, isolated on the island when their boat evidently drifted away.

Mrs. Dohm telephoned at 8:45 p.m., an air station spokesman said, to report that the two men had expected to arrive home about 6:45 p.m. and had not appeared.

A helicopter crewed by Lt. Cmdr. Don Aites, Lt. JG Gerry Murphy, and AD3 Bruce Jaques soon spotted the hunters at a bonfire they had built on the island, picked them up, and transported them to the air station.

Coast Guard Mercy Flight

A keeper at isolated Manitou Shoals light was brought to Traverse City Monday night by helicopter for a successful emergency operation for acute appendicitis.

The keeper, Coast Guard Seaman Ben Scudder, was hoisted by basket and cable into the hovering Traverse City Coast Guard air station chopper and rushed to Munson Medical Center by ambulance after the aircraft returned to the air station. A station spokesman said Scudder was resting comfortably this morning after removal of the appendix.

Winds were gusting at some 25 miles an hour at the light located between the Leelanau County mainland and the Manitou islands, the CG spokesman said, but the transfer of Scudder from the lighthouse platform to the helicopter overhead was made without incident.

The aid call was received at the air station about 9 p.m.

FRANK W. IRONS, Sheriff — LEO R. HAZEN, Undersheriff

Sheriff's Department
Oakland County
"Michigan's Largest"
104 Wayne Street Pontiac, Mich. 48058
Telephone FEderal 5-8194

UNITED STATES COAST GUARD
REC'D MAY 9 1970
AIR STATION
TRAVERSE CITY, MICH.

May 1, 1970

Sir:

I'd like to take this opportunity to thank you and your station personell for the assistance rendered me when I experienced mechanical problems with the Department Helicopter enroute from Menominee to Pontiac on the 22nd of April.

As it turned out it was one of those inexpensive items which when it does fail, endangers the ship and the crew. The Enstrom Factory sent another ship down immediately and ours was fixed and back in the air by 5:30PM the same day. Since then we've had no other problems.

Again, thanks, and would you forward a copy of this to the helicopter crew in Traverse City? That Sikorsky is a big old horse, but it sure looked good that day!

Sincerely,

Terry Cranston

Terry Cranston #68
Patrolman - Pilot O.C.S.D.

Coast Guard Mercy Flight

A 16-year-old resident of Mackinac Island is resting today in the Cheboygan hospital as the result of speedy efficiency on the part of Traverse City Coast Guard Air Station personnel.

Early this morning the air station received a call that Bonnie Bobwin, 16, of Mackinaw Island, was suffering from acute appendcitis and required immediate hospitalization.

A Coast Guard helicopter piloted by Lt. Cmdr. James Butler of the Traverse City Coast Guard Air Station left for Mackinaw Island at 12:30 a.m., picked up Miss Bobwin, and landed on the high school football field at Cheboygan.

She was transferred to the hospital by ambulance.

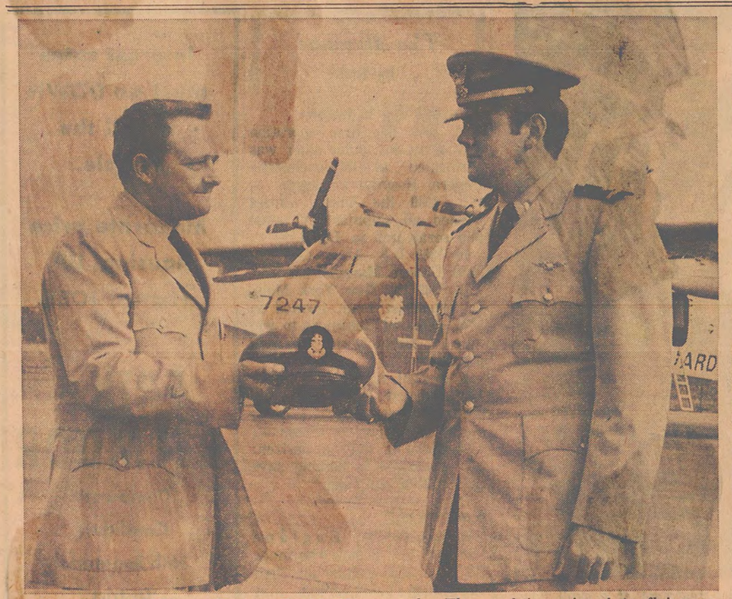
C.G. Station Open House

Traverse City Coast Guard air station will observe Armed Forces Day Saturday with a public open house from 12:30 p.m. until 3:30 p.m.

A station spokesman said the event will feature displays of aircraft and equipment, with a film, "The Flying Lifeboat," being shown continuously during the afternoon.

The film shows the Coast Guard air service's amphibious helicopters in action, the spokesman explained.

RECORD-EAGLE, TRAVERSE CITY, MICH. 49684



DUAL CEREMONY — Ensign David M. Flynn, right, "reports aboard" at Traverse City Coast Guard air station Wednesday and presents a chief's hat to newly-promoted damage controlman Lawrence L. Geisz. Ensign Flynn had just reported to the air station after completing flight training at Pensacola, Fla., and is assigned to flying patrol aircraft in Coast Guard search and rescue work. Chief Geisz has been assigned to the air station for the past two and a half years and soon will be assigned to Coast Guard duty in Vietnam.
(U.S. Coast Guard Photo)

Capt. Lentner Retires

Ceremonies Mark Command Change At Air Station

Captain Russell W. Lentner, former commander of the U.S. Coast Guard Air Station in Traverse City and Commander Oscar J. Jahnsen, new commanding officer, were honored at retirement and change of command ceremonies at the local Air Station Tuesday.

Captain Lentner, who retired after 28 years of service, entered the U.S. Navy in 1943 and the Coast Guard in 1945. He has been assigned to Coast Guard air stations throughout the world, including Juneau, Alaska, where he was chief of the Search and Rescue Branch in the 17th Coast Guard District. While in this capacity he received the Coast Guard Commendation Medal for his outstanding performance.

Captain Lentner and his wife, Muriel, plan to live in Traverse City during retirement. Their son is an aviator in the U.S. Navy, presently stationed in Vietnam. Their daughter is a senior at Central Michigan University.

The new commander, Oscar J. Jahnsen, is a graduate of the California Maritime Academy and served in the merchant marine during World War II. He entered the Coast Guard in 1949, continuing his work in merchant marine inspection. After a tour on the Coast Guard Cutter Gresham, he was assigned to the Marine Inspection Office in Chicago.

After flight training Commander Jahnsen's duty assignments in the Coast Guard have been at air stations at San Francisco; Barbers Point, Hawaii; Biloxi, Mississippi; Argentina, Newfoundland; and Elizabeth City, North Carolina.

Commander Jahnsen, his wife, Ann, and their three children, reside at 617 Highland Park Drive, Traverse City.

CHANGE OF COMMAND — Captain Russell W. Lentner, (left) who retired as commanding officer of the Traverse City Coast Guard Air Station, and the new commanding officer, Commander Oscar J. Jahnsen (right) congratulated each other Tuesday at retirement and change of command ceremonies at the Coast Guard Air Station.
(R-E Photo by Brian Cederstrom)

RECORD-EAGLE, TRAVERSE CITY, MICH. 49684 SATURDAY, NOVEMBER 7, 1970

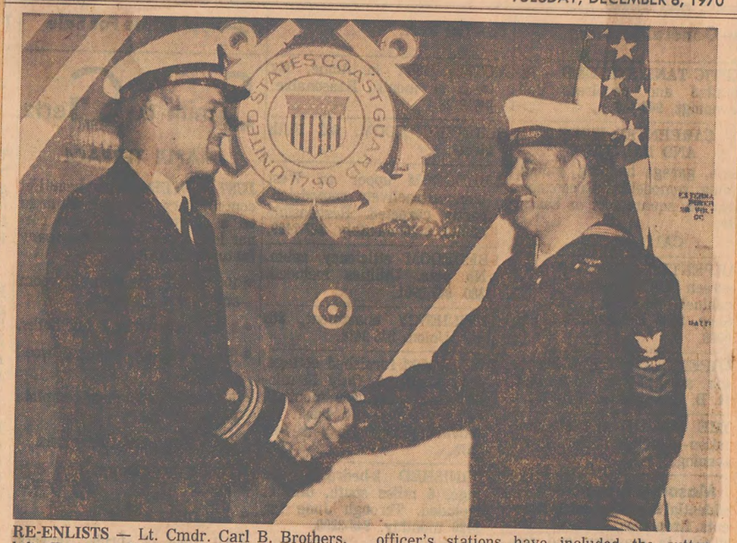
AERIAL VIEW OF HOLOCAUST—This view of the burning Traverse Hotel at West Front and Union Streets was taken from a U.S. Coast Guard helicopter. City firemen are shown pouring gigantic streams of water upon the blaze which gutted the structure, a Traverse City landmark since before the turn of the century. The blaze, which began at 4:46 a.m. Thursday was not extinguished until shortly before noon. The photograph was shot from a height of 1,000 feet by ASMC Charles Bowen, U.S. Coast Guard. The helicopter was piloted by Lieut. David Young.
(U.S. Coast Guard Photo)

22 SEPT 1970

TUESDAY, DECEMBER 8, 1970

STUDY AVIATION — Petty Officer Darell Gelakosko, left, shows Mrs. David Corbett and Cadet Troop 36 of the Traverse City Girl Scouts how a parachute is packed. The girls were visiting the Traverse City Coast Guard air station to gain information for their aviation badge. They also learned about aviation weather facilities, air navigation, and Coast Guard aircraft, and saw a film about the search and rescue capabilities of the Coast Guard helicopter.
(U.S. Coast Guard Photo)

TUESDAY, DECEMBER 8, 1970



RE-ENLISTS — Lt. Cmdr. Carl B. Brothers, left, Traverse City Coast Guard air station operations officer, congratulates Petty Officer Dale Thompson upon Thompson's recent re-enlistment for an additional four years in the U.S. Coast Guard. The petty officer's stations have included the cutter Goldenrod, Bering Strait, and air stations at Barbers Point, Hawaii, and San Juan, Puerto Rico. He is a search and rescue airman in both the helicopter and fixed-wing aircraft.
(U.S. Coast Guard Photo)

Coast Guard Here Makes Mercy Flight

Guided to a safe landing on Beaver Island by car headlights, a Traverse City Coast Guard air station helicopter was able to pick up a critically-injured woman Wednesday night and rush her to Munson Medical Center here.

The woman, Mrs. A. L. Ricksgers, who had sustained a skull fracture in a fall, was reported in fair condition this morning at the medical center, the air station said.

The mercy flight began about 7:30 p.m. Wednesday upon the urgent request of a physician on the big island in Lake Michigan off Charlevoix.

Several cars illuminated the landing area and Mrs. Ricksgers was put aboard the helicopter and brought to Traverse City, where an ambulance took her from the air station to the medical center.

Wednesday an air station patrol plane and helicopter collaborated in finding four men reported overdue since departing from Mackinac Island Tuesday morning to hunt ducks on a neighboring island.

The Traverse City Coast Guard aircraft spotted the men adrift in their 14-foot motorboat off Bois Blanc Island in Lake Huron near the Straits of Mackinac. The helicopter landed and it was learned the hunters were cold and hungry but otherwise in good condition.

They told airmen fog prevented them from reaching their destination Tuesday, so they stayed on yet another island overnight, only to have the boat's outboard motor quit after they resumed the trip Wednesday.

Cutter Breaks Ice For Oil Tanker

A spokesman for the Rennie Oil Co. said this morning that an oil tanker, preceded by the Coast Guard Cutter Sundew, is expected to arrive sometime this afternoon at the company docks.

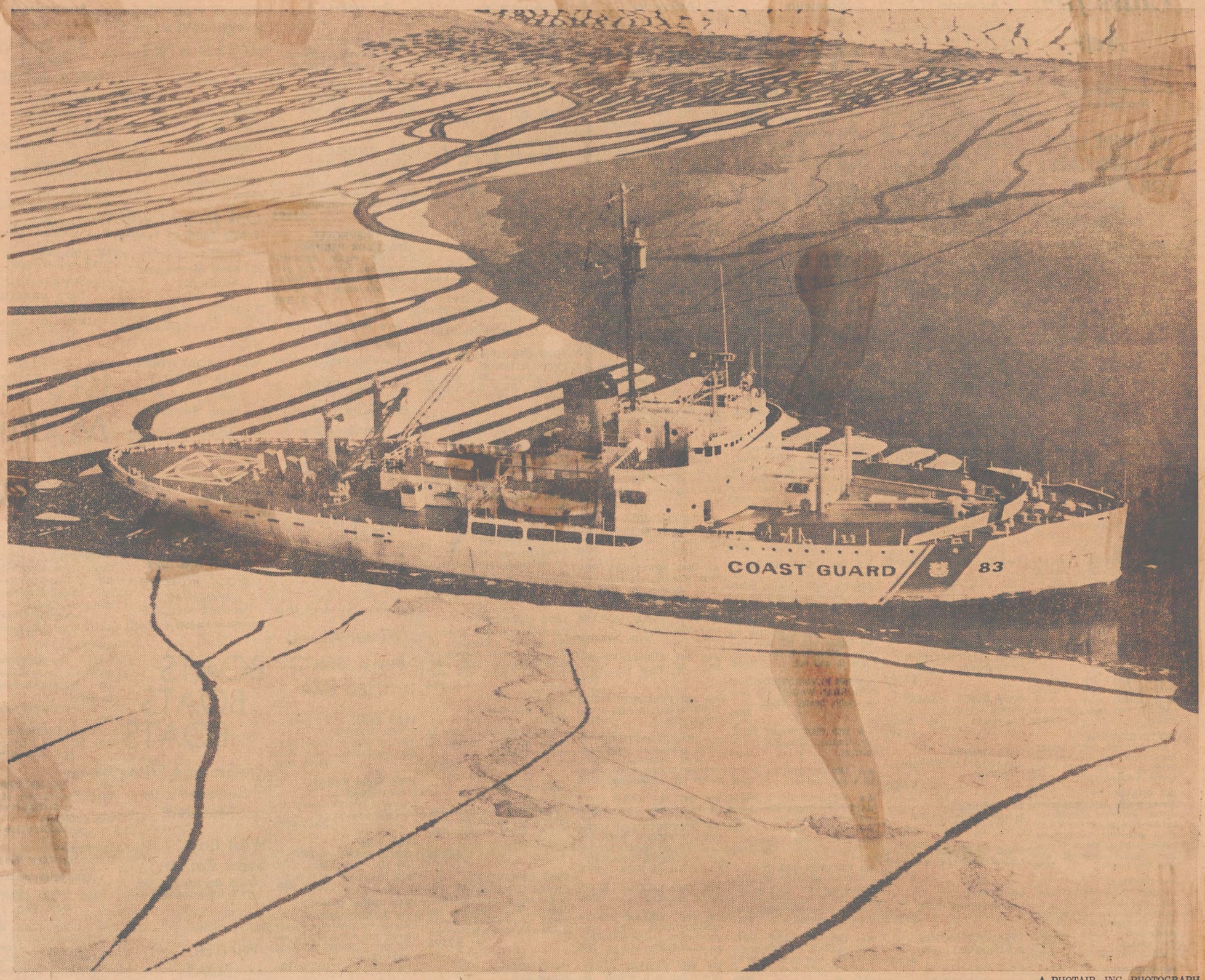
All ice fishermen, snowmobilers and other persons who may be out on the bay are cautioned to be on the alert for the ships as their passage will break up the ice, resulting in hazardous conditions for those who may be be out on the bay at the time.

At 10 a.m. the ships had left Old Mission light and were progressing toward Traverse City.

28 FEB 1970

RECORD-EAGLE, TRAVERSE CITY., MICH. 49684 SATURDAY, FEBRUARY 28. 1970

OUTSTANDING CREWMAN — Darell M. Gelakoska, Aviation Survivalman Second Class, U.S. Coast Guard, has been awarded the Lt. Robert A. Perchard Memorial Trophy signifying his selection as the outstanding search and rescue aircrewman at the Coast Guard Air Station in Traverse City. The Perchard Trophy award was established in memory of Lt. Robert A. Perchard who died in Alaska on July 3, 1964, while on a rescue mission. The perpetual trophy is awarded semi-annually to inspire professionalism and safety among Coast Guard Aircrewman. Petty Officer Gelakoska, who's home is in Grand Haven, Michigan, entered the Coast Guard in August 1966. He has served at the Coast Guard Air Station Barbers Point, Hawaii, and twice at the Traverse City Station. He reported to the local station in January 1969. Petty Officer Gelakoska received the award Friday morning at the personnel inspection held at the U. S. Coast Guard Air Station.
(R-E Photo by Dann Perszyk)



A PHOTAIR, INC. PHOTOGRAPH

It's an outstanding education!

And you are paid to earn it. The United States Coast Guard Academy welcomes those high school seniors who qualify and who are interested in a career of constant challenge. Check with the Coast Guard Air Base in Traverse City . . . it's just off the Airport Access Road — call 946-4650 . . . for your application form and the information you need. Hurry! The qualifying test for 1971 must be taken prior to December 5, 1970.

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TRAVERSE CITY RECORD-EAGLE

NORTHERN MICHIGAN'S GREATEST DAILY

THE WEATHER
Snow, Cold
Detailed Information Page 2
"'Tis a Privilege to Live in Michigan"

U P I FULL LEASED WIRE SERVICE | SIXTEEN PAGES | TRAVERSE CITY, MICHIGAN — SATURDAY, JANUARY 9, 1971 | SEVENTY-FOURTH YEAR—24716 | PRICE TEN CENTS

Lake Search Continues For Crew Of Bomber

Find No Trace Of 9 Missing In B52 Crash

An air, water and land search continued today for nine crewmen missing in the crash of a giant B52 bomber late Thursday afternoon in frigid Lake Michigan some 10 miles northeast of Charlevoix.

Traverse City Coast Guard air station, with planes at the crash scene since Thursday evening, said debris still was being picked up this morning and taken to Charlevoix Coast Guard station. Air Force investigators were at the scene to try to determine the cause of the wreck.

A Strategic Air Command spokesman said military radio contact with the huge plane was maintained right up to the last and that there was no hint of trouble.

The Coast Guard said water depth ranges from 150 to 200 feet in the area of the crash.

Besides Traverse City air station helicopters and a patrol plane, Air Force and Civil Air Patrol aircraft, the Coast Guard vessels Mackinaw and Sundew and other water craft, and ground searchers scoured the area.

An Air Force ban of non-authorized personnel from the scene continued today so that flight patterns of planes could be controlled and no debris taken away by souvenir hunters.

CHARLEVOIX (UPI) — The Air Force regards the nine crew members of the bomber as missing, not dead, and is continuing its search over thick pine forests in northwest Lower Michigan.

Two life jackets and some debris bobbing on the cold water of Lake Michigan have been the only signs found of the $6.5 million Strategic Air Command bomber. It crashed while on a simulated bombing run at 400

(Continued on Page 3)

LAKE SEARCH---

(Continued from Page 1)

miles per hour 500 feet above the lake.

Snow and clouds closed in periodically over the 33-degree water Friday, limiting the search for the crew, members of the 9th Bomb Wing at Westover Air Force Base, Mass.

"It is very possible the crew members may be alive," said a SAC spokesman.

All persons aboard the craft were equipped with life rafts which inflate automatically and ejection seats, the spokesman said.

He said there was a possibility the six crew members and three instructors may have ejected from the plane into the thick pine forests along the shoreline and a ground search was launched Friday with no results.

Some residents of the area said they saw an explosion just before the crash. Others said the eight - engine jet hit the water, bounced and plunged with a loud explosion.

Two Illinois congressmen—Reps. Roman Pucinski and Abner Mikva—plan to seek an inquiry into the possibility there were hydrogen bombs aboard the bomber. The Air Force said the plane was unarmed.

"I just want to make absolutely certain there isn't a bomb lying at the bottom of Lake Michigan," said Pucinski. "In view of SAC's past performance, I think it's a perfectly proper question."

TUESDAY, FEBRUARY 9, 1971

PROMOTED — Aviation Machinists Mate Chief Victor J. Bearinger (right) and Commissaryman Chief Patrick S. Ponseti (left) exchange congratulations upon their recent promotions to senior chief. Both are stationed at Traverse City Coast Guard air station. Chief Bearinger entered the service in 1952 and has been stationed at Coast Guard air stations located at Elizabeth City, N.C.; Brooklyn, New York; Kodiak, Alaska; and Salem, Mass. He has also been stationed aboard the USS Norfolk, USS Mitcher, and the Coast Guard Cutter Taney. Chief Bearinger is presently the helicopter maintenance inspection supervisor at the air station here. ADCS Bearinger is married to the former Mary Bartolomucci of Windber, Pa., and resides with his wife and five daughters in Traverse City. Chief Ponseti entered the Coast Guard in 1952 and has been stationed aboard the Coast Guard Cutters Casco (Boston, Mass.), Sebago (Mobile, Alabama), Jasmine (New Orleans, La.), and the Storis (Kodiak, Alaska). He has also been stationed at the CG Saipau Loran Station, Marianas Islands and in chrge of CG recruiting in New Orlens, La. Chief Ponseti is presently the food service supervisor at the air station. CSCS Ponseti is married to the former Genevive Demiceli of New Orleans, La. and resides with his wife, two daughters, and three sons here in Traverse City.
(Coast Guard Photo)

ICE FLEET — "Flat-tops" of ice gather off the north shores of Gull Island in West Grand Traverse Bay Tuesday in the wake of weekend winds which piled similar sheets of ice to heights of some 20 feet on the tiny spot of land. The crew of a Traverse City Coast Guard air station plane from which this picture was taken reported that despite the battering and a minimum of open water in the area, at least 1,000 gulls occupied the island. (Coast Guard Photo)

10 MARCH 1971

AT BOMBER CRASH SCENE—U.S. Coast Guardsmen in a launch from the cutter Sundew (upper right) pick up wreckage from the U.S. Air Force B52 which slammed into wintry Lake Michigan northeast of Charlevoix late Thursday afternoon during a routine practice bombing mission. The photo was taken Friday from a Traverse City Coast Guard air station helicopter, one of several station aircraft searching for debris and the nine crewmen aboard the B52 when it crashed. (U.S. Coast Guard Photo)

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TRAVERSE CITY RECORD-EAGLE

NORTHERN MICHIGAN'S GREATEST DAILY

THE WEATHER
Cold, Maybe Snowy
Detailed Information Page 2
"'Tis a Privilege to Live in Michigan"

U P I FULL LEASED WIRE SERVICE | TWO SECTIONS — 24 PAGES | TRAVERSE CITY, MICHIGAN — FRIDAY, JANUARY 8, 1971 | SEVENTY-FOURTH YEAR—24715 | PRICE TEN CENTS

B52 Crashes Into Lake Michigan

Coast Guard Copter Aids Snared Diver

Drops Doctor Onto Cutter Deck On Lake Michigan

A Traverse City Coast Guard air station helicopter managed to basket-drop a doctor onto the pitching deck of the CG cutter Woodbine Wednesday evening in a successful bid to aid a diver trapped earlier in 240 feet of frigid Lake Michigan water at the site of the January 7 B52 bomber crash off Charlevoix.

The diver, William Maltman, 32, employed by Ocean Systems Salvage Co. in retrieving wreckage of the ill-fated bomber in which nine Air Force crewmen died, was reported in good condition this morning after spending the night in a decompression chamber, the Traverse City air station said.

A station spokesman said Maltman became entangled in wreckage and was brought to the surface by another diver in a deliberate two-hour ascent to prevent a pressure malady commonly known as the "bends."

In the meantime, the air station was called upon to send a helicopter to Charlevoix to pick up and transport to the Woodbine a salvage company physician, a Dr. MacGinnis.

The cutter was anchored, the air station spokesman said, with winds of more than 30 miles an hour whipping up 8 to 10-foot waves which made the deck of the vessel act like a fast rising and falling elevator.

Darkness had closed in and the Woodbine superstructure bristles with antennas and other equipment, the spokesman said, but the air crew managed to maneuver deftly enough to reel the doctor down in a basket to the ship's deck.

Lts. Gary Johnson and E. M Goodwin and AD2 Peter Duquette manned the aircraft which left Traverse City soon after 5 p.m., the spokesman reported.

The B52 from Westover AFB, Mass., crashed in the lake some 10 miles northeast of Charlevoix while on a practice bombing mission at a long-established range. The Air Force said the huge plane was at an altitude of 500 feet and traveling 400 miles an hour at the time of the accident, with no indication given before hand of trouble.

Surface debris was found in following days during an intense search for any survivors, and Ocean Systems was hired by the Air Force to salvage the main wreckage from the lake bottom.

21 JAN 1971

B52 WRECKAGE—Shown above is some of the wreckage of the Air Force B52 jet bomber which crashed into the frigid waters of Lake Michigan northeast of Charlevoix late Thursday afternoon. The photo hints at the force of the crash and wintry weather conditions which complicated search operations. (UPI Telephoto)

HUGE BOMBER CRASHES OFF CHARLEVOIX — A B52 similar to the one in this 1964 file photo plunged into Lake Michigan some 10 miles northeast of Charlevoix late Thursday afternoon, apparently exploding before or upon striking the lake near its confluence with Little Traverse Bay. U.S. Air Force aircraft, helicopters and patrol planes from Traverse City Coast Guard air station, and Coast Guard surface vessels combed the crash area today for the bodies of nine crewmen believed aboard the giant bomber. Strategic Air Command at Omaha, Neb. said the plane attached to Westover AFB, Mass. was on a simulated bombing mission in the Charlevoix area. (UPI File Telephoto)

Nine Missing In Plunge On Practice Bomb Run

CHARLEVOIX (UPI)—A B52 bomber carrying nine men on a practice bombing run crashed into Lake Michigan late Thursday afternoon with a fireball explosion that looked "just like the sun had been turned on."

By early today, only two life jackets, some debris and spilled fuel had been found in the 33-degree water of Little Traverse Bay. Authorities said they expected the wreckage to wash up on the southeast shore of the bay and a ground search would be conducted there.

The eight-engine jet was on an unarmed, practice bombing run when it crashed Thursday evening. Strategic Air Command headquarters near Omaha, Neb., said the plane was assigned to the 9th Bomb Wing at Westover Air Force Base, Mass.

Heavy snowfall which reduced visibility to near zero Thursday night hampered search operations by the U.S. Coast Guard and the Air Force. However, the Coast Guard said the snow eased around midnight and more debris was being picked up.

SAC said the plane, similar to one used by the Air Force in Southeast Asia, plunged into the lake about six nautical miles from the Bay Shore Air Force radar site.

Residents of the area said they had seen an explosion prior to the crash. Other witnesses said the plane hit the water, bounced two or three times and smacked into the icy water with a large explosion.

Mrs. Joan Smith, Charlevoix, was driving near the crash site when she said she saw "a light flashing."

"It was frightening," she said. "We just didn't know what was happening. It was so bright—just like the sun had been turned on."

Dan Dreeland was watching television in his Charlevoix home when he said he looked out the window and "thought it must be a sunset."

SAC said the plane was one of a bomb scoring unit which regularly drops electronic "bombs" in the area and is scored on accuracy.

Three Coast Guard helicopters and two cutters were dispatched to the scene, in Little Traverse Bay, southwest of here.

Traverse City Coast Guard air station, alerted to the crash at 6:50 p.m. Thursday, rushed a pair of helicopters and a patrol plane to the scene immediately and said more aircraft would be sent today.

A station spokesman said that even with the use of powerful flares visibility at the crash scene often was 100 yards or less Thursday night because of intense snow squalls.

The Federal Aviation Agency station at Traverse City assisted in handling Coast Guard radio traffic during the evening and reported that great care had to be taken to stack search planes so that they wouldn't collide.

Charlevoix sheriff's department, receiving its initial report of the plunge at 6:25 p.m. Thursday, said that by this morning the whole area had been sealed off by the Air Force to prevent confusion and possible loss of debris from the ill-fated B52 to souvenir hunters.

All but authorized military aircraft were banned from the scene.

A number of Traverse citizens today told of watching B52s on similar practice missions come into the Charlevoix area at low level from the northwest, passing near the Bayshore radar station then disappearing over high ground inland. The simulated bombing range has been in use for several years, it was reported.

No area civilian or military radio station reported any radio contact with the big bomber prior to the crash, but at any rate it was expected news of any such contacts would be withheld until released by the Air Force.

Strategic Air Command and other Air Force officers were starting a close investigation of the wreck and its possible cause.

The B52 is listed as weighing 488,000 pounds, a range of 10,000 miles, and a speed of 600 miles an hour. It is rated as capable of carrying 75,000 pounds of air to surface missiles.

YN1 Stuart reenlists at White House

Yeoman First Class Dennis A. Stuart of the CG Air Station Traverse City was one of two outstanding Coastguardsmen chosen to represent the Coast Guard at reenlistment ceremonies at the White House. Stuart and his parents were present in the "Blue Room" at the White House when President Nixon administered the oath of reenlistment to one man from each of the Armed Forces.

YN1 Stuart's parents, Mr. and Mrs. Bruce E. Stuart of Torrance, California and Ludington, Michigan joined Stuart in Washington for the ceremonies. They visited the Capitol Building, Senate, and House of Representatives and talked to Secretary of Transportation Volpe and Senator Griffin from Traverse City. -----

8

SHIPMATES WINTER 1971

Weather

Cold, light snow.
High 32, Low 8
Noon 29

DAILY PAID CIRCULATION 8033

PETOSKEY NEWS REVIEW

Inside

Says Petoskey's newest game is comparing water bills. Oil wells bring odor complaint in Michigan. Predict business tax cut. A ship goes down, over 600 rescued. Big snow in Minnesota.

Vol. 85 No. 69 | Monday, January 11, 1971 14 Pages | HOME OF NORTH CENTRAL MICHIGAN COLLEGE | Fifteen Cents Petoskey, Mich. 49770

AN AIR Force helicopter is one method used by those searching the Bay Shore area of Little Traverse Bay for pieces of a B-52 which apparently blew up here Thursday night. During the search, US Air Force personnel from Kincheloe Air Force Base combed the beach from Harbor Springs to Charlevoix in search of wreckage. (NEWS photo by Jim Herman.)

NEWSMEN WERE present Friday afternoon when Air Force officers arrived at Charlevoix's US Coast Guard Station. At left, shaking hands with Lt. Donald D. Luedke of the Charlevoix station, is Colonel Eugene Martin. In the center is Major John Parker. The officers are from Barksdale AFB in Louisiana. (NEWS photo by Jim Herman.)

A SMALL part of the debris from an Air Force B-52 plane crash in Lake Michigan Thursday night is at the US Coast Guard Station in Charlevoix. Some of the identified pieces included oxygen bottles and shreds of the plane's shell. (NEWS photo by Jim Herman.)

STILL NO SIGN OF NINE CREWMEN

Start Electronics Search For B-52 Lost Off the Bay

CHARLEVOIX (UPI) — The U.S. Air Force announced Sunday it had hired a private firm to search for the main wreckage of a B52 bomber which crashed into Lake Michigan near here with nine men aboard.

Considerable debris, including parts of the fuselage, clothing, life preservers and papers, has been found since search and rescue operations began shortly after the crash Thursday night.

The U.S. Coast Guard withdrew from the search for victims Saturday but the Air Force continued its investigation into the crash of the eight-engine jet, which plunged into the lake with what witnesses said was a huge fireball. The accident occurred while the plane was on a practice bombing run.

At Westover Air Force Base in Massachusetts, officials said Ocean Systems, Inc., would conduct a three-pronged search for the wreckage.

Navigational equipment sensitive to within three feet at 10 miles will be used by surface vessels to locate the wreckage, which is believed to be in nearly 175 feet of water.

The Air Force said a sonar system capable of detecting objects one foot square on the bottom will be used for a more precise search and television will be used to scan the area for bits of wreckage too small to register on sonar.

Spokesmen for Oceans Systems said they cannot estimate how long it will take to complete the search, because of uncertain weather conditions and lack of knowledge of the size and scattering of the debris.

Despite the fact that there has been no sign of the crew members, the Air Force must wait seven days before they can officially declare a missing crew member dead.

The nine crewmen were identified as: John M. Simonsky, 39, Lewiston, Mont.; Maj. Donald F. Rousseau, 37, Morgantown, W. Va.; Maj. Gerald W. Black, 32, Flushing N.Y.; Capt. John E. Weaver, 27, St. Louis, Mot.; Capt. Joel G. Hirsh, 26, Western Springs, Ill.; 1st Lt. Douglas Bachman, 25, Highland Park, N.J.; 1st Lt. Dennis D. Ferguson, 25, North Ridgeville, Ohio and T. Sgt. Jerry M. Achey, 33, Ocean City, Wash., Lt. Col. William D. Lemmon, 38, of Porterville, Calif., the pilot.

July 6, 1970

United States Coast Guard
Traverse City, Michigan

Gentlemen:

After having frequently commented among ourselves about the excellent services which the Coast Guard has provided to the residents of South Manitou, we wish to extend a long overdue thanks. We are taking this occasion to express our heartfelt appreciation for the emergency helicopter service which you have so diligently provided through the years.

You cannot know, and we cannot tell you, just how much more comfortable you have rendered our lives with the knowledge that your service is available. Moreover, it is unlikely that you are cognizant of the unbounded gratitude and respect which we hold for you.

Without the assurance of this efficient service, those of us with accident prone children would find life impossible on an island. Those of aging years find a constant source of comfort in the fact that your help is at hand. Each one of us rests more easily with the conviction that we are not stranded in the event of an emergency.

Some of us have particular reasons to thank you, but all of us join in doing so; for although our thanks cannot compensate for all you have contributed to our welfare, we wish you to know that we remain in your debt and are not unappreciative for all that we have received.

Sincerely,

Mr. & Mrs. Joe Harold
Mr. & Mrs. Nels Carlson
Mr. & Mrs. Edward F. Ricker
Mr. & Mrs. Dick Riddel

Rescue Ice Fishermen

Two local ice fishermen received a scare Saturday when they noticed blue water between the ice they were fishing on and the shore line near Good Harbor in Leelanau county. Luckily, they were rescued.

People on shore noticed that the ice floe had broken away, and waved to the fishermen, indicating that help was on the way.

The Leelanau county sheriff was notified and he in turn called the Coast Guard Rescue unit, which picked up the two fishermen about a mile from shore.

Charles L. Samuelson of Traverse City and Ed Skiba of Cedar were lifted off the ice by helicopter and taken to Sugar Loaf Village air strip shortly before noon Saturday.

14 MARCH 1971

GSA Transfers Air Station Land

The General Services Administration announced today the assignment of a portion of the Traverse City Air Station, U.S. Coast Guard Station, Traverse City, to the Department of Health, Education and Welfare.

The property, which consists of 0.36 acre of fee-owned land improved with a concrete block pumping station and equipment, will be conveyed to the City of Traverse City, for public health purposes.

12 MARCH 1971

Air Station Open House

The Coast Guard Air Station at Traverse City will hold an open house Saturday from 12:30 until 3:30 p.m. in observance of Armed Forces Day.

Guests will have an opportunity to have a guided tour through a helicopter, a fixed wing amphibious airplane, and inspect search and rescue equipment that will be on display. There will be a movie, "The Flying Lifeboat" showing continuously which shows the many capabilities of the helicopter. The Coast Guard Auxiliary will provide an exhibit and information of special interest to boatmen.

The Coast Guard Air Station invites residents of the Grand Traverse area to be its guests on Armed Forces Day to show its appreciation for the fine cooperation the Coast Guard has received from the people of the region.

15 MAY 1971

The only newspaper in the Grand Traverse Region that is read each day by you and over 58,000 of your friends and neighbors.

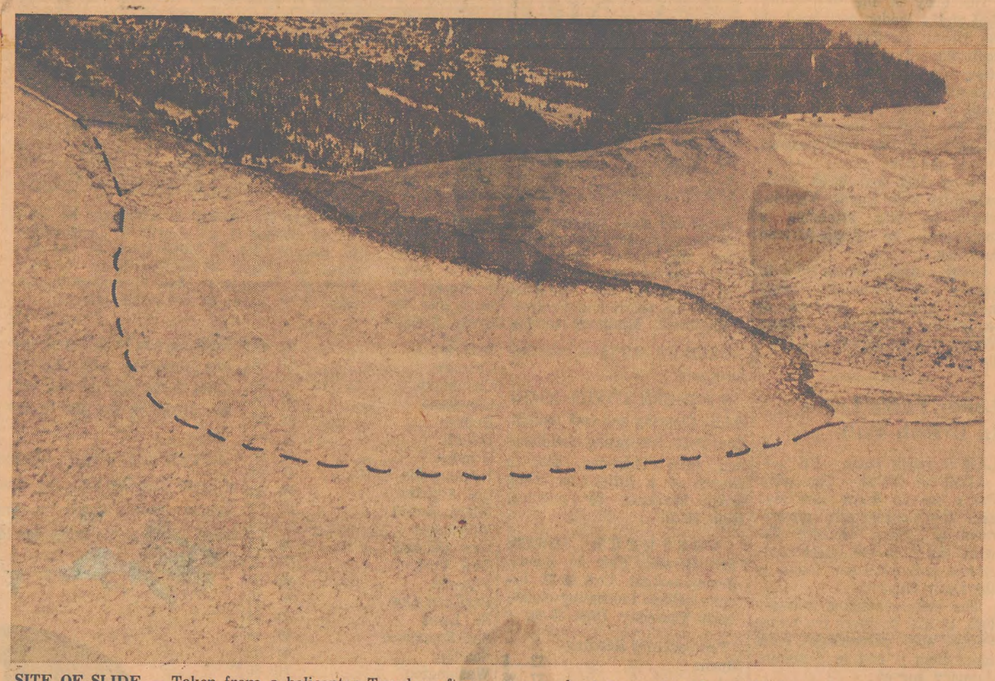
TRAVERSE CITY RECORD-EAGLE

NORTHERN MICHIGAN'S GREATEST DAILY

THE WEATHER
Partly Cloudy, Warmer
Detailed Information Page 2
1971 CHERRY FESTIVAL
HERE JULY 12-17

U P I FULL LEASED WIRE SERVICE | TWO SECTIONS — 36 PAGES | TRAVERSE CITY, MICHIGAN — WEDNESDAY, MARCH 17, 1971 | SEVENTY FOURTH YEAR—24773 | PRICE TEN CENTS

Landslide Dumps Dunes Shoreline Into Lake



SITE OF SLIDE — Taken from a helicopter Tuesday afternoon, this aerial view shows what was left after at least 20 acres of the northern tip of Sleeping Bear Dune near Glen Haven fell into Lake Michigan. The broken line indicates the contour of the shoreline before the land collapsed into the ice-strewn lake and vanished about 8 a.m. Tuesday. The bluff at the edge of the break (near the left center of the picture) is some 60 feet high and until yesterday was about a quarter of a mile from the blunt tip of the great dune. At the left edge of the aerial view can be seen icy water where a short time before there was a section of beach several hundred yards long and up to 300 feet wide. The beach dropped into 12 feet of water right to the front edge of a cottage which had been at least 200 feet from the water. (U.S. Coast Guard Photo)

Some 20 Acres Lost; Threat of New Collapse

In the wink of an eye and with an apparent sigh, nearly a quarter of a mile of Sleeping Bear Point near Glen Haven slid into sullen Lake Michigan Tuesday morning.

Just to the east of the vanished point, a strip of sand and gravel beach several hundred yards long and up to 300 feet wide also dropped into the lake, leaving a cottage outdoors stairway hanging in the air and threatening the whole structure.

Evidently happening about 8 a.m., and so silently that workers at another cottage nearby did not hear it, the great slide sucked scrub trees and brush into the water, leaving hardly a trace.

Residents of the area estimated the lost area at some 20 acres, and there was the threat of more losses as cracks appeared at the edge of a bluff some 60 feet high created by the slide.

Jack Ham of Greenville, owner of the menaced two-story cottage said that before the collapse, at least 200 feet of beach separated the cottage from the lake. "Twenty feet offshore, the water normally was about waist-deep," Ham said. A sounding made late Tuesday afternoon showed the water to be 12 feet deep right at the front edge of the Ham house.

The Greenville resident had furnishings removed in case the building should fall into the icy lake.

Ray Warnes and Pat Watson of Glen Arbor, arriving at the scene not long after the slide, watched additional chunks of beach and trees "plop into the lake and disappear."

Former commercial fishermen theorized that strong eddying currents just east of the point had undermined the acreage, with several days of high winds perhaps speeding up the process. Warnes and Watson said that, looking down from the bluff, they noted a swirling motion to the loose ice on the surface of the water.

According to local records, up to 80 acres of ground near the tip of the great Sleeping Bear Dune fell into the lake in 1915, taking with it several fishermen's houses, but with no loss of life or injuries.

The site of Tuesday's slide is about 25 miles northwest of Traverse City and the great dune itself is a central feature of the recently-authorized Sleeping Bear Dunes National Lakeshore recreation area.

Several other cottages are located to the east of the threatened Ham structure, but none appeared to be in immediate danger Tuesday.

Leelanau sheriff's department warned that the whole landfall area was subject to further slides and advised sightseers to stay a safe distance away. Access roads to cottages near the dune were blocked off.

Spectators on the scene Tuesday appeared awed that such a huge chunk of land, trees, and brush could be swallowed up by the lake with hardly a trace left to see.

STEPS TO NOWHERE — The foot of this outside stairway at the cottage of a Greenville man, Jack Ham, was at least 200 feet from the shore of Lake Michigan before a great landslide Tuesday morning left the staircase hanging over icy water lapping at the edge of the building. Measurements showed the water depth to be some 12 feet right in front of the cottage. (R-E Photo by Dann Perszyk)

Page 2

VISIT ACADEMY — Sea Cadets from Lansing, representatives of a U. S. Navy- sponsored organization for high school students, spent the past weekend in Traverse City where they were billeted at the U. S. Coast Guard Air Station and aboard the Great Lakes Maritime Academy training vessel, "Hudson." They cruised area waters aboard the "Hudson" on Saturday. (R-E Photo by John Hawkins)

15 MAY 1971

MONDAY, MAY 17, 1971

State Police Recover 3 Drowned Boys

CHARLEVOIX (UPI) — State police skindivers from nearby Traverse City and Houghton Lake Sunday recovered the bodies of three boys who had been missing since Saturday on Lake Charlevoix.

The boys were identified as Russell Watkins, 11, his brother Jerry, 9, and Lindsey Knudtson, 7.

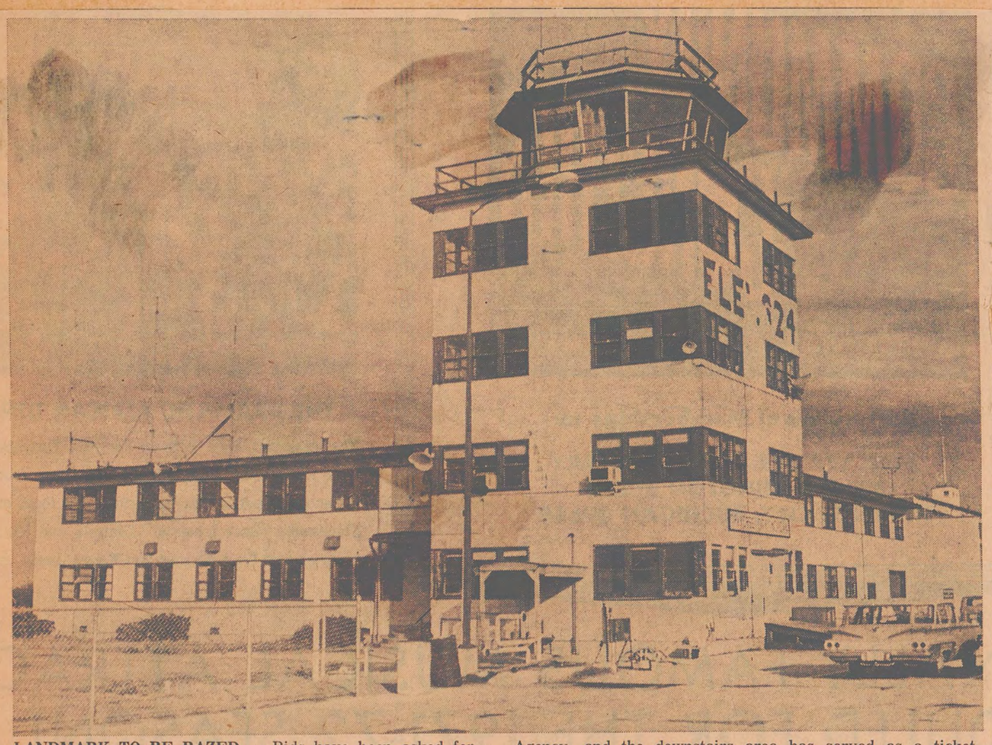
Skindivers first recovered the bodies of Russell and Lindsey. Then, a group of local skindivers continued the search and recovered Jerry's body. The severe cold of the water hampered search efforts.

The boys had gone fishing on a four-foot-by-eight foor wooden work raft Saturday and the search began when the empty raft, carrying only two fishing poles, was found about two miles north of the marina where the youngsters had pushed off.

Charlevoix County sheriff's deputies searched the waters Saturday night with underwater flood lights, which extend some 50 feet below the surface of the lake. Two U.S. Coast Guard helicopters gave up the search shortly after nightfall due to 35 mile an hour winds and an approaching thunderstorm.

Medical examiners listed the cause of death as drowning and said no autopsies would be performed.

The brothers were the sons of Air Force Lt. Lawrence Watkins, of Charlevoix and Lindsey was the son of Mr. and Mrs. Jerry Knudtson, also of Charlevoix.



LANDMARK TO BE RAZED — Bids have been asked for salvage rights and removal of this familiar structure at Cherry Capital Airport. For almost 30 years, the old airline terminal has played a prominent role not only in air service here, but in many community activities. The terminal was authorized by the U. S. Navy in 1942 and completed in 1943 for service in the navy training program here during World War II. After the war, it was turned over to the city for airlines use. The second floor has been used by the Flight Service Station, a division of the Federal Aviation Agency, and the downstairs area has served as a ticket and information center. Other space in the building has been used at various times for classrooms for East Bay School, for Northwestern Michigan College at its inception in 1951, for the college library on the third floor, for welfare aid programs (Red Cross), for the Air Force Reserve, for a dance studio, and most recently as rehearsal space for the cast of "Mame," the Civic Players production. The FSS has new quarters in the recently completed GAT building, part of the new terminal complex.

(R-E Photo by Dann Perszyk)

10 APRIL 1971

COAST GUARD TOOK FIRST PLACE IN BOTH LEAGUES, WINTER 1971

VOLLEYBALL CHAMPS — Members of the Coast Guard team pose with the trophy after winning a third straight title in Traverse City Volleyball League playoffs Monday night. The service squad bested Northern Stainless 15-10, 8-15, and 15-8 to take the crown. The winners are, left to right, front row: Tom Hummel, Tom Burhenne, Don Walker, and Bruce Jacques; and, back row, left to right, Darnel Hendrickson, Richard Zepp, Carl Brothers, Ed Lewis, and Ed Goodwin. (R-E Photo by Dann Perszyk)

THURSDAY, APRIL 29, 1971

VOLLEYBALL CHAMPION — Coast Guard No. 2 volleyball team claimed top honors in the Class B division of the local league with both league and tournament honors. The team, by virtue of its first place in league play was seeded into the double elimination tournament and went undefeated in the playoffs, the title game being a 15-10, 15-12 decision over Consumers Power. Members of the team are, front row left to right, Ed Cline, Bill MacLane, Dave Kivela; and back row, Pat Ponset, Wally McEvoy, Bob Gierok and Mike Topp. (Coast Guard Photo)

USAF Bomber Crashes 9 Perish in Blaze

A B-52 bomber crashed, killing its entire crew while on a training flight over Lake Michigan, January 6. The aircraft tragedy kicked off a major search effort by Coast Guard and Air Force rescue units.

Coast Guard Station Charlevoix was alerted minutes after impact by one of its off duty crewmen. The crash site was eight miles from Charlevoix in Little Traverse Bay. One eye-witness told reporters, "it came down, hit the water, and exploded into a huge fireball."

A small boat from the Cutter Sundew searching for wreckage of a B-52 bomber that crashed January 6, near Charlevoix, Michigan, in Little Traverse Bay. Coast Guard units and aircraft searched for three and one half days.

An Air Force tracking station alerted the Coast Guard earlier that it had lost the huge aircraft from radar. The B-52 was carrying nine men.

Coast Guard air searches for survivors began almost immediately after impact. Traverse City Air Station sent a helicopter which was able to pick up enough debris to make an identification. The plane was attached to the 99th Bomb Wing at Westover Air Force Base in Massachusetts. It was carrying no bombs.

In addition to Coast Guard helicopters and long range search planes from Traverse City and Detroit, the Air Force sent a plane to drop illuminating flares in the search zone. Small craft from the Charlevoix Station also joined in the search.

The fruitless search for survivors lasted some three and one half days. A specially contracted diving company was soon called in to begin salvage operations from the deck of the Cutter Woodbine. -----

A Coast Guard helicopter after returning to the Traverse City Air Station from the B-52 bomber crash.

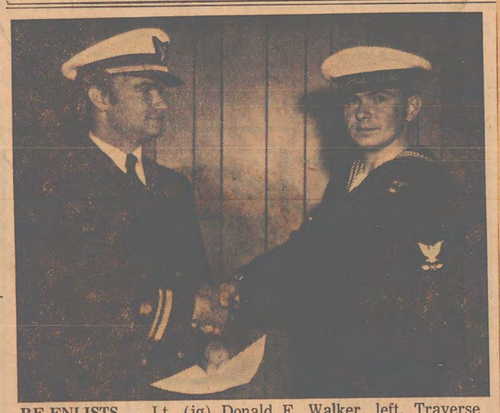
2

SHIPMATES WINTER 1971

GUIDES SEA GRANT CRAFT — The Coast Guard helicopter is guiding the Sea Grant I, a 28-foot diesel powered craft used by the University of Michigan's Sea Grant research program now underway in the Grand Traverse Bay area. The ship left Murray's Boat Works at 7:45 a.m. today and headed for Suttons Bay to service a buoy frozen in the ice. But the exhaust cooler on the engine overheated causing an engine malfunction which in turn created trouble for the craft struggling through the ice. It was then that the helicopter took over and guided the ship back to shore. The Sea Grant I was captained by Charles Craw, a member of the U-M research team.

(R-E Photo by Dann Perszyk)

APRIL 1971



RE-ENLISTS — Lt. (jg) Donald F. Walker, left, Traverse City Coast Guard Air Station aviation material officer, congratulates Petty Officer Third Class Aviation Structural Mechanic Gordon L. Morrison upon Morrison's recent re-enlistment for an additional six years in the U. S. Coast Guard. Previous duty stations for Morrison have been Electrical Engineering Center, Wildwood, N. J., and Naval Air Technical Training Center, Memphis, Tenn.
(Coast Guard Photo)

2 JUNE 1971

Air Station Open House

The Coast Guard Air Station at Traverse City will hold an open house Saturday from 12:30 until 3:30 p.m. in observance of Armed Forces Day.

Guests will have an opportunity to have a guided tour through a helicopter, a fixed wing amphibious airplane, and inspect search and rescue equipment that will be on display. There will be a movie, "The Flying Lifeboat" showing continuously which shows the many capabilities of the helicopter. The Coast Guard Auxiliary will provide an exhibit and information of special interest to boatmen.

The Coast Guard Air Station invites residents of the Grand Traverse area to be its guests on Armed Forces Day to show its appreciation for the fine cooperation the Coast Guard has received from the people of the region.

CG Patrol Boat Here

Grand Traverse Bay is being patrolled today by the U. S. Coast Guard Boating Safety Detachment from Ludington and will remain in the Traverse City area until June 14.

Coast Guard officials said their patrol will attempt to discover any discrepencies in boating safety practices among recreational boaters and to answer questions pertaining to boating equipment and operating regulations.

In 1969 there were over 4,000 boating accidents in the United States. It is hoped the Coast Guard effort will prevent future boating accidents on the increasingly crowded waterways.

In the course of their visit, the safety detachment will enforce federal boating regulations and issue violations and warnings to boaters not meeting the proper requirements.

Officials said boating accidents are largely due to carelessness on the part of the recreational boater and his neglect of federal regulations concerning safe boating practices.

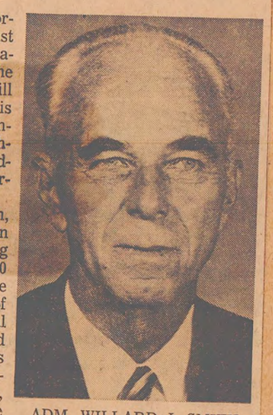
8 JUNE 1971

Graduation Ceremonies Sunday

Retired Coast Guard Commandant Commencement Speaker At NMC

A Suttons Bay native who formerly commanded the Coast Guard Air Station here and later became commandant of the United States Coast Guard will return to Traverse City this weekend to present the commencement address at Northwestern Michigan College graduation exercises Sunday afternoon.

Admiral Willard J. Smith, USCG, Ret., will speak on "Changing Times, Changing Values" when more than 300 NMC students receive associate degrees and certificates of achievement in a traditional graduation program to be held at 2:30 p.m. under the campus pines in front of the Mark Osterlin Library. In case of rain, the program will be held in the Nick Rajkovich Physical Education Center.



ADM. WILLARD J. SMITH

Admiral Smith is now serving in Washington, D. C., as Assistant Secretary of Transportation for Safety and Consumer Affairs and is the first person to head this newly-created federal office. His appointment last August followed by a few months his retirement from the Coast Guard which he served for 40 years, including service in the top post of commandant from June 1, 1966 to June 1, 1970.

In his present position Admiral Smith coordinates all safety and consumer affairs programs within the Department of Transportation and between the department and other government agencies, the transportation industry, and the public.

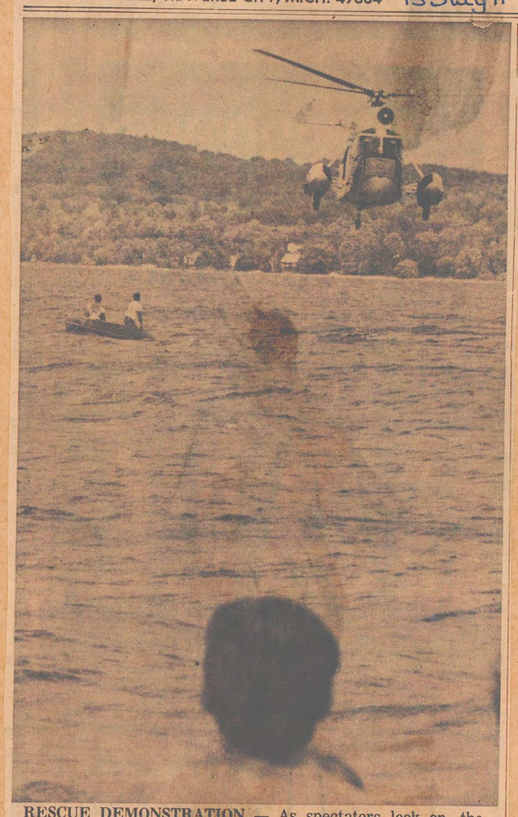
At Sunday's ceremonies the NMC graduation candidates will be introduced by Dean of Instruction John E. McChrystal and will receive their degrees and certificates from College President James M. Davis.

In keeping with a tradition established by the local college many years ago, Northwestern Michigan College Fellows will be named and honored with special presentations from the chairman of the board of trustees, Les Biederman. The Fellows award, the highest honor given by the college, goes annually to area residents who have made outstanding contributions in service to the school. Two will be named this year and their identity is not made public until the presentations are made.

The NMC Wind Ensemble will provide the accompaniment for the graduates' processional and recessional and the College Choir will present several selections at the start of the program.

2 JUNE 1971

RECORD-EAGLE, TRAVERSE CITY, MICH. 49684 13 July 71



RESCUE DEMONSTRATION — As spectators look on, the United States Coast Guard and Grand Traverse Sheriff's department demonstrate an air sea rescue Tuesday afternoon on West Grand Traverse Bay near Clinch Park.
R-E Photo by John Hawkins)

DETROIT FREE PRESS Saturday, June 19, '71 13-A

Talking Pilot Saves 2 Lives

PORT HURON — (AP) — A man who took off in an airplane with his 2-year-old son, saying the plane "would not come down in one piece," was persuaded to land safely Friday by a Coast Guard helicopter who flew alongside the aircraft and talked to him over the radio.

The St. Clair County Sheriff's Department said deputies were sent to the man's home earlier Friday on a report of family trouble.

The man, identified by police as John Mowat of St. Clair, had his son with him when he took off in a small plane from an airport near Port Huron.

He headed out over Lake Huron and the Coast Guard began an air-and-water search.

A HELICOPTER from the Coast Guard station at Traverse City located the missing plane about 38 miles west of Alpena in northwest Lower Michigan and followed alongside.

The Coast Guard pilot and the pilot of another plane which also talked with Mowat made contact over radios.

The Coast Guard pilot said he managed to persuade Mowat to land at Roscommon, about 60 miles inland from Lake Huron, where he was taken into custody. The boy was not hurt.

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VISIT COAST GUARD — Yesterday's program at Camp Roy-El included a tour of the U. S. Coast Guard station at the airport for the boy Handicampers, under the direction of Lt. J. G. Flynn. This included seeing a movie on the work of the Coast Guard and inspection of a helicopter and airplane. The boys had a splendid time viewing the aircraft.
(R-E Photo by John Hawkins)

RECEIVES MEDAL — Lt. Gary Thomas Morgan, United States Coast Guard, right, is shown receiving congratulations from Cmdr. Oscar J. Jahnsen, Jr., commanding officer of the Traverse City U.S. Coast Guard Air Station. Lt. Morgan was awarded an air medal for outstanding performance. (See related story). (R-E Photo by Steve Batdorff)

Lt. Gary Thomas Morgan

TC Man Wins CG Air Medal

In ceremonies held at the U. S. Coast Guard Air Station at Traverse City Friday an Air Medal and several awards were distributed by Cdr. Oscar J. Jahnsen, Jr., commanding officer at the base.

Lt. Gary Thomas Morgan received the Air Medal for outstanding performance as aircraft commander of an HH-52 helicopter on Jan. 30, 1971, while searching for a Cessna plane that had crashed four miles north of Reed City. Petty Officer 1/C Darell M. Gelakoska, a crew member on the same mission, received a Coast Guard commendation medal.

Lt. Morgan is the son of Mr. and Mrs. Gary S. Morgan of Traverse City and is a native of this community. His father is president of Morgan-McCool, Inc., served as a Coast Guard officer in World War II, and is now a captain in the Coast Guard Reserve.

A Coast Guard commendation was also presented to Lt. Edward J. Barrett for an incident in which he was co-pilot in landing partway up Mt. Hood, Ore., to rescue an injured party.

Other citations included awards to Petty Officer 3/C John S. Dickinson and Petty Officer 3/C William MacLane for expert marksmanship with service pistol and 30-calibre M-1 rifle; to Petty Officer 3/C John M. Linton, for expert marksmanship with a 30-calibre M-1 rifle; and to Petty Officer 3/C Kevin J. O'Connell, for expert service pistol marksmanship.

TURDAY, AUGUST 14, 1971

CG Copter Rescues Boys

Two young area boys were hoisted aboard a Coast Guard helicopter Thursday afternoon as they attempted to wade ashore near Old Mission Point after their small sailboat became disabled. The helicopter was from the Air Station in Traverse City.

Coast Guard Commander O. J. Jahnsen Jr., flew the aircraft which located the two youngsters, Matt King of Old Mission and Dave DesAutels of Traverse City. They were taken in the helicopter to Old Mission Point where a waiting car drove the uninjured boys home.

The Coast Guard received the report of the distressed sailboat from the Grand Traverse Sheriff's Department.

RECEIVES COMMENDATION—Philip Cormier, left, owner of Cormier's Service Station, Wakefield, was presented with a commendation Tuesday from the United States Coast Guard for towing a downed Coast Guard helicopter 35 miles during adverse weather conditions the night of Jan. 30. The commendation was presented by Capt. Oscar Jahnsen, Traverse City, and was signed by Rear Adm. W. A. Jenkins, 9th Coast Guard District. The helicopter, which made an emergency landing at Bergland, was towed to the Gogebic County Airport by Cormier. (Daily Globe Photo)

FRIDAY, AUGUST 20, 1971

PRESENTED CITATION — Presentation of a Coast Guard citation to Paul Zellar (right), manager of Reed City's Miller Airport, was made by Cmdr. Oscar J. Jahnsen, commanding officer of the Traverse City Coast Guard Air Station, on behalf of Adm. W. A. Jenkins of the Coast Guard. The award was given for Zellar's help to a Coast Guard helicopter in its search for a small plane which crashed Jan. 30 west of Ashton. The three men aboard were rescued the next morning. (Osceola County Herald Pho

Coast Guard Copter Aids Snared Diver

Drops Doctor Onto Cutter Deck On Lake Michigan

A Traverse City Coast Guard air station helicopter managed to basket-drop a doctor onto the pitching deck of the CG cutter Woodbine Wednesday evening in a successful bid to aid a diver trapped earlier in 240 feet of frigid Lake Michigan water at the site of the January 7 B52 bomber crash off Charlevoix.

The diver, William Maltman, 32, employed by Ocean Systems Salvage Co. in retrieving wreckage of the ill-fated bomber in which nine Air Force crewmen died, was reported in good condition this morning after spending the night in a decompression chamber, the Traverse City air station said.

A station spokesman said Maltman became entangled in wreckage and was brought to the surface by another diver in a deliberate two-hour ascent to prevent a pressure malady commonly known as the "bends."

In the meantime, the air station was called upon to send a helicopter to Charlevoix to pick up and transport to the Woodbine a salvage company physician, a Dr. MacGinnis.

The cutter was anchored, the air station spokesman said, with winds of more than 30 miles an hour whipping up 8 to 10-foot waves which made the deck of the vessel act like a fast rising and falling elevator.

Darkness had closed in and the Woodbine superstructur bristles with antennas ar other equipment, the spok man said, but the air crew managed to maneuver deftly enough to reel the doctor down in a basket to the ship's deck.

Lts. Gary Johnson and E. M Goodwin, and AD2 Peter Duquette manned the aircraft which left Traverse City soon after 5 p.m., the spokesman reported.

The B52 from Westover AFB, Mass., crashed in the lake some 10 miles northeast of Charlevoix while on a practice bombing mission at a long-established range. The Air Force said the huge plane was at an altitude of 500 feet and traveling 400 miles an hour at the time of the accident, with no indication given before hand of trouble.

Surface debris was found in following days during an intense search for any survivors, and Ocean Systems was hired by the Air Force to salvage the main wreckage from the lake bottom.

Two-Day Search Ends; Couple Safe At Home

LANSING, Ill. (UPI) — A two-day air and surface search that stretched from Milwa th Wis., to Michigan City, ended Friday when a coup $1 ported missing were found — in their home.

Wayne Klomp, 29, and his wi took a leisurely trip up the Li tle Calumet River Wednesda when high waves on Lake Mich igan scuttled a scheduled tri to Waukegan.

When the Klomps failed o arrive at Waukegan Wednesday night, an extensive air and surface search for their 23-oot cabin cruiser, "Tea Time," was begun.

Klomp has a ship-to-shore radio aboard the craft, but said he neglected to turn it on during the river cruise. A call from his brother Friday "was the first I heard" of the search, Klomp said.

The Lansing couple had arrived home safely Thursday night.

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Sticks And Wheels Meet

All handicapped adults in the Grand Traverse area are invited to attend the regular meeting of Sticks and Wheels Wednesday at 7:30 p.m. in the Consumers Power Company Building at 821 Hastings, where a ramp is available at the north entrance for easy access.

Lt. David Flynn of the Traverse City Coast Guard Station will present the program which will include a film on air-sea rescue followed by a discussion on the present functions of the U. S. Coast Guard in this area.

A business meeting and refreshments will conclude the evening's activities. Anyone desiring further information or transportation should contact Pat Waldron, president, at 946-7293.

A FLAG RAISING ceremony was conducted Monday evening at VFW headquarters following the conclusion of the annual Veterans Day parade. Shown, left to right, are Leo Wagner, chairman of the Dads of Foreign Service Veterans Club; Ervin Flesher, commander of the Traverse City Area Veterans Council; Kevin O'Connell, 43, U.S. Coast Guard honor guard; Jerry Egler, senior vice president of the Marine Corps League; and Lynn McManus, sergeant-major, VFW Post 2780.

(R-E Photo by John Hawkins)

MERCY RESCUE MISSION — Forty-five year old Royal McClintock of Alpena was reported in "fair" condition this morning by Munson Medical Center in Traverse City after suffering severe chest pains and nausea while working aboard the steamer Lewis G. Harrison, which was 10 miles northeast of Beaver Island Tuesday when McClintock's condition was reported. The mercy rescue mission by the U.S. Coast Guard Air Station in Traverse City is shown in progress Tuesday afternoon as McClintock was transferred from a Coast Guard helicopter to a waiting ambulance. After learning of McClintock's condition, the air station dispatched an amphibious plane and a helicopter to the Lake Michigan scene, some 75 miles from Traverse City. The helicopter was manned by pilot Lt. Commander Donald M. Thompson, Dr. Earl S. Perrigo of the U.S. Public Health Service, and Chief Aviation Structural Mechanic Joseph Vetro. All three men are from Traverse City. McClintock was picked up by the helicopter and flown here, where an ambulance took the patient to Munson Medical Center.

(R-E Photo by Dann Perszyk)

STRANGE SIGHT ON BAY—This unusual looking craft, docked today at Elmwood Township Park Marina near Traverse City, is one of three U.S. Coast Guard SK-5 Air Cushion Vehicles, more widely known as a Hover Craft, appropriately named in that it travels suspended or hovering over a variety of surfaces, running on a cushion of air. The craft, 38 feet, 10 inches in length and weighing nearly 10 tons, is driven by a fan eight feet in diameter which lifts the craft off the ground, a rear propeller which forces the air either forward or backward, rudders which direct the propeller's thrust in the desired direction, and large side openings which take some of the air from the fan off the center to move the craft sideways. The craft can travel over most surfaces including land, rocks, ice and water. It was put into East Grand Traverse Bay and reached West Bay Monday by skimming the surface of the water.

(R-E Photo by Dann Perszyk)

Coast Guard Vehicle May Be Aid To Shipping

One of three U.S. Coast Guard Air cushion vehices will be operating out of Northern Michigan this winter in the St. Ignace and Sault Ste. Marie area to evaluate its use in extending the shipping season on the Great Lakes.

The vehicle, capable of traveling up to 80 m.p.h. on a cushion of air, was disassembled and flown from Point Barrow, Alaska, to Traverse City several weeks ago: The Coast Guard Air Station in Traverse City provided a hangar for the vehicle's three-man crew to reassemble the craft for its northern Michigan mission.

Today the vehicle is docked at Elmwood Township Park Marina where its crew planned to take several Traverse City officials on demonstration rides. Wednesday it will travel to St. Ignace where it will be based until June.

The three-man crew will operate the Soo area and Whitefish Bay to evaluate its capabilities as a reconnaissance vehicle, finding flaws in the ice for icebreakers in support of the Department of Transportation's study into extending the shipping season on the Great Lakes.

The crew of the ACV initiated a nine-month operational evaluation in January, 1971 in the San Francisco Bay area to discover its uses for a variety of missions including search and rescue, pollution control, law enforcement, maintenance of navigation aids and logistics support and later conducted a six-month Arctic operational text program conducted by the Defense Department's Advanced Research Projects Agency in Alaska, operating out of Point Barrow.

In addition to this winter's program in northern Michigan, a second craft will operate on Chesapeake Bay and a third will continue to operate in the San Francisco Bay area.

These three craft were originally used by the U.S. Navy in 1966 for combat evaluation in the Republic of South Vietnam where they logged more than 4,500 hours before being returned and reassigned to the U.S. Coast Guard in 1970.

H-Craft Grounded

CHEBOYGAN (UPI) — The experimental hovercraft, a cross between a helicopter and a boat which is having difficulty performing the function of either on the Great Lakes, Monday was grounded indefinitely by the U.S. Coast Guard.

The $750,000 craft, transported to Cheboygan from San Francisco to replace a similar machine that sank Nov. 23, radioed for assistance Sunday when its rubber skirt—which traps the propeller's airblast and provides lift—was torn by jagged ice on Lake Huron east of here.

A coast guard official at St. Ignace said the 20,000 pound craft, known as the Air Cushion Vehicle, would remain in Cheboygan indefinitely for repairs and further evaluation of its operational capabilities.

The coast guard icebreaker Mackinaw cleared the way to the disabled craft for the cutter Sundew. The hovercraft and the five man crew were taken aboard the Sundew about five hours after it radioed for help and was brought to the coast guard station.

Coast Guard May Give Up Hovercrafts

Special to the Free Press

ST. IGNACE — Two hovercrafts later, U.S. Coast Guard officials sat around Monday wondering if the whole thing wasn't just a bad idea.

Their first experimental air cushion vehicle (ACV) sank Nov. 23 in the Straits of Mackinac.

Sunday, the sunken craft's big, new replacement ran into a pile of ice 20 miles west of the Mackinac Bridge. It is now hovering above the deck of the Coast Guard cutter Sundew, where it was hoisted after the crash.

An investigation "to determine if it is practical to have such a craft on the Great Lakes" will be launched immediately, said Capt. Anthony Fugaro, commander of the Soo Coast Guard group.

WHEN THE $750,000 hovercraft smacked into the hummock — a jagged pile of ice — Sunday afternoon, it encountered steering problems and proved unable to work its way free, according to the Coast Guard.

Coast Guard officials said the craft, which had been buit with an extra ton of polystyrene to make it more buoyant, finally touched down on the ice about 11 p.m. when its engines were shut down. The craft incurred some damage to its four-foot undercarriage on impact with the hummock.

None of the five men aboard the craft were in danger, the Coast Guard said.

THE MISFORTUNATE ACV was en route from Traverse City to St. Ignace when the accident occurred. The craft had been shipped from Vietnam to San Francisco, where it was dismantled and shipped overland to Traverse City and then reassembled.

Since the ACV's radio equipment had not yet been installed, a portable radio set was used to summon assistance.

The call brought assistance from a helicopter dispatched from the Traverse City Coast Guard base, and from the Coast Guard icebreaker Edisto. The Sundew arrived later and lifted the disabled craft onto its deck and transported it to St. Ignace.

H-Craft In Trouble 2nd Time

CHEBOYGAN, Mich. (UPI)— For the second time in one week, the experimental hovercraft being tested by the U.S. Coast Guard on the Great Lakes ran into difficulty and had to be rescued by the icebreaker Sundew.

A spokesman at the Sault Ste. Marie station said the hovercraft, known as the Air Cushion Vehicle, (ACV) sent a distress message Sunday afternoon, saying it was inoperable on Lake Huron about three miles from here.

The Coast Guard cutter Sundew was sent to the scene from DeTour in the Upper Peninsula and rescued the five crewmen after they were stranded on the lake for more than four hours.

They were not injured.

On Jan. 31, the $750,000 replacement hovercraft for one that sank in Lake Huron Nov. 23, was transported to the U.S. Coast Guard station at St. Ignace for repair after is was trapped in an ice chunk near Pointe Waugoschance in Lake Michigan.

Coast guard officials said they did not know what caused the machine to get bogged down in the ice Sunday.

However, they said the five men aboard the 20,000 - pound craft, which can cruise on water, land or marshes on an air cushion at speeds up to 80 miles per hour, were "in no danger whatsoever" in their four-hour wait for help.

U P I FULL LEASED WIRE SERVICE TWO SECTIONS — 34 PAGES TRAVERSE CITY, MICHI

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Released at last from the confines of a car trunk, this tired and frightened deer bounds away (top) toward the woods and the seclusion of the game refuge in Fulton Park on Carter Road Thursday afternoon.

In the lower photo Conservation Officer Jim Genc of Grand Traverse County, Doc Aeschliman, Clinch Park zoo chief, and Conservation Officer Ellis Barber of the Grand Traverse area inspect the rescued deer for superficial wounds and cuts incurred when the animal fell through the bay ice prior to its rescue. After determining that the deer was in good condition, the men released it to mark the conclusion of a rescue operation that was conducted jointly by the Coast Guard Air Station and the DNR.

(R-E Photos by John Hawkins)

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Deer Has a Big Day On and Near GT Bay

A rather unique rescue operation conducted on Grand Traverse Bay Thursday afternoon resulted in a whitetail deer receiving its first helicopter ride and a new home.

The successful mission began when a half dozen calls to the Department of Natural Resources field office here told officers of a deer out on the ice of West Bay at Bowers Harbor.

DNR personnel contacted the Coast Guard Air Station here and a helicopter that was already in the air swung out to the scene and dropped to the ice where crewmen were able to grab the bewildered animal and load it aboard. Returning its wild cargo to the air station, the chopper crew was met by Conservation Officers Jim Genc and Ellis Barber, who managed to transfer the deer into the trunk of their patrol car and then headed for the Clinch Park zoo on Grandview Parkway. There they conferred with Doc Aeschliman, zoo chief, and it was decided that a wild deer would not adjust to zoo life as do those born in captivity.

The next step was to transport the deer to the wildlife refuge at Fulton Park on Carter Road near Greilickville, where the animal was checked over and turned loose to roam in peace in its new home.

According to Barber, dogs are driving deer into the water at this time of year and the ice is unsafe, making the animals vulnerable to injury or death. This was the fourth deer rescued from the ice thus far this year, he said.

"Without the Coast Guard copter it is quite unlikely the deer would have made it back to shore safely," Barber said.

Despite Setbacks

Expert Optimistic About Hovercraft

Despite a series of problems with two Air Cushion Vehicles ((hovercrafts) which the United States Coast Guard has been evaluating on the Great Lakes, Commander Thomas C. Lutton, head of the ACV Evaluation Unit, is optimistic.

"The evaluation of the use of the hovercraft on the Great Lakes has been fruitful, as we are learning from mistakes," Lutton told local news reporters Thursday evening at a press conference with Coast Guard commanders from the ninth district and District Commander Admiral William Jenkins of Cleveland.

The hovercraft, originally used by the Navy for combat evaluation in South Vietnam, has been operated by the Coast Guard in the Arctic and is now being tested on the Great Lakes, Chesapeake Bay and the San Francisco area.

The first craft shown to the Traverse City Air Station in November to be assembled, still lies on the bottom of Lake Huron where it sank November 23. The Coast Guard is hopeful it can raise the craft this spring to study the causes of its sinking.

A replacement hovercraft was flown to Traverse City in January and got stuck in the ice this month as it was heading toward the Straits of Mackinac. It is now in Cheboygan, Commander Lutton said, awaiting a new skirt, that part of the craft which enables it to skim the water's surface.

Modifications are being made on the hovercraft in Cheboygan. "The craft was not originally designed for Great Lakes use," Lutton said. He expects the vehicle to be operating again soon.

Eventual use of the air cushion vehicle by the Coast Guard will include search and rescue, oil pollution, law enforcement and logistics Lutton said. It will not replace other vehicles but will serve as an additional resource. Its advantages, he said, are its speed, its capable of traveling up to 80 m.p.h. and its ability to travel on ice, water or land.

Actual cost of the "used" craft is $80,000, not $800,000 as some persons have been claiming, another Coast Guard spokesman said.

Lutton emphasized that the Coast Guard is the only service

(Continued on Page 5)

Hovercraft —

(Continued from Page 1)

branch operating the Air Cushion Vehicles in the United States.

The press conference took place at Holiday Inn following a meeting of group commanders of the Coast Guard's ninth district who were in Traverse City to discuss problems of this year's extension of the shipping season and spring opening operations on the Great Lakes.

Admiral Jenkins said that no satisfactory solutions have been reached at this time but that the long range problem of year-round shipping will have to be solved in some manner in the future.

RETIRES AFTER 30 YEARS — Chief Warrant Officer Thomas J. Hummel retired today from the United States Coast Guard Air Station in Traverse City after serving for 30 years. He was stationed in North Carolina, California, Guam, Alaska, Massachusetts and Traverse City. During his career he earned the National Defense Service Medal with one Bronze Star, Coast Guard Good Conduct Medal with one Silver Star, World War II Victory Medal and recently the C. G. Commendation Medal, for performance of duty while assigned to the aviation Engineering Section at the Traverse City Air Station from 1966 to January 1971. Hummel is shown receiving the medal from Traverse City Commanding Officer Oscar J. Jahnsen Jr.

(R-E Photo by John Hawkins)

RETIRES FROM COAST GUARD — Chief Petty Officer Paul B. Beyer of Traverse City (right) retired recently from the United States Coast Guard after almost 24 years of continuous service. Beyer, whose last station was Traverse City, also served in Hawaii, Louisiana, California, Mississippi, Massachusetts, Washington and Oregon. During his career he earned the National Defense Service Medal with one Bronze Star, Coast Guard Good Conduct Medal with four Bronze Stars, Army Good Conduct Medal, World War II Victory Medal and the Navy Occupation Service Medal. Beyer as shown at retirement ceremonies at the Traverse City Coast Guard Air Station with Commander Oscar J. Jahnsen Jr., air station commander.

(R-E Photo by John Hawkins)

AWARDED C.G. MEDAL — Executive Officer Edward W. Murphy, right, of the Coast Guard Air Station, Traverse City, was presented recently with the Coast Guard Commendation Medal by local commanding officer Cmdr. Oscar J. Jahnsen Jr. Cmdr. Murphy received the medal for "meritorious achievement in the performance of duty" as Aviation Engineering [illegible] the Air Station in Elizabeth [illegible] Carolina where he retrieved [illegible] which had made a forced landing [illegible] open sea. He swam to the craft through choppy seas, carrying a needed container of extra fuel and made a detailed inspection of the craft, later flying it 50 miles to a safe landing.
(R-E Photo by John Hawkins)

COAST GUARD AWARDS — Cmdr. Edward W. Murphy, left, executive officer of the Traverse City Coast [illegible] Station, presents individual awards [illegible] (from left to right) AM2C R. D. Reynolds, AM2C John H. Appleton and AM1C William J. Upshaw, during award ceremonies. Reynolds was honored for his "beneficial" suggestion which helped improve helicopter maintenance. Appleton was designated Search and Rescue Aircrewman of the Sikorsky Seaguard helicopter after months of training. Upshaw was recipient of the Lt. Robert A. Perchard Memorial Trophy, given semi-annually to the crew member who distinguishes himself as the most outstanding in the eyes of pilots at the local air station.
(R-E Photo by John Hawkins)

Warning On Ice in Bay

The Coast Guard Air Station in Traverse City issued a reminder today that vessel transit from Grand Traverse Bay to Rennie Oil Dock is expected to continue through the winter when conditions warrant and that ice-breaking assistance by the Coast Guard will be rendered to ice-bound vessels during the winter as ice conditions dictate.

Skaters, ice fishermen, snowmobilers and anyone who uses the frozen surface of the waterways are advised to use caution when venturing onto the ice. It is wise to carefully check the thickness and conditions of the ice, especially around "tracks" left by passing vessels breaking through the ice, the Coast Guard warned.

EARN COAST GUARD [illegible]WARDS — Coast Guardsmen receiving [illegible]ards Friday from Captain O[illegible]sen Jr., left, commanding [illegible]e Traverse City Air Station [illegible]left to right): Airman Aviation [illegible] Mate James E. Kirley A[illegible]chinist Mate third class [illegible]enston, both designated as [illegible]escue air crewmen after months [illegible]ning; Engineman Third Class John H. [illegible]and Hospital Corpsman First Class [illegible] W. Willis, who both received the [illegible]ndation Medal for meritorious service while providing LORAN C navigational service in Southeast Asia; and Engineman First Class Adolphus J. Aldridge who received the Meritorious Unit Commendation Medal for service while a member of the "Market Time" forces, Coast Guard landing parties Northern Surveillance Group in Southeast Asia. Aldridge contributed to the successful mission against the lines of communications and permanently denied the enemy the use of necessary equipment.
(R-E Photo by Dann Perszyk)

CG Plane Aids Rescue

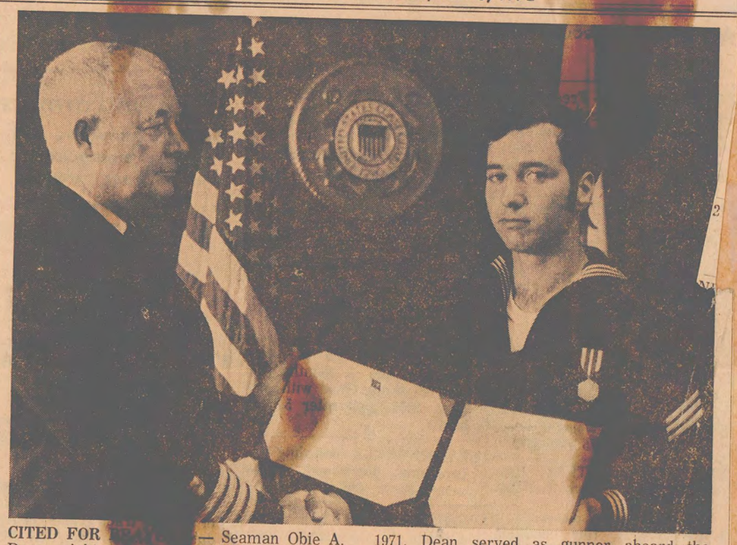
An amphibious aircraft from the Traverse City Coast Guard Air Station was the first to locate three vacationing New York policemen stranded in Lake Ontario Saturday afternoon for over 22 hours.

The vacationers' 23-foot cabin cruiser was bound for Rochester, New York, when they radioed that their craft was disabled and breaking up in eastern Lake Ontario.

The Coast Guard Search and Rescue Coordination Center in Cleveland dispatched boats from area stations as well as the Coast Guard cutter Point Steele, which rescued the three men Sunday after they were sighted by the Traverse City craft.

The men were reported in good condition.

C. G. CAGERS HONORED — Undefeated in Traverse City basketball league play this season, members of the Traverse City Coast Guard Air Station team are shown at ceremonies during which a plaque was presented by the station commander. Left to right are Cmdr. Ted Murphy, executive officer; EM3 Kenneth H. Kidd; Capt. Oscar J. Jahnsen, Jr., commander; SR3 Leland P. Mohagan; AT3 Jonathan P. Kuchin; CWO Nelson Tavares; AM3 Jimson Cockrell.
(R-E Photo by Dann Perszyk)



CITED FOR [illegible] — Seaman Obie A. Dean, right, [illegible]raverse City Coast Guard Air Station was recently cited for bravery and meritorious performance of duty for his part in the apprehension of armed thieves who had stolen a yacht off Hawaii. While stationed there in August, 1971, Dean served as gunner aboard the Coast Guard cutter which pursued the thieves in the stolen yacht. During the apprehension Dean was exposed to gunfire. For his performance of duty he was presented with the Coast Guard Commendation Medal by Captain Oscar J. Jahnsen Jr., commanding officer of the local air station.

CG Award, Designation To Two Men Here

Two Coast Guardsmen from the Coast Guard Air Station in Traverse City received a special award and designation during an inspection recently at the air station.

William J. Upshaw, aviation [illegible] mate first class, received the Sikorsky Aircraft, Winged "S" award for his participation in a rescue mission in August which saved the life of a man stranded on the Frankfort breakwater wall with a broken leg.

The Winged "S" award is given by the Sikorski Aircraft Corp. division of United Aircraft Corporation when a rescue is performed in a Sikorski aircraft which results in the saving of a life and which could not be performed by other means.

Petty officer third class Kevin J. O'Connell was designated as a Search and Rescue (SAR) Aircrewman on the Grummen Albatross after he completed extensive ground school training and a curricula of instructional flights.

NEW AIR CREWMEN — After months of ground and aircraft training, Aviation Machinist Mate 3rd Class Martin D. Mock, center, and Aviation Survival Maintenanceman 3rd Class Norman J. Rieman, right, were designated search and rescue aircrewmen in the HU-16E Grumman Albatross for the Traverse City Coast Guard Air Station. Congratulating the two air crewmen is Captain Oscar J. Jahnsen Jr.
(Coast Guard Photo)

ICE-BREAKING TIME — Coast Guard Cutter Edisto made two passes in Grand Traverse Bay Friday afternoon breaking ice to make way for oil and coal tankers. This photograph was taken from a Coast Guard helicopter, manned by Lt. Larry D'Oench. The helicopter was making a landing on the deck of the Edisto, delivering and receiving passengers from the ship. Assisting in the copter was AD 2 Peter Duquette.
(R-E Photo by Ann Carlin Ozegovic)

Walk-A-Thon Winners

Special awards given to groups who helped organize the annual March of Dimes Walk-A-Thon were presented to representatives of the organizations, from the left: Capt. Stephen Overton of the 182nd Transportation Company, Army Reserve; Commander Ted Murphy of the U.S. Coast Guard; Susan Crampton, Nancy Lammers and Mrs. Richard Crampton, representing Eastern Girl Scout Troop 11; and Larry Grow representing Traverse Heights School. Other special awards were given to Immaculate Conception School and Kingsley High School. Awards presented to out-of-town winners went to Brenda Robinson of Kingsley; Ray Redman of Mesick, Army Reserve; Brian Wolf of Kingsley, Army Reserve and Kathy Whitehouse of Mesick High School. (R-E Photos by John Hawkins)

Top prize winners received awards recently for their part in the April 15 March of Dimes Walk-A-Thon in which 600 area walkers collected more than $10,000 for the annual drive. Receiving prizes from Capt. Stephen Overton (left) of the 182nd Transportation Co. of the Army Reserve are from the left: Larry Grow, teacher at Traverse Heights school who won a first prize of $15 for obtaining the most pledges per mile walked; David Newman of the Army Reserve, first prize for having the most sponsors; Donald Chilson, 49, received the prize for being the oldest walker; and six-year-old Crickett Crampton (front) received the youngest walker award. Also receiving prizes for the most pledged per mile were: Julie Jones, second, Traverse City Junior High; Barb Knudsen, third, St. Francis Junior High and Pamela Ostrowski, fourth, St. Francis Junior High. Other winners for the most sponsors were: Sister Dorothy Jonaitis, second, St. Francis; Diane Cyr, third, TCHS, and Kim Coesens, fourth, Traverse City Junior High. Prizes were donated by local businesses.

"SUPERIOR PERFORMANCE" AWARDED — Lieutenant Commander James F. Butler (right) of the U. S. Coast Guard Air Station in Traverse City, received the Coast Guard Achievement Medal Friday from Commander Oscar J. Jahnsen, Jr., base captain, for his "outstanding and superior performance of duty. Flying a Coast Guard helicopter, Butler intercepted an emotionally disturbed pilot flying on June 18th over northern Lower Michigan with his two-year-old son. Through radio contact Butler gained the pilot's confidence and convinced him to land his aircraft at Roscommon Community Airport. (R-E Photo by Dann Perszyk)

Coast Guard Rescue 'Just for Fun'

The Traverse City Coast Guard Air Station, taking a break from the real thing, put on an air-sea rescue show "just for fun" Tuesday as part of Cherry Festival Week activities.

Staged for approximately 500 persons at Clinch Park, the show was the first of its kind in the Traverse City area.

"We put on smaller air shows but this was the first time we've used both the helicopter and the fixed-wing plane," explained Comm. Ted Murphy, pilot of the helicopter.

Both the helicopter and the fixed-wing plane kept busy during the hour show. The helicopted hoisted an "injured" man off the water, a process identical to that used in recovering astronauts and also landed on the water to pick up another "injured" man.

The fixed-wing craft swooped in to drop a pump to a "sinking" boat and it also landed and took off from the water.

Murphy said that no practice was needed for the show because rescues like the ones staged are real. "This time it was just for fun but most of the time it isn't," Murphy said.

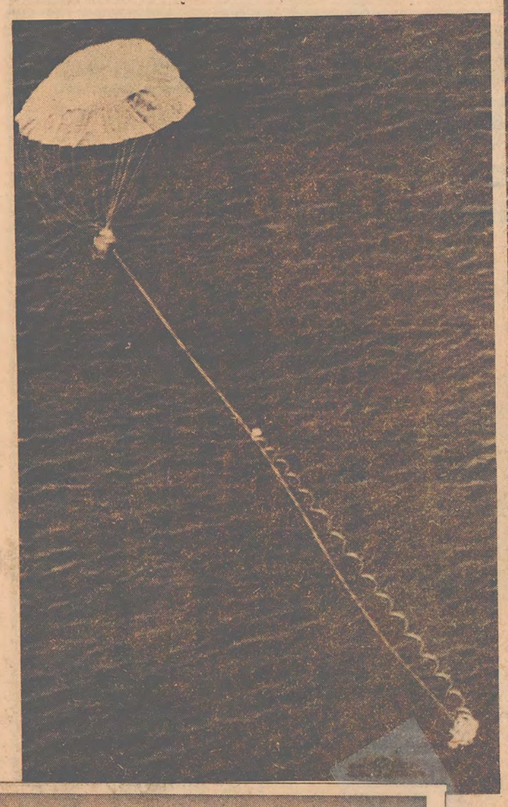
Lt. (jg) David Flynn narrated the show from the ground. Lt. Comm. Jerry Hotchkiss piloted the fixed-wing craft and the three men in the "distressed" boat were Chief Petty Officer Joe Vetro, ASM3 Tom Brown and AD2 Pete Duquette. AD1 Bill Nigbur operated the hoist from the helicopter.

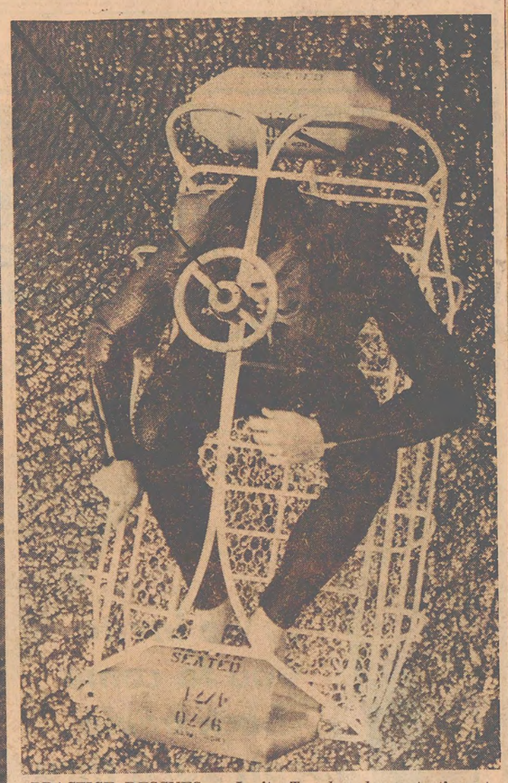
Murphy said that these men were not picked specifically for the demonstration from the 118 enlisted men or 18 pilots stationed at the air base. "They just happened to be on duty," he said.

These pictures were taken from the helicopter courtesy of the U. S. Coast Guard.

This landing thrilled the crowd of 500

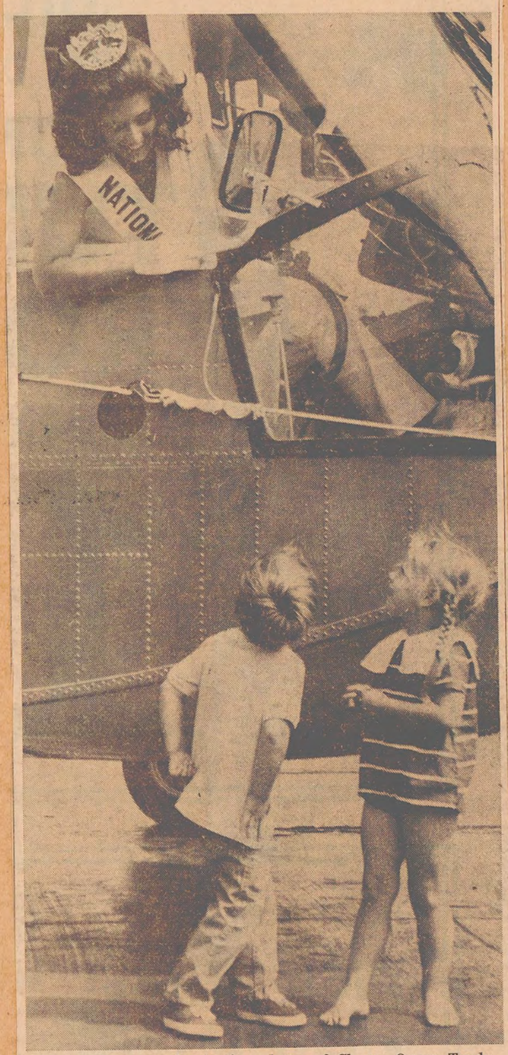
R-E Photos by
Dann Perszyk





PRACTICE RESCUES — In its Tuesday demonstration at Clinch Park the Coast Guard staged rescue operations. On the left, a pump parachuted into the water, floats towards a distressed boat. Above a man is hoisted into the rescue helicopter off the water. The helicopter also landed on the water to pick up another man.

Festive Chat

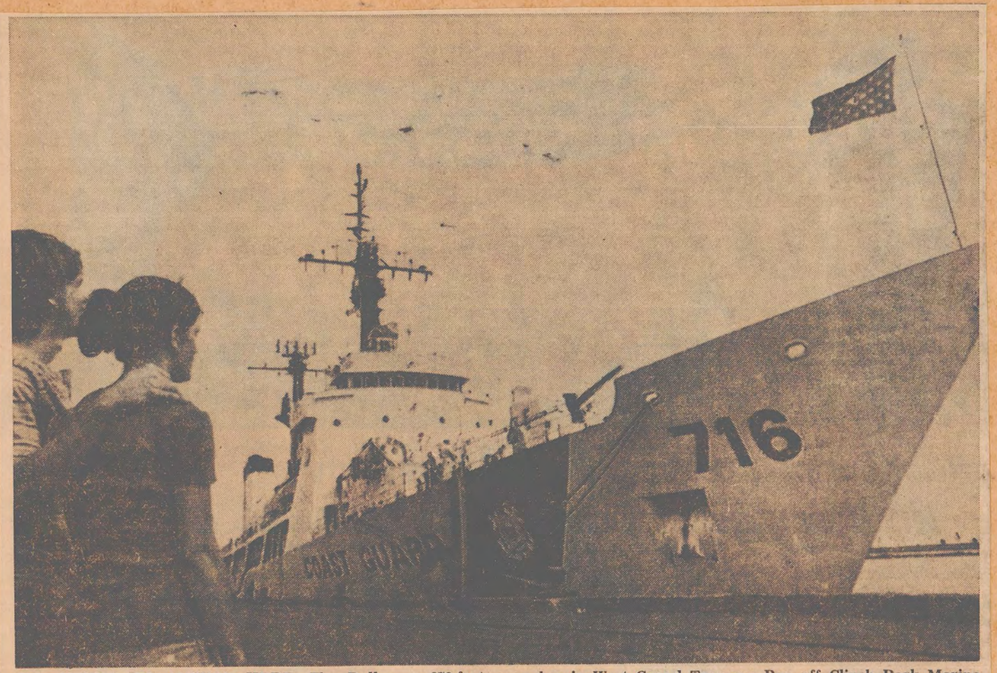


Among the many fascinating photos of Cherry Queen Trudy Yarnell during last week's festivities was this charming tableau taken at the Traverse City U.S. Coast Guard Air Station open house. The two youngsters exemplify the spirit of fun which pervaded the entire week.
(R-E photo by Dann Perszyk)

FRIENDLY SIGHT FOR BOATERS—One of the most reassuring sights to boating enthusiasts in the Grand Traverse region is a helicopter from the Coast Guard Air Station here. The choppers conduct patrols along the shoreline and over lakes to keep a check on marine craft as well as conducting search and rescue missions when necessary. This photo was taken at Clinch Park marina in Traverse City as a 'copter headed out over the bay and passed over boats berthed in the city-owned facility.
(R-E Photo by John Hawkins)

FIRST AID BOAT—Don Corbin (left), director of the Grand Traverse County Chapter of the American Red Cross, presents a certificate to Duane Corpe (right) of Traverse City, authorizing Corpe's boat, the Neomi III, as a first aid mobile unit, the first of its kind on waters in northern Michigan. Equipped for first aid work, the Neomi III has provided assistance following several boating accidents on Grand Traverse Bay this summer. Corpe is a member of the Coast Guard Auxiliary and is trained in first aid techniques. According to Corbin, additional boats will also be classified as first aid mobile units after their skippers have received the Red Cross training. (R-E Photo by Randy Baxter)

CHANGING BATTERIES — Two rather cold Coastguardsmen await the CG helicopter to retrieve them from the Old Mission light buoy where they had been dropped to replace the light batteries Friday afternoon.
(R-E Photo by Ann Carlin Ozegovic)



C.G. VESSEL TO ANCHOR HERE—The Dallas, a 378-foot Coast Guard ocean station search-and-rescue vessel, is being admired here by Chicagoans at its Navy Pier berth. It is the first ship of its class to enter the Great Lakes and will anchor in West Grand Traverse Bay off Clinch Park Marina Wednesday evening around 6 p.m. It will weigh anchor Friday morning at 8 a.m. with its next port-of-call Grand Haven. (UPI Telephoto)

Sleek CG Ship To Call Here

One of the most modern ships afloat today, the 378-foot long Dallas, a Coast Guard search and rescue vessel, will be anchored in West Grand Traverse Bay Wednesday evening through Friday morning.

Based in New York, the Dallas is spending the summer on the Great Lakes with 50 Coast Guard Academy cadets who are undergoing summer training aboard the vessel. The cadets are running the ship under the supervision of its regular crew.

Powered by modified jet engines for marine use, its top speed is 28 knots and a helicopter flight deck enables it to receive, refuel and service Coast Guard helicopters on extended missions on the seas.

The ship will arrive in Traverse City from Sault Sainte Marie Wednesday at approximately 6 p.m. and will remain anchored in West Grand Traverse Bay off Clinch Park Marina until 8 a.m. Friday, when it will leave for Grand Haven, its next port-of-call.

A luncheon for the ship's commanding officer, Captain John Mihlbauer, will be sponsored by the Traverse City Area Chamber of Commerce and the city of Traverse City Thursday noon at Holiday Inn. Those attending will include chamber and city officials in addition to Captain Oscar J. Jahnsen, Jr. and Commander Edward Murphy, both of the Traverse City Coast Guard Air Station, and Coast Guard Admiral Willard J. Smith, (Ret.).

An open house aboard the Dallas will be held for the public from 1-4 p.m. Thursday. However interested persons will have to use their own craft to take them to the ship.

The Dallas is not scheduled to return to Traverse City.

CG SHIP ARRIVES HERE—Commander Edward Murphy, executive officer of the Coast Guard Air Station in Traverse City, maneuvers his helicopter away from the Coast Guard Cutter Dallas, after landing on its flight deck early Wednesday evening when the vessel anchored in West Grand Traverse Bay. Below, the 378-foot vessel cruises along Lake Michigan off the Charlevoix coastline earlier in the day during its voyage from Sault Ste. Marie to Traverse City. (R-E Photos by John Hawkins)

Ocean-Going Ship To Maneuver Here

The lights of the U.S. Coast Guard Cutter Dallas reflected off the waters of West Grand Traverse Bay Wednesday evening during its first night near Traverse City.

The ship is the first of the new 378-foot class high endurance cutters to have entered the Great Lakes where she is providing training this summer for 48 cadets of the Coast Guard Academy.

Dropping anchor in West Grand Traverse Bay off Clinch Park Marina early Wednesday evening, she will remain here today for an open house and then weigh anchor Friday morning for Grand Haven to celebrate Coast Guard Day August 4. As she leaves Traverse City, the vessel will practice search and rescue tactics with aircraft from the Traverse City Coast Guard Air Station. Her Great Lakes cruise ends on August 17 when she returns to her home port of Governors Island, New York.

The ship, commissioned on October 26, 1967, cost $15 million to build. Main propulsion is provided by two 3500-horsepower diesel engines and two 18,000-horsepower gas turbines enabling her to be driven by the diesel engines for a minimum speed of 19 knots or by the gas turbines for speeds up to 29 knots.

The ship is equipped with an oceanographic laboratory and an aerological office and balloon shelter for use by the National Weather Service and Coast Guard during ocean station patrol, in the gathering of environmental scientific data. A helicopter flight deck enables her to receive, refuel and service helicopters, greatly increasing her search and rescue capabilities.

The Dallas' normal crew of 141 men and 15 officers is provided with eight color televisions, piped in music, closed circuit TV and the flight deck is frequently used for athletic and recreational activities.

Her missions have included search and rescue, obtaining oceanographic and meteorological data and a tour of duty with the Navy and the Pacific Fleet, serving with the Coast Guard Squardron Three in seven combat patrols. After returning from the Far East in July 1970 she resumed her normal peacetime duties as an Atlantic Ocean Station vessel.

An open house is being held aboard the Dallas today following a luncheon for the ship's commanding officer, Captain John Mihlbauer, sponsored by the Traverse City Area Chamber of Commerce and the city of Traverse City.

Old Glen Haven CG Station Reborn As Information Center

GLEN HAVEN—The old Coast Guard station here has been reopened by the National Park Service as a visitor contact station for Sleeping Bear Dunes National Lakeshore.

Julius Martinek, project manager for the federal park, said the facility is being manned by Joseph O. Jackson of Empire who has been hired as a seasonal park naturalist. The station is open seven days a week from 10 a.m. to 4:30 p.m.

The entire building has been repainted and work is being done to refurbish the interior. As many of the old features as possible will be kept, said Martinek. At the present time the building contains only a simple selection of exhibits and posters.

Free handout material includes a new, interim park brochure, maps of the lakeshore and surrounding area and brochures of some of the activities available for visitors.

Future plans for the station include the establishment of a maritime museum. Martinek said he is hopeful the basis for this will be the Art Frederickson collection which is now displayed at Bowling Green University in Ohio. The university has offered to sell it back for $12,000, the same price paid for it two years ago.

In order to achieve this goal, a special, tax-deductible fund drive has been set up through the Traverse City State Bank and donations from historical buffs are being sought. To date, $120 has been collected. Checks directed to the bank and made out to "Maritime Museum" will go into the special escrow account to buy back the 400-item collection now estimated to be worth about $20,000.

Martinek said daily visits to the Glen Haven contact station averaged from 10 to 50 persons per day earlier this month. However, since the erection of a large information sign at the parking lot, 100 or more visitors per day have been touring the station.

"One major value of the contact station is to allow our personnel to explain which areas of the park are still in private ownership and which may be used as public property," said Martinek.

"Overall comments from visitors, both local and out of the area, are favorable, at least to the clean-up job we have done on the old station," he commented.

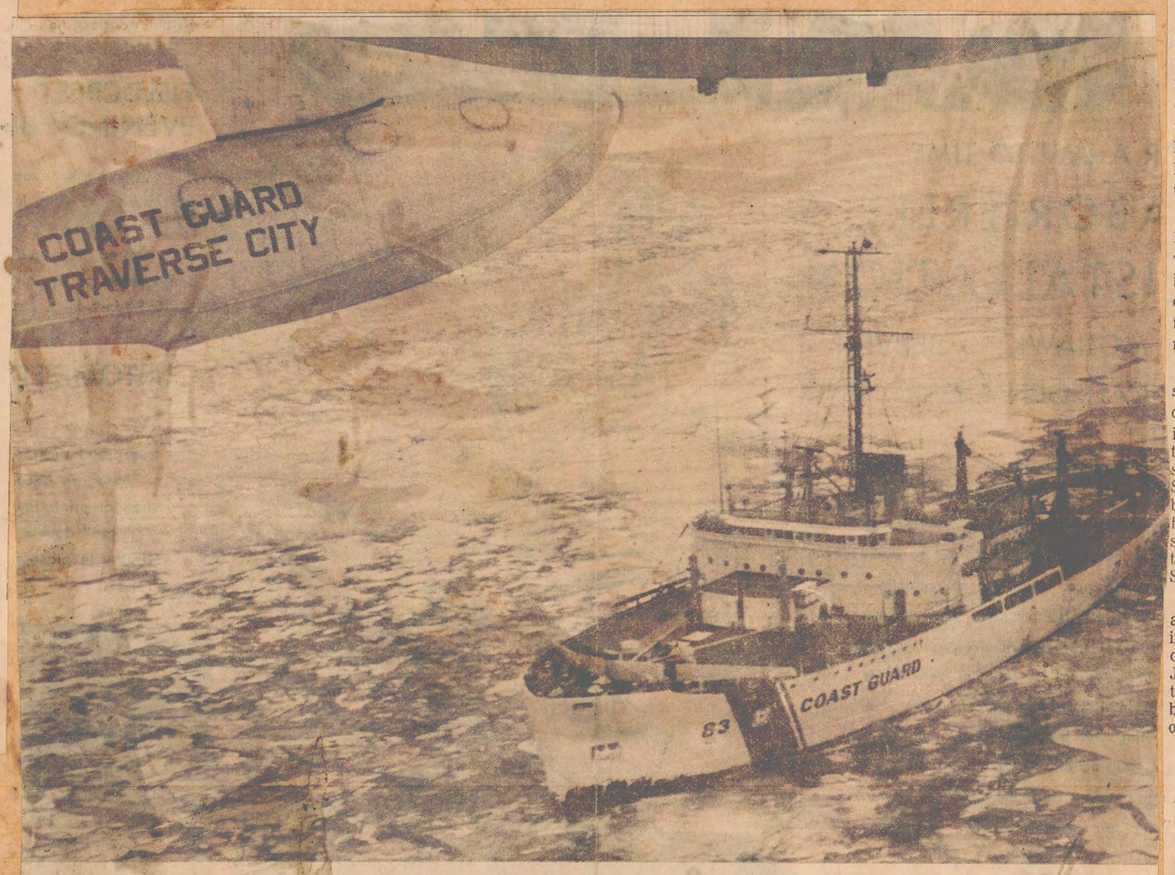
TC Copter Aids Disabled Buoy Barge

At 9 a.m. Friday the U. S. Coast Guard Air Station launched a helicopter to assist a Coast Guard buoy barge in distress off the Wisconsin shore of Lake Michigan.

The barge, which had become disabled Thursday night, was hard aground on St. Martin's Island 21 miles southeast of Escanaba.

The helicopter pilot delivered two pumps to the barge to be used in pumping out the craft.

Also assisting in refloating the barge were the Coast Guard Cutter Mesquite and a 40-foot utility boat from the U. S. Coast Guard Station Plum Island. FALL 1972



Ice-breaking mission

18 JAN '73

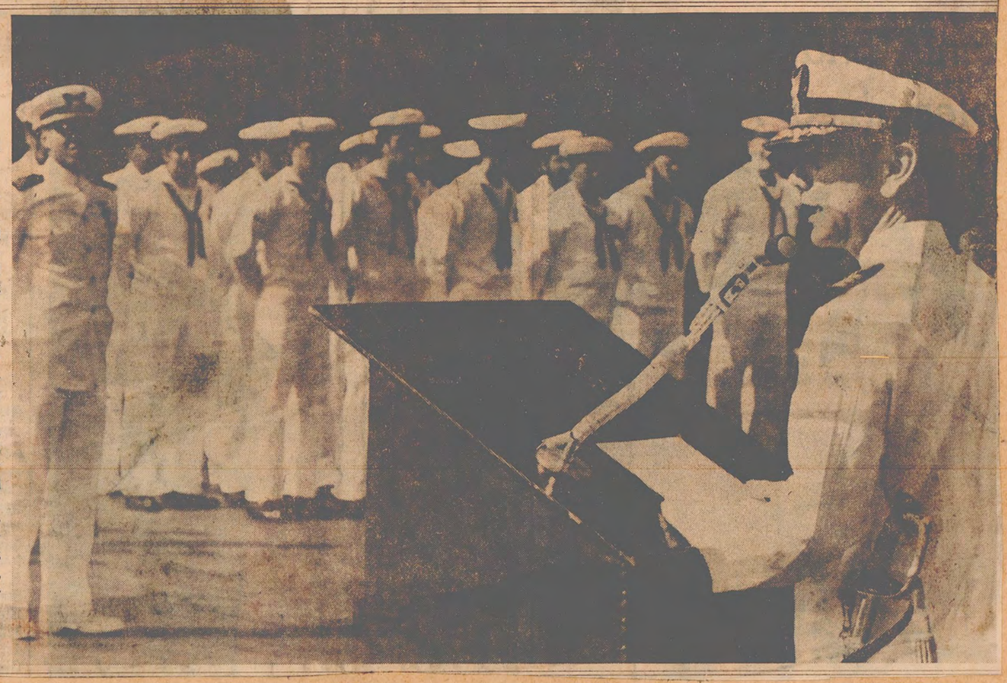
Friday's Record-Eagle will present a photo feature by Dann Perszyk depicting the Traverse City Coast Guard Air Station's "Operation Taconite." The mission is a Coast Guard effort to keep shipping lanes open this winter as long as possible for carriers transporting ore from Lake Superior ports to steel mills at the southern end of the Great Lakes. For four hours Wednesday Perszyk flew over the northern portion of the lakes as a Coast Guard guest. More than 600 miles were logged by the fixed-wing aircraft flown by Cmdr. Bernard Hoyland, commander of the Air-Station. This photo was taken at the bottom of the St. Mary's River, two miles north of Point De Tour at the top of Lake Huron. Upper corner shows a portion of the aircraft in which Perszyk flew. Moving through the icy water of Lake Huron is the U.S. Coast Guard cutter Mackinaw.

RECORD-EAGLE, TRAVERSE CITY, MICH. 49684 WEDNESDAY, AUGUST 30, 1972

New Station Commander

Tuesday marked the arrival in Traverse City of Cmdr. Bernard A. Hoyland, new commanding officer of the Traverse City Coast Guard Air Station. Cmdr. Hoyland took over his command during ceremonies which included full dress inspection of all station personnel. A Coast Guardsman for 19 yars, Cmdr. Hoyland has been stationed at Air Station Miami, Activities Guam, Air Station Astoria, Air Station San Francisco, Air Station Annette, Air Station San Diego and aboard the Coast Guard Cutter Minnetonka. Coming from Miami, he resides with his wife Margaret and their eight children at 701 Highland Park Drive. Cmdr. Edward W. Murphy, who took over command of the air station after Capt. Oscar J. Johnsen Jr. left for Hawaii earlier this month, will resume his duties as executive officer.

(R-E photo by John Hawkins)



...Y, MICH. 49684 TUESDAY, OCTOBER 10, 1972 Page 3

TC Copter Rescues Hunters

Three Coast Guardsmen from the Traverse City Air Station rescued two duck hunters and a dog stranded in Saginaw Bay Sunday evening.

The two men, whose names were not given, were marooned in three feet of water and thick swamp grass, approximately ½ mile off shore from Fish Point. The conditions made rescue by boat impossible.

A helicopter dispatched from the local air station arrived at the site at 9:20 p.m. and hoisted the two men and their dog aboard. They were taken to shore where further transportation was provided. One hunter suffered from exposure.

Taking part in the rescue operation were: pilot, Jerry Hotchkiss; co-pilot, Ed Barrett and crewmember, Marty Mock.

BUSTLING PORT

SINGAPORE (UPI) — During 1971, 48.1 million freight tons of cargo passed through Singapore, the world's fourth largest port.

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Safe Combinations Changed
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Hail to the Hoylands,
Cathy and Ted,
Donald and Rusty,
Anne B. and Ed.

May the coming year
Bring lots of cheer,
And mouths that are merry
To Annett. and Jerry,
Richard & Mary
Connie & Larry
David & Teri.

May all the days be full of glee
For Dina M. & Michael D.

An accolade
For Paula & Wade.
And blessings upon
Marguita & Don.

May Joy come in cartons
To the Dr. D. Martins,
John N. and Pat
Bill & Paulette.

To Thomas & Maceys & Mortons & Ross,
May your icecreams all have
your favorite sauce.

To Bob & Ivonne & Sonny & Sandy,
May all of your moments be
just fine & dandy.

This wish is a token
That no dream be broken.

To all at the base:
Success in each case.

To all at the base
In this city of cherries,
Herewith a hope
For Happies & Merries.
Fulfillment, content & serenity
In nineteen hundred & seventy three.

Happy New Year!

Poem written by Faith Magill and read at the 1972-1973 new years party at Cdr. Thomson's.

THURSDAY, FEBRUARY 1, 1973

Radar test flight

A Coast Guard aircraft equipped with side looking radar, shown under the propeller, was at the Traverse City Coast Guard Air Station last week. It was participating in a research and development project using the radar in correlation with an inertial navigation system of photography. The project involved several flights over the Great Lakes areas containing ice. The craft and its crew arrived at the local station on Tuesday and returned to headquarters in Elizabeth City, N. C., Sunday. The plane used facilities in Traverse City for refueling. Part of the project was to determine the effectiveness of the radar equipment.

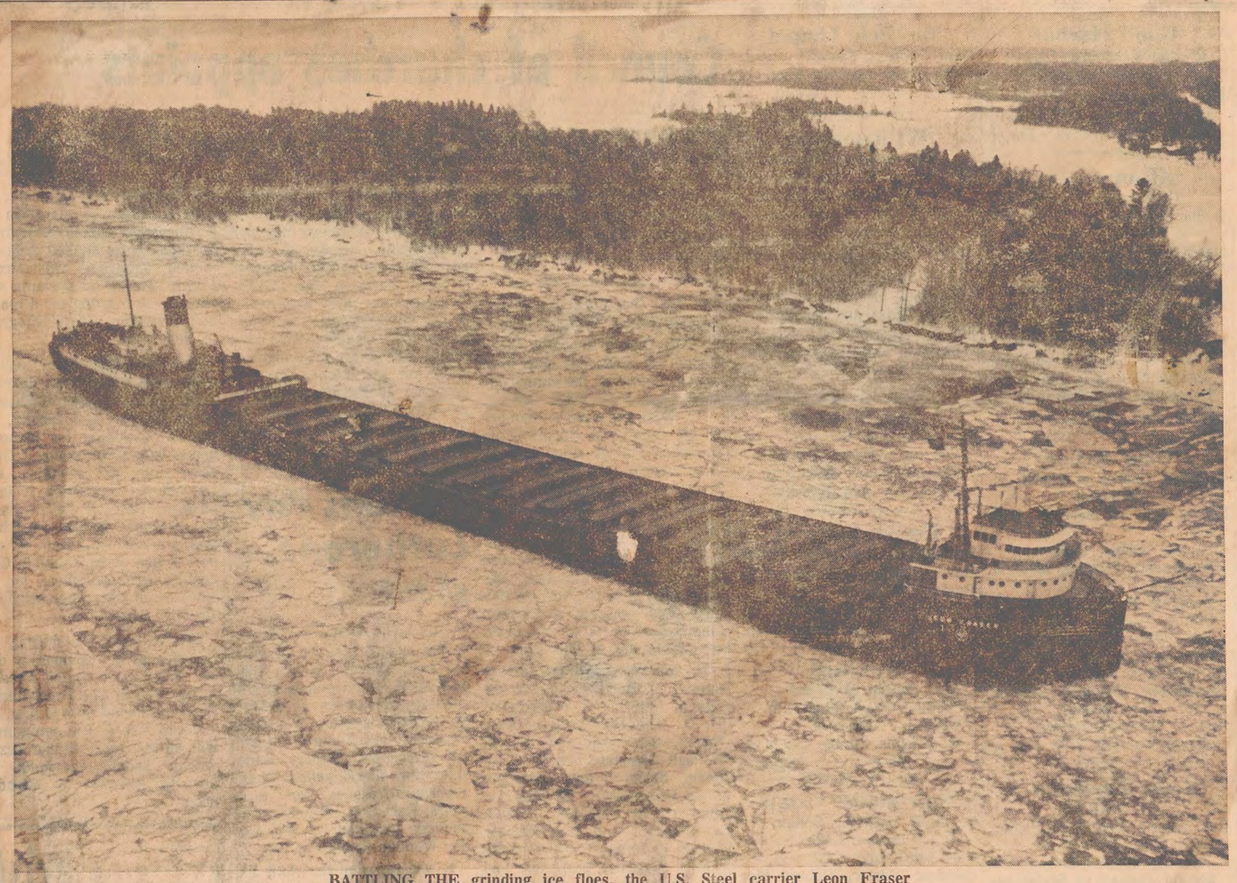
(R-E photo by John Hawkins)

Ice map insight

One of the major winter operations conducted by the Coast Guard on the Great Lakes is "Operation Taconite," which is designed to provide safe passage for ore vessels, as well as other ships, and serve to extend the shipping season on the big lakes.

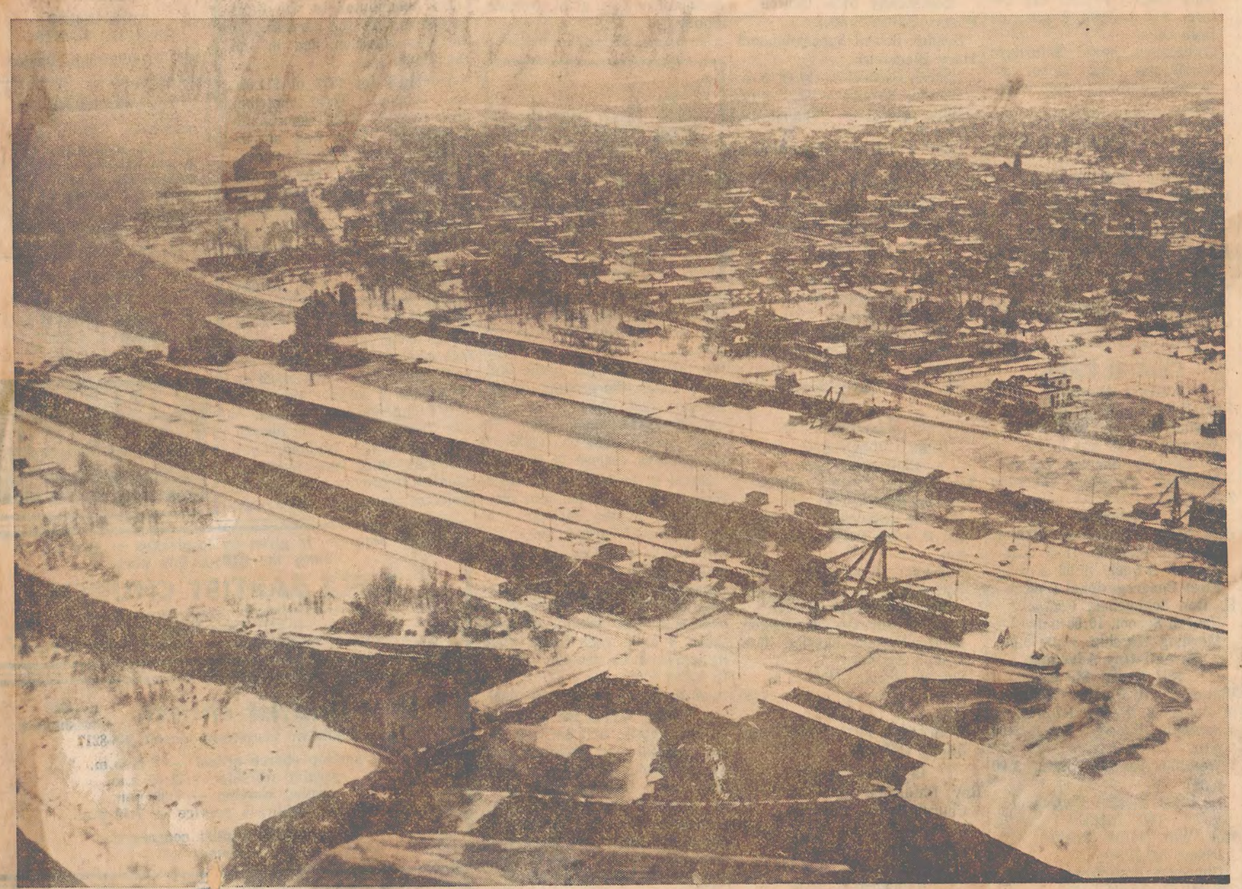
To provide Record-Eagle readers with an insight into the ice-mapping program, R-E photographer Dann Perszyk accompanied the plane crew from the Traverse City Coast Guard Air Station Wednesday on a 600-mile, four-hour flight Wednesday.

These photos, taken from an amphibian plane as the aircraft flew over vast stretches of Lake Michigan and Lake Huron and around the Straits of Mackinac and the Soo Locks, show the expanses of ice masses which clutch the Great Lakes in wintertime.



BATTLING THE grinding ice floes, the U.S. Steel carrier Leon Fraser pushes through the St. Mary's River near Sault Ste. Marie.

WITH HEAVY mist shrouding the shoreline on the St. Ignace side, the Mackinac Bridge towers above drifting ice floes at the Straits, invulnerable to the onslaught of winter.



THE SOO LOCKS, one of the world's busiest waterways, stand stark and silent under a snow blanket as the ice patrol plane flies along the Canadian side with the St. Mary's River winding down into Lake Huron in the background.

NOT SHATTERED glass fragments but huge chunks of ice drift along a channel opening in Lake Michigan near Green Bay, Wis., photographed from directly overhead.

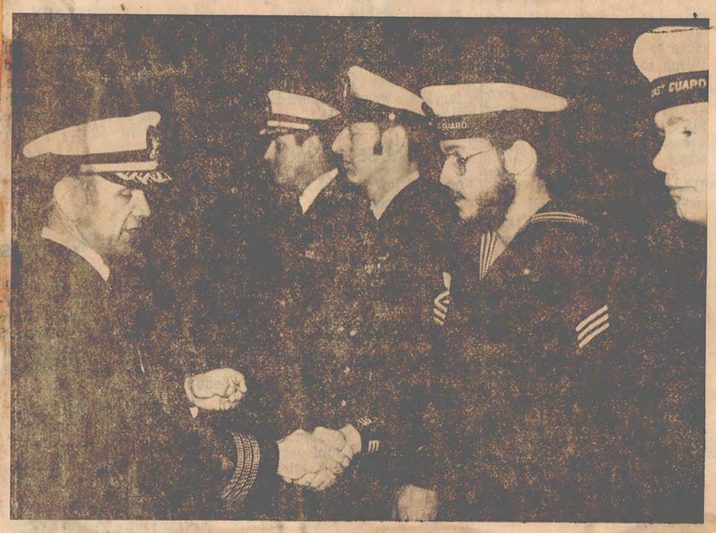
Photo at left shows Cmdr. B. A. Hoyland (right), commanding officer of the Traverse City Coast Guard Air Station, and Lt. (jg) John Nicholson mapping the findings made as a result of the four-hour, 600-mile aerial survey flight Wednesday. Photo on right is a closeup of the ice map Lt. Nicholson is making which charts thin ice and open channels for the guidance of ships.

JOHN NICHOLSON'S HANDS DEFTLY PLOT HIGH PRIORITY ICE INFO.

Flight time

JOYCE KILMER, FOR WHOM no poem was lovely as a tree, would have shivered ecstatically at this scene. The mass of timber, stark and bare in the winter snow, was photographed from an ice survey flight made Wednesday by a plane from the Traverse City Coast Guard Air Station. Record-Eagle photographer Dann Perszyk took this eye-catching landscape photo during the flight, part of a Coast Guard winter project dubbed "Operation Taconite." This scene was photographed near Green Bay. For other views of the ice-mapping operation see page 16.

RECORD-EAGLE, TRAVERSE CITY, MICH. 49684



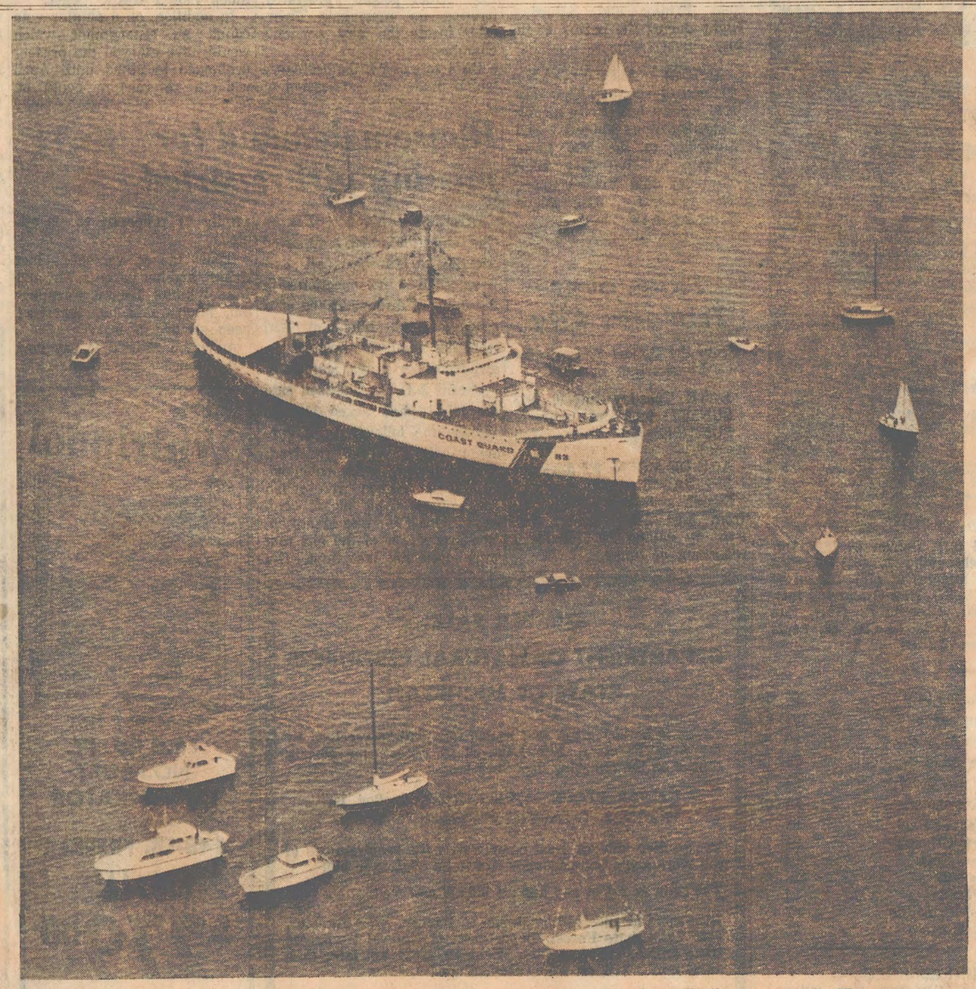
Coast Guard honors

At a ceremony Friday at the Traverse City Coast Guard Station Cmdr. B. A. Hoyland, left, presented the U.S. Coast Guard Unit Commendation Ribbon to, left to right, Cmdr. D.M. Thompson Jr., C.P.O. J. C Vetro and Seaman G. N. Koerber. Aviation Electronics Technician C. G. Erickson, far right, was awarded aircrew wings which qualifies him for search and rescue operations. The awards to the other 3 men were made "for exceptionally meritorious service during the period July 1, 1971 through June 30, 1972 while engaged in furnishing major logistical support to remote stations throughout Alaska."

(U. S. Coast Guard photo)

CGC SUNDEW AND AIR STA TRAVERSE CITY STAND BY. FALL 1972 M/V NETTLETON AFTER SHE WENT ADRIFT WHILE BEING TOWED. A TRAVERSE CITY HELICOPTER FLOWN BY CDR D.M. THOMSON AND LT E. BARRETT RESCUED BY HOIST ALL CREWMEN FROM THE NETTLETON DURING A WILD NIGHT RESCUE.

TRAVERSE CITY, MICHIGAN — TUESDAY, JULY 10, 1973 SEVENTY-SIXTH YEAR FIFTEEN CENTS



THE COAST GUARD cutter Mackinaw lay at anchor in West Grand Traverse Bay Monday evening while the National Cherry Queen and her Court toured its facilities. Several of the yachts which formed the Royal Wedge, taking the girls to the marina, are shown in the foreground. The picture was taken from a Coast Guard helicopter piloted by Bernard Hoyland, commanding officer of the Traverse City Air Station.

(R-E photo by Dann Perszyk)

TOURING THE Coast Guard cutter Mackinaw before boarding yachts for their departure to Clinch Park Marina are the National Cherry Queen, the Royal Court, the St. Petersburg Festival of States Sungoddess, and their escorts. The girls arrived at the marina at 8:30 p.m.

(R-E photo by John Hawkins)

Coast Guard promotion

Joseph Vetro, right, of the Coast Guard Air Station in Traverse City, was promoted from chief aviation structural mechanic to the rank of chief warrant officer during ceremonies Thursday performed by Cmdr. E. W. Murphy, left, acting commanding officer. During Vetro's 18 years in the Coast Guard he has been stationed at Port Angeles, Wash.; Barbers Point, Hawaii; Houston, Tex.; Kodiak, Alaska and Traverse City. (CG photo)

1 MARCH 1973

28 MARCH 1973

CG here saves angler

An Oconto, Wis., fisherman was back at his home today uninjured after floating aimlessly in his 24 foot open boat on Lake Michigan during the night.

He owes his rescue to the alert efforts of flyers from the Traverse City Coast Guard Air Station.

John House, 62, of Oconto, had been fishing in Green Bay since early Tuesday but failed to return at sunset. At 1 a.m. today an aircraft from the Traverse City Coast Guard Air Station spent nearly five hours in the darkness over Green Bay searching for House using parachute flares for illumination.

At sunrise a helicopter from the station manned by Lt. Edward Barrett, Lt. (jg) Joel Thuma and AV2 John Appleton located House in his open boat and directed a sheriff's craft from Oconto to the site.

House's difficulties had been caused by engine failure. He was reported in good condition when picked up by sheriff's officers..

28 MARCH 1973

Airport financial squeeze looms

By DAVID AVERILL
R-E staff writer

Immediate financial problems loom for the Northwestern Regional Airport Commission as the result of new fire and rescue regulations recently issued by the Federal Aviation Agency.

The agency's latest edict came under considerable discussion at the regular monthly meeting of the commission Tuesday evening.

Failure to signify intent to comply with the new regulations by May 20 conceivably could result in the termination of North Central Airlines operations at the Cherry Capital Airport.

The commission, however, indicated it would notify the FAA of its intention to comply.

Under the new regulations governing fire and rescue equipment, fire-fighting equipment and rescue vehicles must be on a runway and operational within three minutes following a disaster.

The new regulations apply to airports throughout the nation where large passenger aircraft are presently operating. Fire equipment now used at the Cherry Capital Airport is maintained and operated by the Traverse City Coast Guard Air Station. The equipment, however, does not comply with the FAA's stringent new requirements.

Airport manager A. R. Stults told the commission that equipment immediately needed and the housing for it would cost about $162,000. He said the FAA would fund half of it, or about $75,000.

"But it would cost about $25,000 yearly to operate the vehicles," he said. "It would require four or more men to operate them."

Appearing on behalf of North Central Airlines Dave Moran, vice-president, said, "Traverse City is not unique in this respect. About 20 other communities serviced by North Central are also involved."

Moran said that during June, July and August North Central will board at least 7,000 passengers at the local airport.

"But our operation will cease if certification is not granted the airport by the FAA. Only commuter aircraft utilizing small carriers are exempted from this regulation."

He said North Central is now serving 70 communities including Traverse City.

The latest edict of the FAA poses serious problems for the airport commission who must find a method of financing the necessary equipment.

William K. Lynch, commission chairman speaking on behalf of the group, said they would signify intention to comply with the new regulations while exploring means of acquiring the necessary funds.

Also introduced at the meeting was a February operational report which indicated a substantial increase in all airport activity.

For February 1973 there were 8,434 takeoffs and landings of all types of aircraft as opposed to 7,034 for February 1972.

Airlines passengers in and out of the airport were 11,525 as opposed to 9,831 for the comparable month of 1972 while 216,817 pounds of freight and express were flown in and out as opposed to 203,028 in February 1972.

The possibility of imposing landing fees upon all types of aircraft using the airport, except those permanently based there, was discussed. No action was taken pending a study of the question to be submitted to the commission at a later date.

FREEWAY SANCTUARY

LONDON (UPI) — Britain's Department of the Environment says flowers and wild life have found a new sanctuary — on the shoulders of freeways. It said one reason plants and insects thrive on freeway shoulders is the lack of pedestrians to pick or trample ilfe there.

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4/4/73 **Receives Prichard award**

Aviation Electronics Technician 1st class, R.D. Hicks, left, received the Prichard Memorial Award for the "most outstanding" aircrewman, chosen by the pilots at the Traverse City Coast Guard Air Station. Hicks was given the award Friday by Cmdr. B.A. Hoyland, right, commanding officer of the local air station. Hicks has been with the Coast Guard since 1959 and has been stationed in Traverse City since Jan. 24, 1972. The Prichard award is given semi-annually. (Coast Guard photo)

JULY 1973

CRUISING DOWN THE BAY Tuesday were boys and girls attending the first week's session of the 1973 season of Camp Roy-El at Twin Lakes 4-H Camp. Local boat owners provided cruise transportation for the West Bay trip, with six to eight handicampers on each boat. Shown loading up at Clinch Park marina is one of the cruise crafts, with Coast Guardsmen and Teenaiders assisting. (R-E photo by Randy Baxter)

JULY 1973

A COAST GUARD fixed wing Grumman Albatross amphibian (the HU16E) makes a sweep over West Grand Traverse Bay before dropping rescue equipment via parachute below. The photographs show the first stages of a search and rescue operation demonstrated Thursday by the Traverse City Coast Guard Air Station and the Grand Traverse County sheriff department. The Coast Guard used it Gruman amphibian and a Sikorsky helicopter, with the sheriff department using its marine boat, to stage an exciting show of the rescue of a survivor in West Bay. One of the techniques enacted was a helicopter rescue by use of a hoist and rescue basket. The local Coast Guard air station actually performs from 150 to 200 search and rescue missions each year. (R-E photos by Randy Baxter)

Coast Guard rescues stranded boaters

AUGUST 1973

NORTHPORT — A Holland family, Mr. and Mrs. Arlen Brenner and their three children, stranded on Gull Island for several hours Friday night, were rescued early this morning by the Traverse City Coast Guard Air Station.

The Brenners had left Timber Shores Resort, near Northport at 7 p.m. Friday in an 18-foot outboard, planning to return at sunset. When they hadn't returned by midnight the Coast Guard was alerted.

In the meantime, the Brenners had trouble with their engine and the boat drifted upon Gull Island. They lighted a distress fire which aided the Coast Guard in their rescue. They were discovered at 5 a.m. and transported by helicopter to the Northport Airport where the Leelanau County Sheriff drove them to Timber Shores.

Manning the helicopter were Lt. Ed Barrett, pilot; Lt. Mick Riley, co-pilot and Petty Officer Donald Lemeron.

TRAVERSE CITY, MICHIGAN — THURSDAY, AUGUST 9, 1973

THE SIGHT OF a Coast Guard rescue Wednesday night on Cockburn Island as it looked from the Coast Guard plane. A Coast Guard helicopter from the Traverse City Air Station evacuated an Ontario man, R. K. Tappenden and his son from the island after being stranded for three days without food or drinking water. No one knew the two were missing. Tappenden's amphibious plane was safely ditched after the engine failed. No one was injured. (Coast Guard photo)

LT ANDERSON / AT2 STULICK

AUGUST 7, 1973

Grounded sailboat is freed

The Traverse City Coast Guard Air Station joined with the Coast Guard Station at Charlevoix Monday night to free a 26-foot sailboat run aground off Grand Traverse Light, near Northport Point.

When a helicopter flown by Lt. Mike Riley of the Traverse City Station and a patrol boat from Charlevoix arrived at the scene, the helicopter transferred a crewman from the patrol boat to the sailboat, "Sea Star" to evaluate hull damage. Since the hull was not holed, the boat operator, Richard Herns of Lansing requested that his boat be towed free.

Because of shoal water, the patrol boat could not get close enough to pass a line so preparation was made to use the helicopter to pass a towing line. One of the "Sea Star's" crewmen decided not to wait and

Coast Guard recommends visual signaling aids

A recent rescue in the Great Lakes proved the importance of having visual signaling aids available on your persons while boating, says L. G. D'Oench, public information officer at the Traverse City Coast Guard Air Station.

A man was located by a passing cabin cruiser after his boat capsized on Lake Erie. Although suffering from exposure, the survivor is alive because he was wearing a life jacket with a light attached, D'Oench said.

The body of the man's son who was wearing a life jacket without a light was located two hours later within 500 yards of the original distress. The third occupant who was not wearing a life jacket was not located.

All yachtsmen are encouraged to carry visual signalling equipment on their person at night to assist in rescue, D'Oench said. During the daytime smoke generating flares are desired and at night rocket pengun type flares or hand-held orange flares are best.

One plane hunted, another found

An Ontario man and his son were rescued from a deserted island in northern Lake Huron Wednesday night after being stranded for nearly three days without food or drinking water.

Lt. Wade Johnson of the Traverse City Coast Guard Air Station piloted the helicopter which evacuated R.K. Tappenden of Gore Bay, Ontario and his son.

The rescue involved some unusual circumstances.

Members of the Traverse City Air Station had been searching since Wednesday morning for a missing single-engine Piper Cherokee carrying four persons. The plane had failed to arrive at its destination of Drummond Island.

While searching for the plane Lt. Robert Anderson of the Traverse City station picked up a "Mayday" call on the aviation civilian emergency frequency.

He diverted to the south shore of Cockburn island, southeast of Sault Ste. Marie where he spotted the downed airplane.

Tappenden had been forced to ditch his amphibious aircraft after the oil line broke and the engine failed. The plane landed safely in the water and the Tappenden's were able to swim to shore. They had been stranded since Monday and since they had filed no flight plans no one was aware they were missing.

A helicopter piloted by Lt. Wade Johnson evacuated the two to Drummond Island Airport.

Meanwhile the extensive search continues today for the Cherokee aircraft in the northwest portion of Lake Huron and in the Straits of Mackinac areas.

The aircraft departed from South Bend, Ind. with its final destination Drummond Island Tuesday evening. The pilot is Ray Turner of Lafayette, Ind., and one of the three passengers is known to be Emil Kuntz of Sault Ste. Marie, Ontario.

The flight plan was to take them over Muskegon, Traverse City and Pellston, They were last heard from at Pellston at 8 p.m. Tuesday.

Two HU-16E Albatross amphibians and a helicopter from the Traverse City Air Station, the cutter Mackinaw, and a 40-foot patrol boat from St. Ignace are among the Coast Guard units searching along with the Michigan Civil Air Patrol. The search has been hindered by prevailing poor visibility.

RECORD-EAGLE, TRAVERSE CITY, MICH. 49684 — SATURDAY, AUGUST 4, 1973

Coast Guard considers Israeli craft

A twin-jet Israeli Aircraft Co. "Westwind" flew into the Traverse City Coast Guard Air Station recently. It is one of several aircraft being evaluated to replace the Coast Guard's "aging" U-16 Grumman Albatross. The plane is being considered for use in reaching designated search areas and disaster scenes and for Marine Environment Protection Patrols. Its cost of $1 million is offset by the low maintenance man hours required and the high utilization expected from its increased speed, the Coast Guard said. When the evaluation period is complete, the Coast Guard intends to buy 41 new aircraft. (Coast Guard photo)

C/C SHADY LADY WAS RUN AT HIGH SPEED ONTO THE WEST SIDE OF WEST BAY. THE BOAT WAS A CHARTER COMING HOME AT NIGHT IN THE FOG. JULY '73

HELO VIST TO STATION MUSKEGON

Incidentally, shortly after dawn a coal boat heading for T.C. passed us. We know they saw us as they slowed down. We had our hatch up to indicate motor trouble, and waved a red jacket at them. It was obvious we were in trouble and drifting, and we wonder why they didn't radio our position to you.

Again let us thank you for being so prompt, courteous, and efficient. Hope we never need your services again, but it's great to know you are there.

Sincerely,
Mrs. Robert C. Bremer

Page 8

Traverse City CG crew carries out mercy flight

An injured Coast Guardsman from Marble Head, Ohio, was evacuated from Rogers City Thursday evening by the Coast Guard Air Station in Traverse City.

Evacuated was Engineerman First Class E. D. Stringer, who sustained severe head injuries after suffering a stroke and falling in his hotel room.

Stringer was flown to St. Mary's Hospital in Saginaw in a Traverse City Coast Guard helicopter flown by Lt. Commander LCDR Jerry Hotchkiss and Lt. Wade Johnson. Also on board was rescue crewmen, Art Zinz and medi[illegible]sman, Tom Donahue.

Stringer was admitted to the intensive care unit where he is classified in "stable" condition.

JOSEPH W. CHRISTIE. M. D.
BEAVER ISLAND MEDICAL CENTER
ST. JAMES, MICHIGAN 49782

AREA CODE 616
TELEPHONE 448-2275

June 30, 1973

U.S. Coast Guard Air Terminal
Traverse City, Michigan

I wish to thank the U.S Coast Guard, officers and enlisted men for quick response with courtesy to my call to take Janet Adams from Beaver Island to Harbor Springs then to Little Traverse Hospital Intensive Care Unit from overdose of drugs on June 27,1973. She now is conscious and vital signs have improved.

Respectfully,
J.W. Christie M.D.
Beaver Island
St. James, Michigan
Joe Christie

THE BENZIE COUNTY PATRIOT

BENZIE COUNTY'S LARGEST NEWSPAPER

VOL. LXXV | 10¢ Per Copy | FRANKFORT, MICHIGAN | Thursday, August 5, 1971 | No. 27

These dramatic photos were taken during last Sunday's rescue of a young Boy Scout from the Frankfort breakwater by James Raber of Lake Nabagamon, Wis. and were developed and printed by Ted Watts of Frankfort. The top photo shows the U. S. Coast Guard Helicopter lifting the youngster off the breakwater where he had been trapped by high seas. The lower photo taken only a short time later shows Frankfort police officers Dennis Foust (left) and Charles Kibby (right) carrying the young man on a stretcher from the helicopter to a waiting ambulance which took him to Paul Oliver Memorial Hospital.

Coast Guard Helicopter Rescues Youth From Breakwater

CG aids seaman

A Coast Guard helicopter from Traverse City evacuated an 18-year-old man from a ship near Muskegon Thursday. The man, Robert Albert, aboard the Canadian Motor Vessel "Silver Isle" was suffering severe abdominal pains and was vomiting blood.

A helicopter flew to the ship which was 20 miles northwest of Muskegon. When the helicopter arrived, it landed on the ship's cargo deck and the Air Station's flight surgeon Dr. Dave Martin went below deck to evaluate the patient.

Dr. Martin made an initial diagnosis of a peptic ulcer with internal bleeding.

Albert was put on a litter in the helicopter and flown to the Coast Guard Station in Muskegon where he was transfererd to an ambulance for transportation to Hackley Hospital.

Coast Guard air crews take water survival training

U. S. Coast Guard pilots and crewmen who fly the U16 Albatross and H52 helicopters from the USCG Air Station in Traverse City last week underwent water survival training.

The drills were conducted on Elk Lake and involved the use of life rafts, life preservers and signal flares, along with a helicopter recovery from the water.

"Although usually the Coast Guard plans to rescue others and does its training toward that goal, there is always the possibility that a Coast Guard aircraft will be forced down," said public information officer, L. G. D'Oench. "The water survival training was conducted to be prepared for that eventuality," he said.

Boaters urged to use Channel 22

The Coast Guard has authorized the boating and maritime public to crystallize and use Channel 22 (157.1MHz) VHF-FM for communications with the Coast Guard, it was reported today.

The procedure is to contact the Coast Guard on Channel 16 (156.8 MHz) then switch to Channel 22 to communicate. The Coast Guard will not continuously monitor Channel 22.

The Coast Guard will begin broadcasting all Safety, Urgent and other Marine Information Broadcasts on Channel 22 with a phase out of Channel 12 (156.6 MHz) as a broadcast frequency.

The maritime and boating public is encouraged to equip themselves with Channel 22 on their VHF-FM as soon as possible.

The Coast Guard has begun the phase out of the standard AM (2182 KHz) capability on the Great Lakes in accordance with the recent FCC regulations requiring all AM stations to be VHF-FM equipped and to shift AM to Single Side Band. By the end of September 1973, the Coast Guard should have sufficient Shore Stations equipped with VHF-FM to cover all U.S. portions of the Great Lakes. All boaters and Maritime Mobile Stations are encouraged to shift their communications from AM to the more reliable VHF-FM as soon as posible.

MRS. PATRICIA A. SCHARF of Traverse City is doing volunteer work at the medical dispensary at the Coast Guard Air Station in Traverse City for which she recently received the Coast Guard Certificate of Merit. Mrs. Scharf has worked for three Public Health Service doctors at the air station and says that working there gives her a chance to get more detailed experience in the medical field and useful training in specialized fields through lectures given by LCDR D. B. Martin, M.D. and station corpsmen. Mrs. Scharf previously worked as a nurse's aid at Munson Medical Center and as a psychiatric attendant at Traverse City State Hospital.
(Coast Guard Photo)

WEDNESDAY, NOVEMBER 21, 1973

It's touch and go as helicopters practice flight-deck landings

CHICAGO'S Coast Guard helicopter in flight for another touch and go landing on Southwind's deck.

SATURDAY, NOVEMBER 3, 1973

CG helicopter pilots end refresher course

Helicopter pilots from the Traverse City Coast Guard Air Station have completed a two-week refresher course.

Members of a training team from the Coast Guard Aviation Training Center in Mobile, Ala. took local pilots through special maneuvers over Grand Traverse Bay and the Coast Guard airfield.

The maneuvers included procedures which pilots are not authorized to perform in training unless under the guidance of the Training Center. These included a full-auto rotation procedure used in emergencies when the engine fails in flight.

The training period ended Friday.

RECORD-EAGLE, TRAVERSE CITY, MICH. 49684

A HELICOPTER comes in for a landing on Southwind's 43-foot-long pad.

Coast Guard helicopter flight crews sharpened their ability to land on Coast Guard cutters this week as they underwent special training in West Bay and later in Lake Michigan near the Manitou Islands.

Sixteen pilots, 12 from the Traverse City Coast Guard Air Station, were requalified for shipboard landings after completing the training Tuesday evening. The remaining four pilots were from the Coast Guard Air Stations at Chicago and Detroit.

The training involved 15 landings per pilot aboard the deck of the Coast Guard cutter Southwind, the largest icebreaker in the Great Lakes.

Each helicopter pilot spent two days and nights in training. A total of 240 landings took place while the ship was anchored in West Bay north of Bowers Harbor on Monday and in Lake Michigan, northwest of the Manitou Islands on Tuesday.

The purpose of the training was to be able to assist the Southwind in performing her ice-breaking and rescue duties this winter.

The Southwind, normally based in Milwaukee, is assigned to keep the Straits of Mackinac shipping lanes open and free of ice during this winter's extended navigation season. Like all Coast Guard forces she will also be available for search and rescue work should a freighter get into trouble during a winter storm.

Coast Guard helicopters will carry mail and other supplies to the icebreaker while she is underway this winter. In the event of a marine disaster, rescue helicopters will be able to conduct rescue operations from the Southwind and fly survivors to the cutter or a nearby hospital.

The Southwind was assigned to the Great Lakes in support of the three year, $6.5 million, Winter Shipping Season Extension Demonstration Program authorized by Congress in 1970.

The program is a study of the feasibility of substantially increasing the length of the shipping season. Last year's season was extended to Feb. 2.

(R-E photos by Dann Perszyk)

WEDNESDAY, NOVEMBER 21, 1973

A SIGNAL MAN waves in the pilot for a quick landing while another helicopter begins his approach in the background.

GUIDING the helicopter to a landing on the flight deck.

Coast Guard's Christmas vigil

While most Traverse Citians are enjoying Christmas snug and cozy in their homes, some twenty men will be on duty at the U.S. Coast Guard Air Station. In the event that they are needed, they will be ready at a moment's notice to take their aircraft aloft to fly anywhere on the Great Lakes.

"We can be airborne within 30 minutes," said Larry D'Oench, the Air Station's Public Information Officer. "Our primary mission is search and rescue. One minute you're warm and comfy watching TV; the next you're on your way."

"Most of our calls come from the 9th CoaST Guard District Headquarters in Cleveland," said D'Oench. "We will have no scheduled flights on Christmas unless they are requested by Cleveland."

Traverse City's Coast Guard station is the only station on the Great Lakes with fixed-wing aircraft. The Grumman HU-16E "Albatross" is the workhorse of the Coast Guard Air Sea Rescue Fleet.

What sort of emergency gets the Coast Guard in the air? "A lost hunter, an overdue snowmobiler, a crashed airplane, a stranded fisherman. We respond in cases where nobody else can handle the situation," said D'Oench.

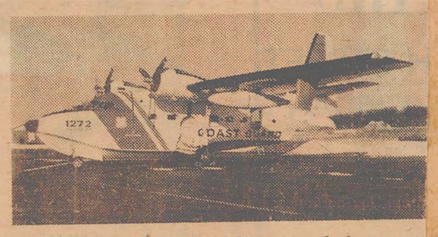
Although the Coast Guard's primary mission is Maritime Search and Rescue, Congress has directed the Coast Guard to assume an additional mission of enforcing federal laws dealing with marine environmental protection, notably the oil pollution laws.

Using infra-red and ultra-violet sensors, the Coast Guard conducted many aircraft patrols over the Great Lakes during the 1973 shipping season, and will continue to do so this year. The patrols have detected numerous oil slicks on the Great Lakes, some of which were attributed to merchant ships.

The marine environmental protection patrols will continue through the winter.

D'Oench indicated that the Coast Guard will provide a complete Christmas dinner for the men on duty.

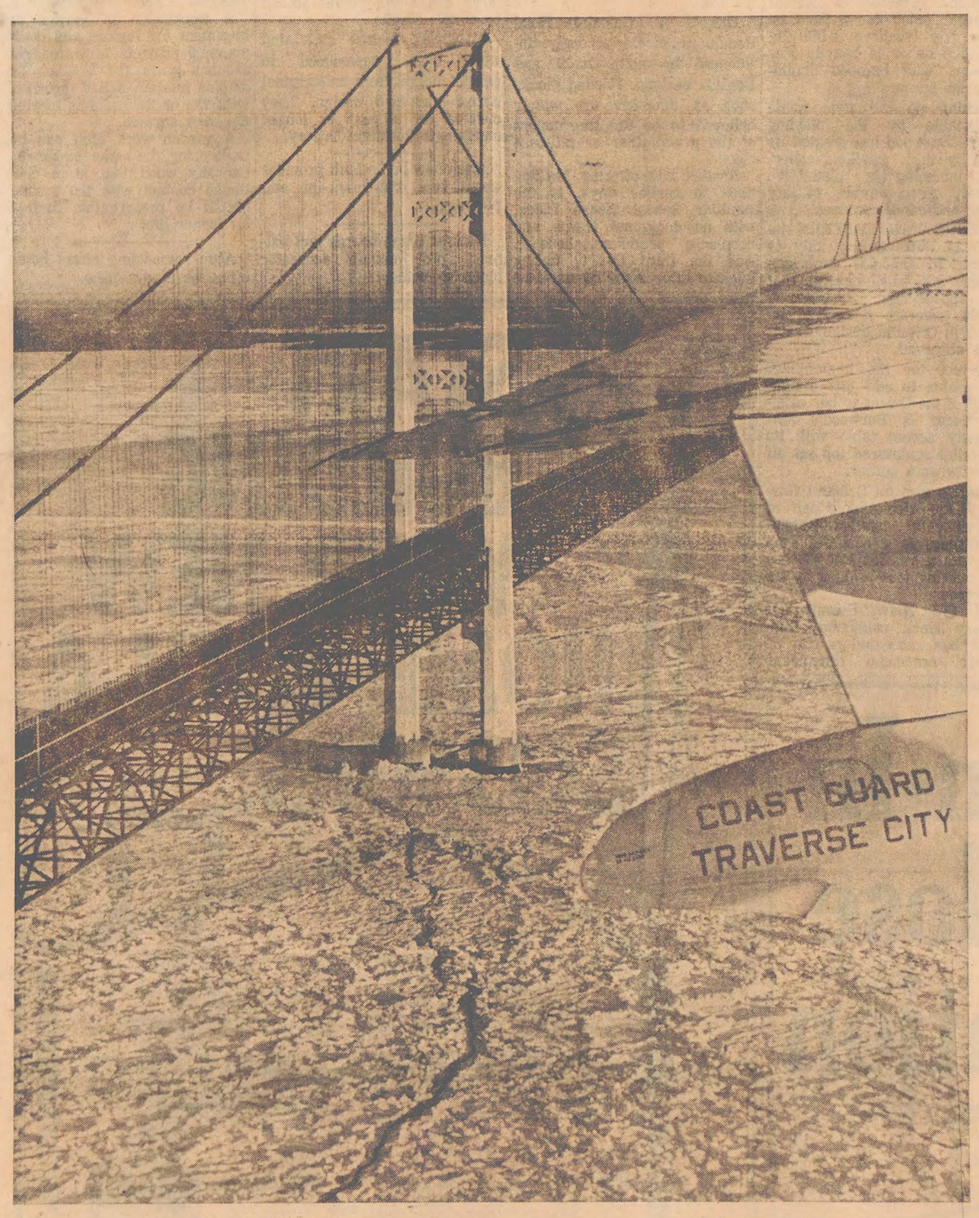
"But if we get a call from Cleveland," he said, "off they go, Christmas or not."



'Albatross': Workhorse of the Coast Guard.

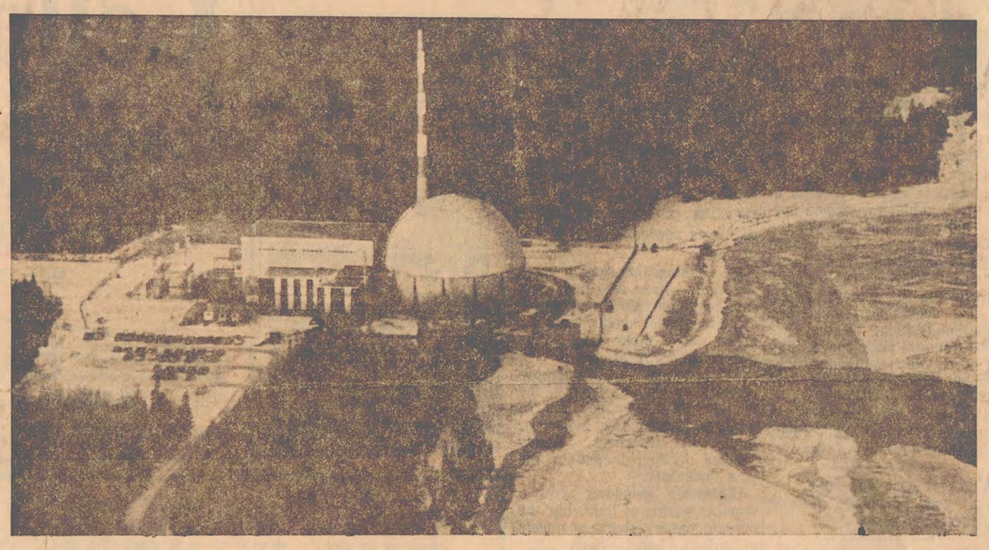
TRAVERSE BAY NEWS 24 DEC 1973

Coast Guard monitors Great Lakes ice

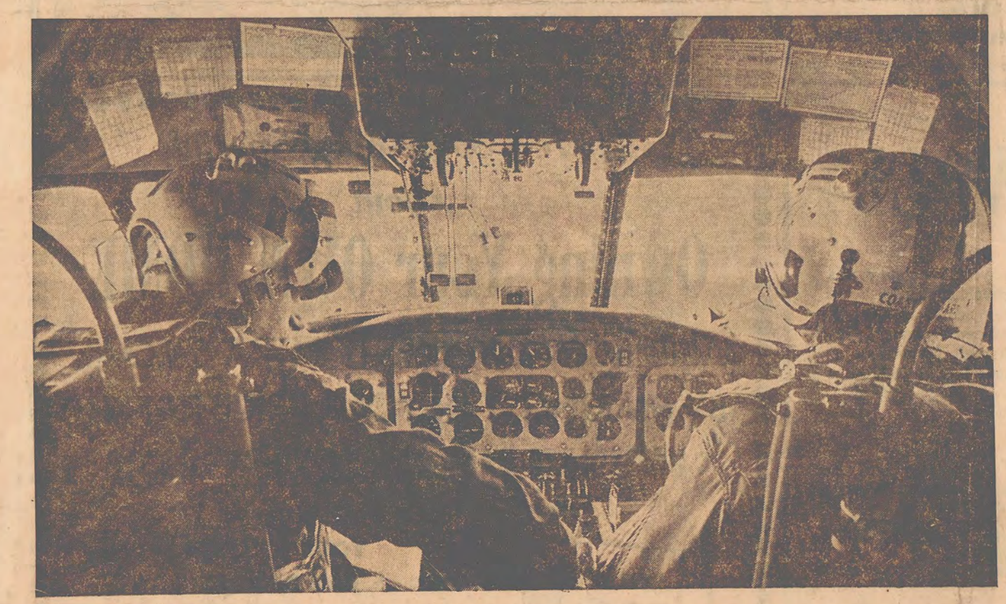


Straits of Mackinac are frozen, as seen at Mackinac Bridge

Ice forms, such as these, are spectacular sights when seen from air



Big Rock Pt. Nuclear Plant discharges warm water into Lake Michigan



Pilot and Copilot prepare the Albatross for take-off on ice patrol

Regular patrols aid winter navigators

Every week during the winter months, the United States Coast Guard Air Station in Traverse City sends a patrol to Lake Superior and to the northern parts of Lakes Michigan and Huron to monitor the ice.

Knowledge of the ice conditions on the Great Lakes is essential to about 22 freighters which continue their shipping seasons throughout the winter. Ore products from the shores of Lake Superior and grains from Minnesota and Wisconsin find their way in transit on the waters of the Great Lakes throughout the winter.

The Coast Guard reports their finding on the ice conditions to the Ice Center in Cleveland, Ohio, where shippers find out which lanes are open and which are blocked by ice.

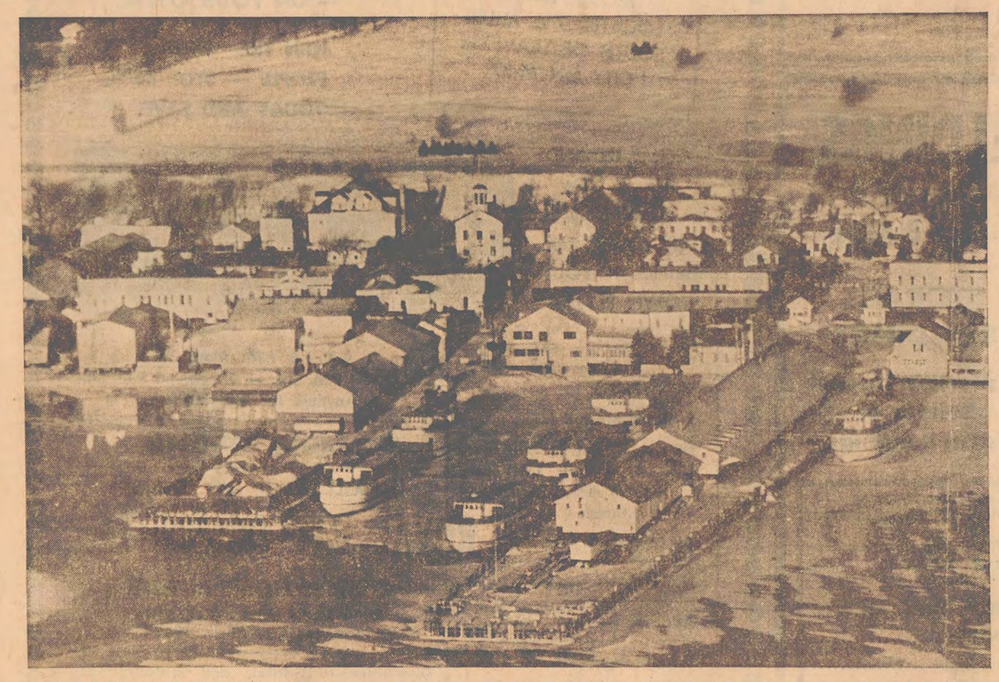
For the Lake Superior patrol, conducted every Tuesday, the local Air Station sends a crew of five on a five-and-half hour flight aboard the Albatross, a fixed-wing aircraft, to check the ice.

The Coast Guard crew observed the ice illustrated by these photographs last Tuesday. Lake Michigan was mostly free from ice except along the shore lines. The Straits of Mackinac were frozen, and four ships, two of them freighters, were stuck in the ice there.

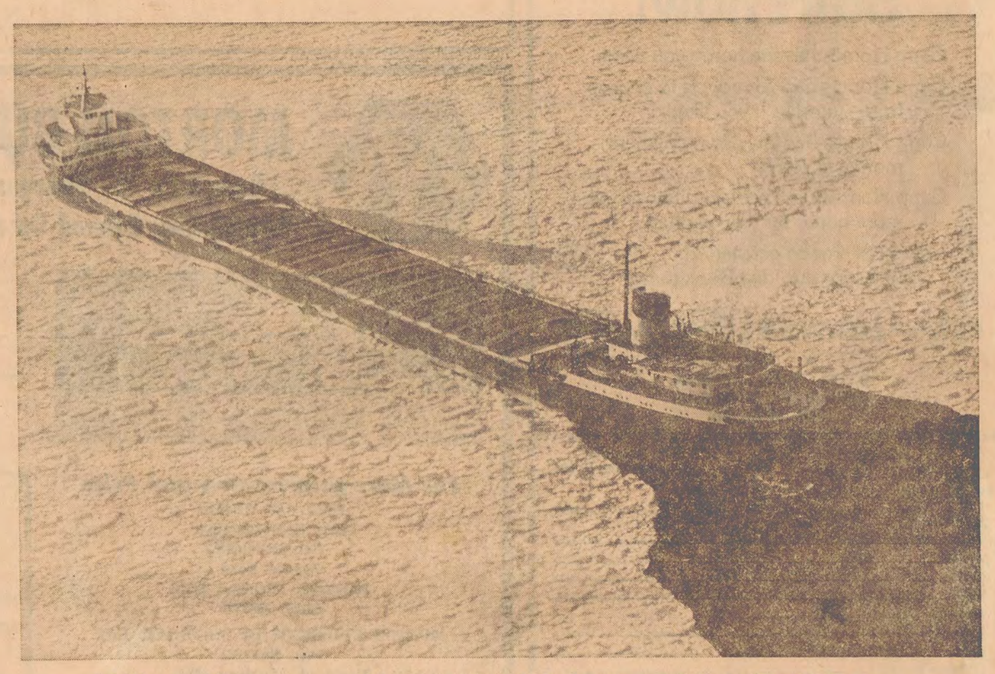
Whitefish Bay in Lake Superior was covered by thick field ice, and only navigable by high-powered steamers or icebreakers. From Whitefish Bay to the Keweenaw Peninsula of the Upper Peninsula of Michigan, the ice extended about 25 miles from shore.

Other ice conditions in Lake Superior depended on local geography. The ice came in varied sizes and shapes, ranging from floe ice to field ice, and the thickness ranged from a few inches to two feet.

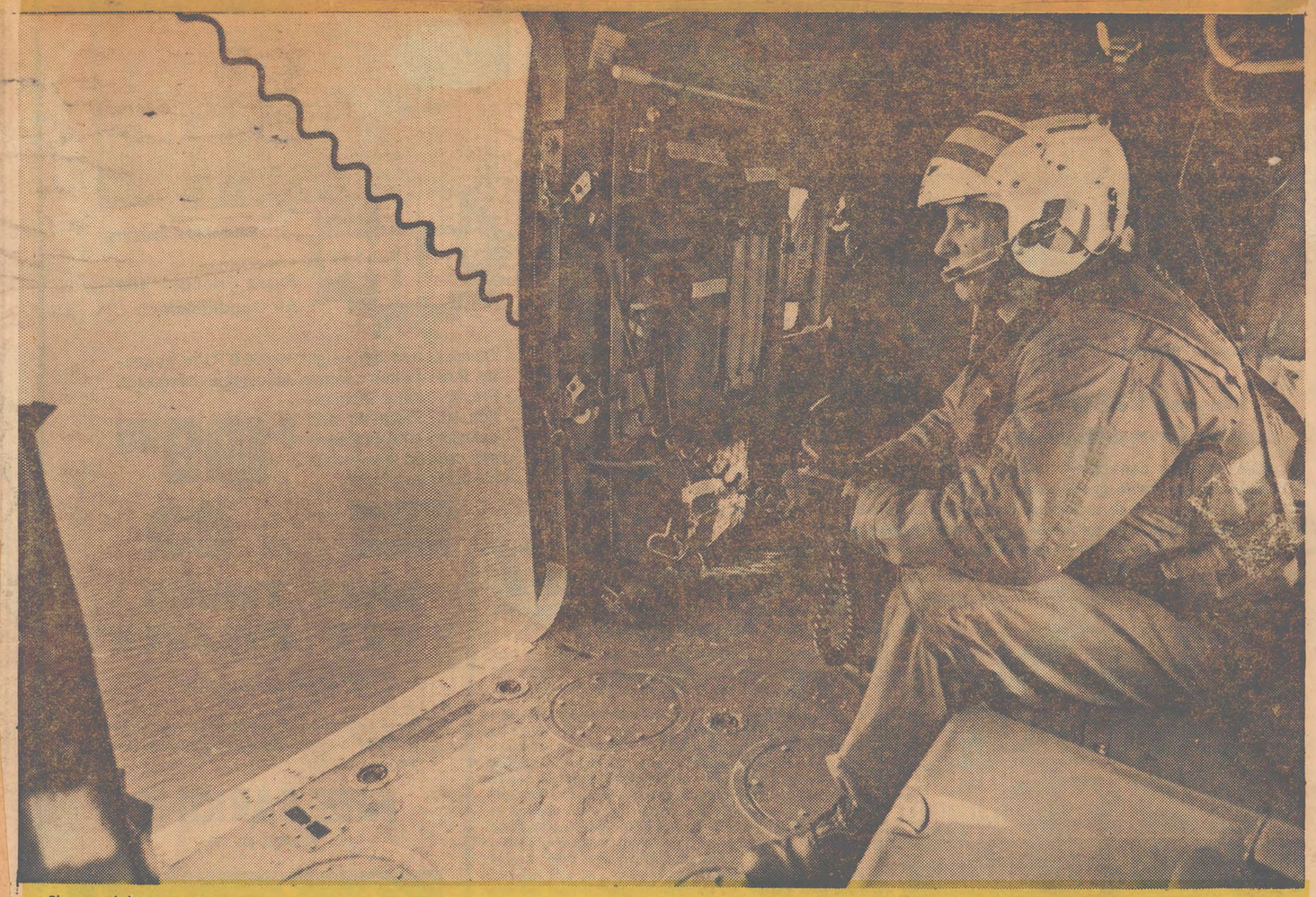
R-E photos by Dann Perszyk



Island ferries wait for warmer weather in harbor at Mackinac Island



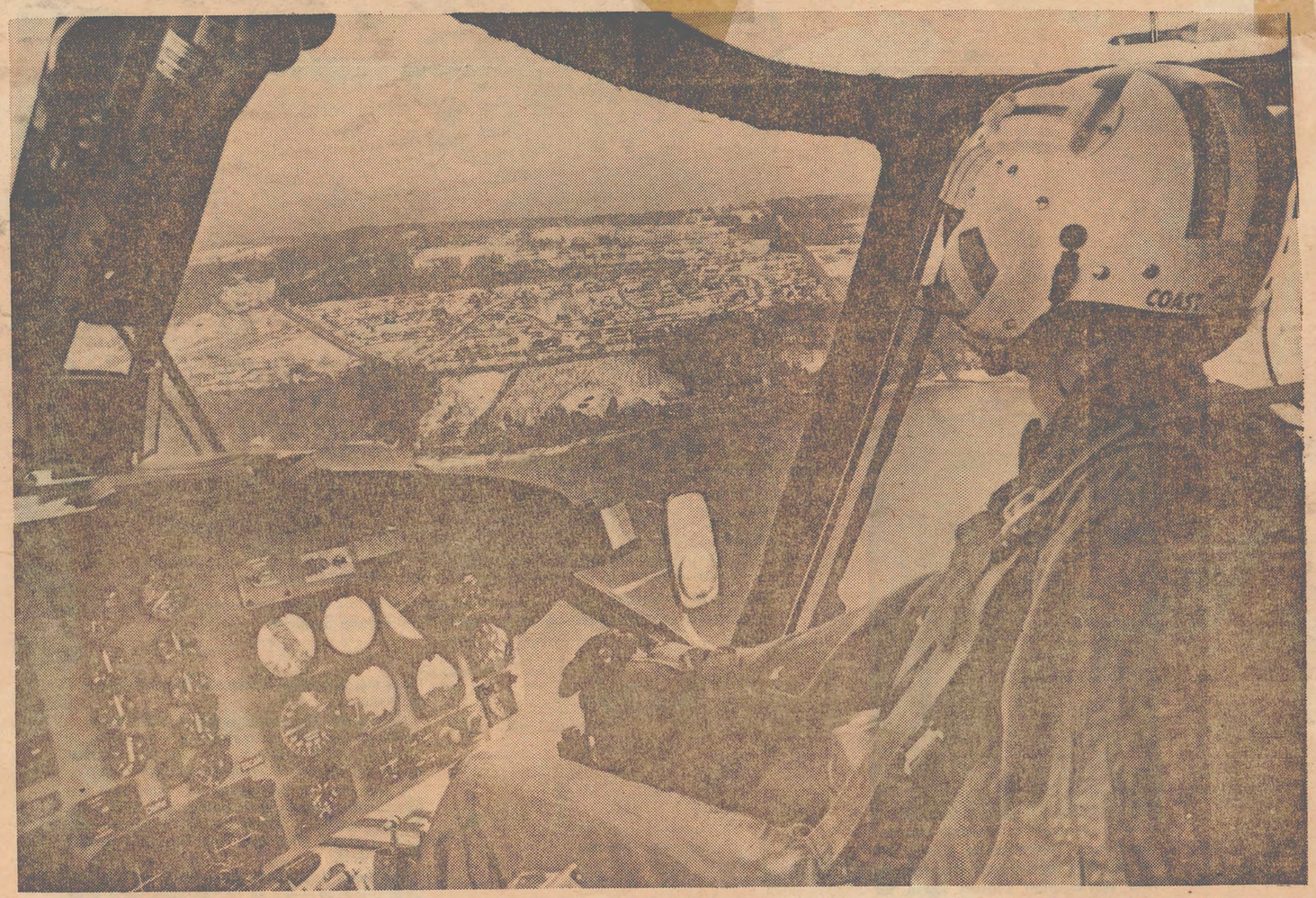
Philip R. Clarke, owned by U.S. Steel, is ice-bound in Whitefish Bay



Photograph by Henry F. Zeman

Eye in the sky for big lake skippers

The Grand Rapids Press, Sunday, February 24, 1974



Lt. Thomas Ross heads the amphibious helicopter northward over ice-free Lake Michigan. Farther north, the inexorable winter had all but choked off the Great Lakes passages.

Ice chopper aloft: The Coast Guard's sky eye

Chief Petty Officer Russell Yeaton takes an "eyeball" reading on the thickness and consistency of the ice. Often, the big chopper will land on the ice to make a more accurate analysis.

Photography by Henry Zeman

by Henry Bornheimer

LT. THOMAS ROSS guided his Coast Guard helicopter into a strong headwind, putting him on a slightly sideways course, to follow the ice through the Straits of Mackinaw into upper Lake Huron.

He wasn't lost. Ross, 30, and his three-member crew were taking their turn flying the ice patrol that has helped extend the Great Lakes shipping season far into the winter months.

There wasn't much ice in Lake Michigan, but it begun to build as the huge, amphibious chopper traveled northward.

The sun glared on the ship. From 1,000 feet in windy altitude, the ice seemed smoother than the ride at times. Ross, a second generation military career pilot, tugged down the sun visor on his flight helmet and dropped for a closer look.

He and the crew checked for thickness and age of the ice and searched it for breaks and stretches of open water. They carefully charted the scene free hand on a navigational map before pushing to other points farther north to finish the puzzle.

Their record was meant for Coast Guard district headquarters in Cleveland and the Guard's two main cutters that also are part of the team effort to keep the

continued next page

His crew aboard, Lt. Ross heads out for another day of helping northern Great Lakes shipping cope with shifting, treacherous ice.

Lakes merchant shipping industry thriving longer into the winter.

The National Aeronautics and Space Administration makes up the third partner. Using Army planes, it covers the Guard's tracks to take aerial radar pictures for district topsiders to compare with the sketches.

A composite of the photos and maps then are transmitted to Duluth, Minn. and Sault St. Marie ports for ship captains. A narrative on ice conditions is sent daily. Updated composites are dispatched several times a week.

The Guard deploys two jet-powered choppers and three U-16 prop planes for the operation, based at its Traverse City station. All of them are amphibious. NASA flies out of K. I. Sawyer Air Force Base at Marquette.

SEVEN GUARD CREWS make runs twice weekly as far north as mid Lake Superior, south to Green Bay, Wis., west to Duluth and Alpena on the east. Coverage spans 400 miles for the Lake Michigan-Huron Patrol; 800 miles for the Lake Superior Patrol.

The Guard has just completed the third season of a three-year experiment with the ice program. The federal government is expected to underwrite it another two years for further testing.

Whatever the benefits of a prolonged sailing season, the patrol has helped end the sometimes aimless wandering of ships in search of passage through frozen waters. The airborne teams spot the ice formations for the ships to avoid and the icebreakers to crack. They also aid ships in trouble.

Until three years ago, Upper Lakes navigation shut down in mid December. Now they stay open until early February when the ice gets so thick that cutters have to lead ships through. The last ship through the Soo locks was the U.S. Steel Corp. big self-unloader Roger Blough, whose passage closed the Upper Lakes season Feb. 7.

About 100 million tons of cargo last winter and nearly 111 million tons this winter slipped through the locks that might otherwise have waited for the spring thaw.

The winter season refers only to the Soo locks and Lake Superior operations. Lakes Michigan and Huron don't close. The ice patrol flies year-round, checking Lower Lakes conditions as usual and collecting data in the upper regions.

Only domestic ships use the Lakes in the winter. The frozen St. Lawrence Seaway keeps foreign vessels out. But there are plenty of tankers, car ferries, freighters and ore carriers to move.

Two cutters, including one ocean going ship, open the crucial shipping lanes while several smaller Guard vessels, pressed into service as icebreakers, clear harbors.

Guard Lt. Cmdr. Lawrence D'Oench says the operation probably could keep all the Lakes open year-round. "But you reach a point of diminishing returns." The waters get so cold they freeze right behind the cutters, he says.

The Guard also is assisting the Army Corps of Engineers with experiments its running. Bubbler systems have been installed near three islands in the St. Mary's River that connects Lakes Superior and Huron.

The bubblers, by pumping air, bring warm water to the surface to keep the ice soft or, at least, from freezing too hard. The St. Mary's is one of three crucial connecting rivers to Lake Superior passage lanes. The entire winter shipping industry would stop cold if those rivers aren't kept open.

SPECIAL GUARD BUOYS, designed to resist icing and not freeze, also have been planted, and Guard helicopters land on the ice occasionally to check both them and the bubblers.

Ice landings aren't uncommon in the program. Though the crews have become quite adept at eyeballing conditions from the sky, they still want to double check their aerial interpretations of the ice depth and consistency. Each fall, they undergo training in ice reading.

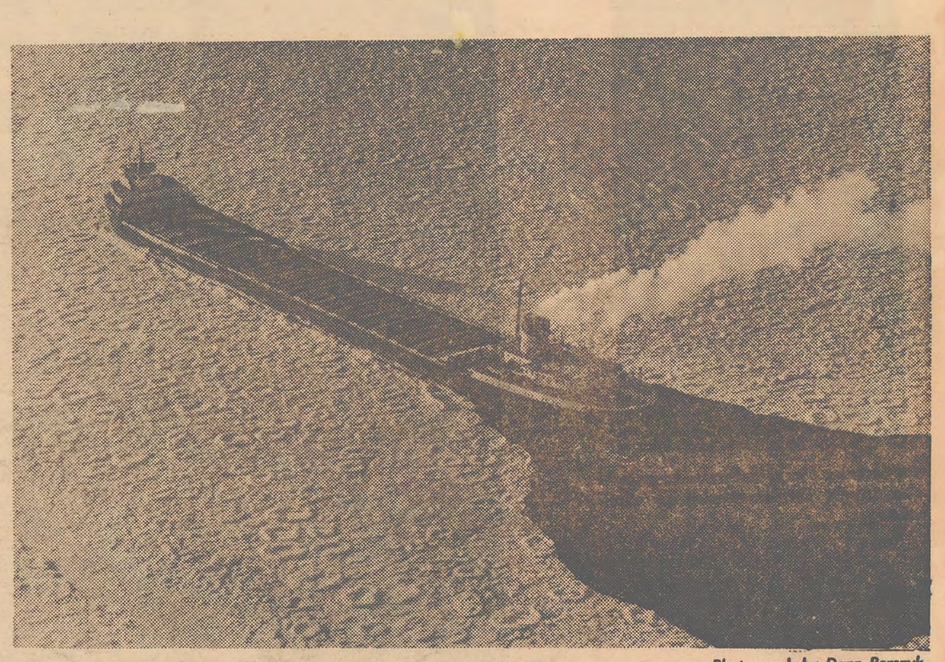
The program hasn't been without problems. Some Lena and Sugar Islands residents have complained that the bubblers disrupt their method of travel to the mainland. It seems that they look forward to the freeze so they can snowmobile across to the mainland and back.

Sugar Island residents gripe that huge freighters, battling their way between Lakes Superior and Huron, cause large ice jams that block the only path of ferries to take children to school and workers to their jobs. They contend they're literally marooned by the Guard operation, which they call U.S. Steel's private navy.

And some sailers, accustomed to a long, mid-winter break in their waterborne carreers and disliking the intense cold of the deep-winter operations, have objected. The Guard helped shipping companies design warmer clothing for their crews, but discontent remains.

It's not Ross' favorite winter duty, either. He says he prefers the Coast Guard's traditional search and rescue missions. What's the matter with the ice patrol? Well, he'd just as soon keep that on ice for now. ■

Henry Bornheimer is a staff writer for The Grand Rapids Press.



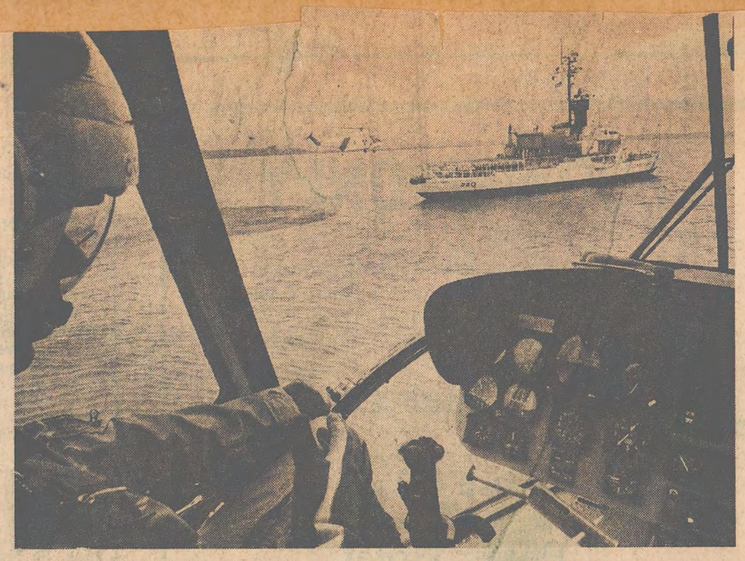
Photograph by Dann Perszyk

Too late to help the Philip R. Clark, owned by U.S. Steel, here icebound in Whitefish Bay, the air patrol nonetheless can save a skipper much aimless wandering looking for a channel through the ice. Though the navigation season in the northern lakes in officially ended, about 22 freighters continue operations through the winter.

Crewmen don't particularly care for the duty — which can be deadly dull — but their reports have helped keep the naviagation season open far deeper into the winter than before.

Keeping the long-range, elaborately-equipped helicopter in shape for its ice patrol duties is important.

Lt. Ross checks weather logs in preparation for his stint aboard the helicopter. Seven Coast Guard crews make runs twice weekly as far north as mid-Lake Superior.



A pilot's eye view (upper) of a companion helicopter as it hovers near the United States Coast Guard cutter, Southwind, off the Michigan shore, is dramatic. But no more so than the view from the flight deck (lower) as members of the tiedown crew hurry away from the chopper as it prepares to take off. The maneuvers took place last week near Traverse City, Mich. *—Journal Photos by Allan Y. Scott*

Cu[illegible] Training Mission a Series of Ups and Downs

By DONALD A. BLUHM of The Journal Staff

IT HOVERS there, off in the darkness, like a thing with two unblinking eyes, one red and one green.

The muted glow of the distant city lights lends an opaque horizontal division to the night behind it.

On deck, the LSO (landing signal officer) straddles the center line of the flight deck near the hangar doors with his arms stretched wide, each hand gripping a pale green glowing baton.

Bending and straightening his arms at the elbow so that the batons move back and forth in a half circle, the LSO motions the thing to move forward.

It does, slowly emerging from the darkness into the dim glow of the red warning lights that surround the deck and beam down from the hangar roof.

The noise of the helicopter's whirring rotor blades increases, and miniature waves form on the puddles that have collected on the deck surface.

Slowly the thing, the bird, the chopper, approaches until it is hovering about four feet above the deck. The yellow clad LSO is now standing motionless with arms outstretched.

About him several crewmen in light blue jackets (members of the tiedown team) prepare to secure the bird to the deck once it lands, while others, in red jackets, await the tiedown in order to plug the chopper into the ship's electric system. Off to the side, two other men in silver asbestos helmets and jump suits stand by in case of fire.

Abruptly, the LSO drops both arms, crossing them in front of his body, and the bird settles gently onto the deck. In a few moments, the LSO will wave his right arm in a circular motion and then point it right or left, depending on which way he wants the helicopter to take off.

The action takes place on the deck of the United States Coast Guard cutter Southwind, anchored in 144 feet of water in Grand Traverse Bay, a few miles north of Traverse City, Mich.

The maneuver is called "touch and go," and 10 of them every six months maintains a pilot's qualifications for shipboard landings. But on this night the situation is simulated. For, as one crew member put it:

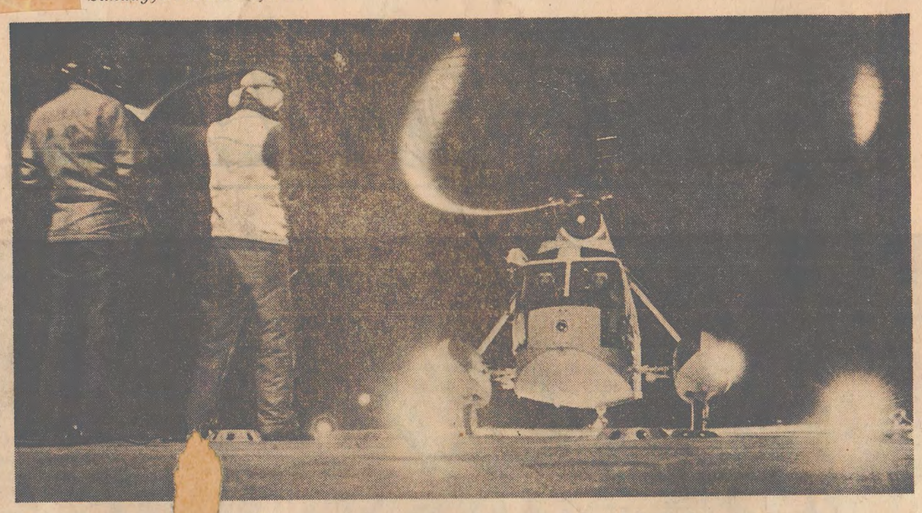
"You should see them trying to do this in the ocean with the fantail bobbing up and down 15 feet every few seconds. It's murder on the LSO because he has to drop the bird at just the right time or you're going to have helicopter parts all over the deck."

And when the ship is pitching in a rough sea, the tiedown crew has to work very fast to get the chopper secured to the deck so that the ship's motion won't tip it overboard.

But it is calm and mild for a November night on Lake Michigan and rather pleasant on deck. The 269 foot cutter, which displaces more than 6,000 tons, rides quietly on 360 feet of anchor chain, swayed ever so gently by a modest north wind.

The job of qualifying helicopter pilots from Chicago, Detroit and Traverse City, has been one that began more than 12 hours ago at 8 a.m. The Southwind, under the command of

Turn to page 2, column 3



The LSO (landing signal officer) assisted a helicopter off the deck during night maneuvers

Pilots Zero In on Southwind

From page 1

Capt. Adrian L. Lonsdale, steamed out of Milwaukee the afternoon before and arrived off Traverse City about 4 a.m.

Football at Sea

When the cutter passed under the Milwaukee Harbor Bridge, its UHF radio antenna at the top of the mast cleared the bridge's underside by less than 10 feet. And when you're on the bridge looking up, that doesn't seem like enough room to take a deep breath.

In the officer's ward room and in the enlisted men's recreation area, the Los Angeles Rams are making war with the San Francisco 49ers on a pair of color television sets. The reception is fine in port, but it gets a little fuzzy when you near the center of the lake.

Ship Has a History

The 100 plus crewmen and officers are, variously, busy with duties, drinking coffee or just standing on deck watching the water slide by.

The sun, gauzy behind several thin cloud layers, dips lower and disappears. In the darkness, crewmen are wandering about the helicopter hangar, preparing it for the morning's maneuvers. Sparks funnel out of the stack in front of the hangar and are lost.

An officer points to a shadowy mound on the port rail and explains that in case of emergency, the life rafts contained there will release and self inflate if they should sink more than 10 feet under water.

The Southwind is an old ship, having served, in addition to the Coast Guard, the US Navy and the Soviet Union (from 1945-'50 under the Lend Lease Program). Soon, rumor has it, she will be decommissioned and the crew will be transferred to a sister ship, Westwind, now in Baltimore, Md., being refitted.

On the bridge, Capt. Lonsdale patrols the pilot house, clutching the ever present cigaret and coffee cup. He is a career man, 46, born in Port Angeles, Wash. His father was a Coast Guard officer, and his grandfather, also, served, finishing his career in 1925 as captain of a small cutter.

Lonsdale's command philosophy is that the service is changing and "you have to change with it. The young men are more intelligent and the system is less rigid. There was a time when you drove the men. Now you are required to lead them."

Lonsdale, married and the father of three college age children, now lives in Mattapoisett, Mass., just north of New Bedford. He probably will not retire until 1980, after the maximum 30 years as a commissioned officer.

The Southwind, meanwhile, churns through the night, anchors and in two hours is awakened, at 6:30 a.m., by a friendly voice shouting over the intercom:

"Reveille, reveille. Up all hands. Heave to and trice up. The smoking lamp is lit in all authorized spaces."

Operations Start

The anchor, which already has been set, goes down as the Union Jack on the bow pole goes up, along with the black bag on the starboard rigging and the red and white signal flag on the port side. The bag and the Union Jack indicate that the ship is at anchor.

Outside, the grayness lightens to reveal a fine, cold mist falling on Grand Traverse Bay. Soon it will be 8 a.m. Soon the red and white signal flag, which has been flying at half staff, will be hoisted to the top of the rigging to signal that air operations are underway.

Soon the first bird will appear—the amphibious HH52 — with a crew capacity of six and a fuselage bottom resembling a boat hull. It will bring the Traverse City Air Station's CO, Cmdr. Bernard A. Hoyland.

Then the tiedown crew will climb into the safety nets extended off the flight deck, the LSO will take up his position in front of the hangar, everyone will adjust his goggles and protective ear phones, and another training day aboard the US Coast Guard cutter, Southwind, will begin.

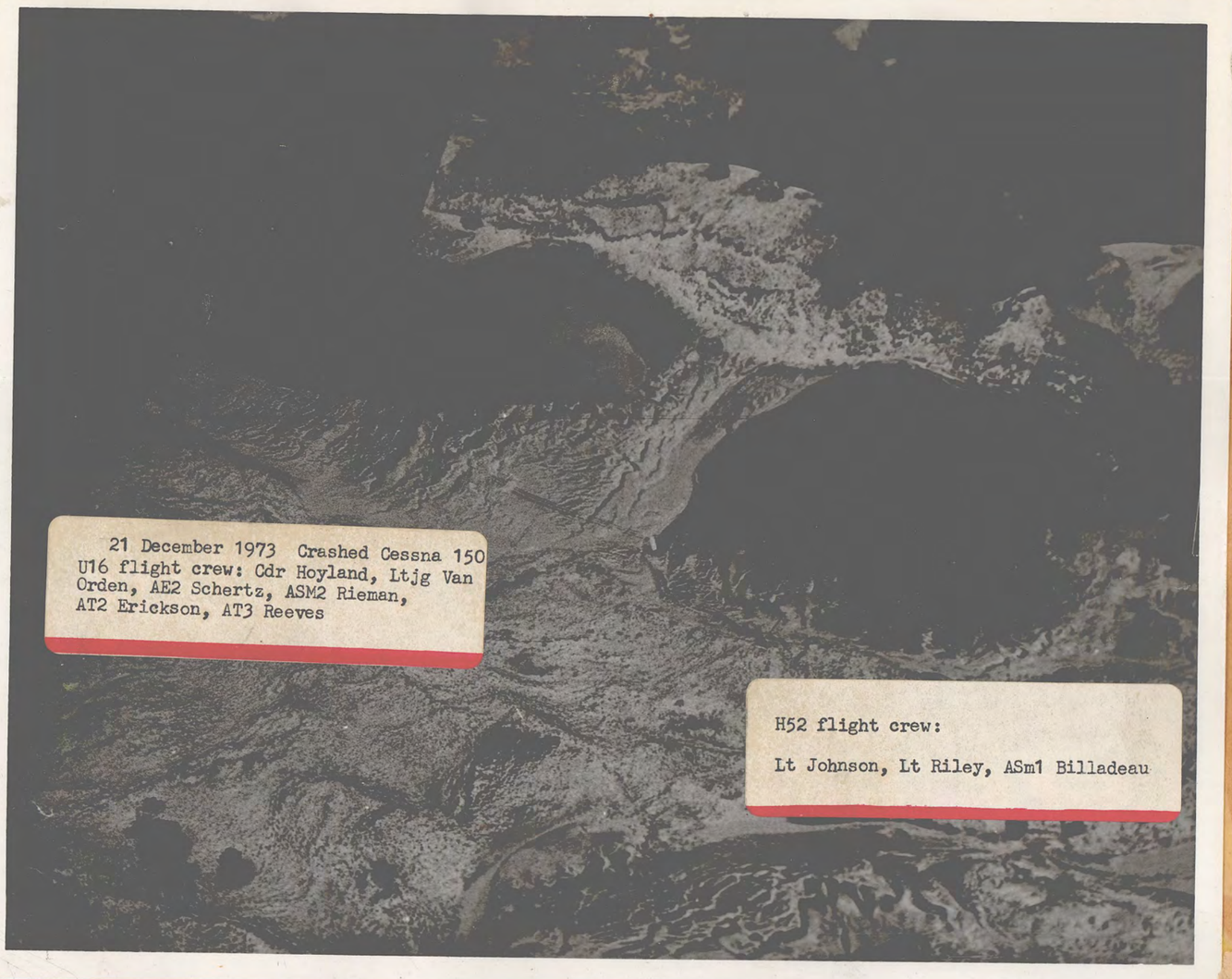
—Journal Photos

Capt. Adrian L. Lonsdale, commander of the Southwind.

Crew members gathered on the flight deck for instructions prior to the first helicopter landing

AVIATION MACHINIST MATE Third Class Martin D. Mock was presented the Outstanding Aircrewman's award, the Lt. Robert A. Perchard Memorial Trophy, during ceremonies held at the Traverse City Coast Guard Air Station. The award was established in 1964 by the parents and friends of the late Robert Perchard, who gave his life while serving on a rescue mission in Alaska, and is given semi-annually to recognize an enlisted crewman who demonstrates superior performance, leadership, technical competence, and professionalism in the performance of his duties.

AVIATION STRUCTURAL MECHANIC Third Class David R. Czarnecki was presented SAR Aircrew Wings and designated a search and rescue-qualified aircrewman in ceremonies at the Traverse City Coast Guard Air Station. Petty Officer Czarnecki completed classroom and in-flight training in search proeedures, flare handling, and parachute delivery methods to qualify for his wings. He will now perform a dual role by both working on aircraft maintenance and flying on law enforcement patrols and rescue flights.



21 December 1973 Crashed Cessna 150
U16 flight crew: Cdr Hoyland, Ltjg Van Orden, AE2 Schertz, ASM2 Rieman, AT2 Erickson, AT3 Reeves

H52 flight crew:

Lt Johnson, Lt Riley, ASm1 Billadeau

USCG promotes air station commander

Bernard A. Hoyland, Commanding Officer at the United States Coast Guard Air Station in Traverse City, recently received notice of his promotion from Commander to Captain.

He is now one of only 277 captains among the 5,000 officers in Coast Guard nationwide. Captain in the Coast Guard is the equivalent of the rank of Colonel in the Army.

Hoyland began his Coast Guard career following graduation from the United States Coast Guard Academy in 1953. He was then assigned to the Minnetonka, based in Long Beach, Calif., for two years. He met his wife, Peggy, while in Long Beach.

Following flight training, Hoyland was stationed at numerous bases, including San Diego and San Francisco, Calif., and at bases in Alaska and Guam. He was stationed twice in Miami, Fla., which he described as "the busiest air-sea rescue station in the world."

He came to Traverse City in August of 1972 as commanding officer of the Air Station. His duties here have been mainly operational, rather than administrative, and have included a considerable amount of flying.

Hoyland said he would like to remain in Traverse City, but admitted that transfers often accompany promotions in the Coast Guard. He has not received notice of a transfer, though.

Captain Hoyland resides with his wife, Peggy, and eight children at 701 Highland Park Drive in Traverse City. His favorite leisure activities are tennis, skiing, and fishing, and he is an active member of the Rotary Club and the Immaculate Conception parish in Traverse City.

TRAVERSE CITY, MICHIGAN — MONDAY, MARCH 4, 1974

BOB McCARRY of Traverse City hadn't been out on the ice very long Sunday when he was warned by a Coast Guard helicopter to return to shore because the shore ice was quickly being blown away by southerly winds. By the time McCarry, fishing north of the State Park, got close to shore some 200 feet of open water stood between him and land. Luckily a marine craft from the Grand Traverse county Sheriff's Department was there to pick him up. He got to shore safely with his catch for the day, two salmon and two trout. McCarry was one of five fishermen removed from floating ice on East Bay Sunday.
(R-E photo by Dann Perszyk)

E. Bay tragedy narrowly averted

A near tragedy for ice fishermen was averted Sunday after warm temperatures and southerly winds caused the fast break up of ice on East Grand Traverse Bay.

Over 100 persons were out on the ice Sunday before the winds began blowing the ice from shore, said Corporal Ron Hitesman of the Grand Traverse county sheriff's department marine division. "Luckily we ended up having to rescue only a few, the rest made it to shore before the ice broke up."

Hitesman was involved in the rescue of ice fishermen Sunday along with sheriff deputies, volunteer firemen and members of the Coast Guard Air Station in Traverse City.

Removed from the floating ice were Joseph Brigham, 25, of Grawn, Raymond Rice, 38 and Charles Brigham, 37, both of Midland and Bob McCarry of Traverse City. Ralph Hanna of Traverse City came in by himself.

Two marine boats and the Coast Guard helicopter were used to remove the two Brighams and Rice. They were landed slightly north of the Five Mile and US 31 intersection.

Hanna made it to shore at the Four Mile landing ramp. However his fish shanty was still stranded on the ice late Sunday night with approximately 300 feet of open water between shore and the ice.

Almost immediately following, sheriff boats were diverted from this location when the helicopter spotted another fisherman stranded north of the State Park. Approximately 200 feet of open water separated Bob McCarry from land. He was removed by the marine boat.

Hitesman said the incident was unusual for Grand Traverse Bay. Ice fishermen are often rescued from thin ice but being stranded on floating ice is not a common situation here, he said.

TWO MEN AND A DOG were rescued from an ice floe in Boardman Lake Sunday by a helicopter from the Coast Guard Air Station in Traverse City. Thomas S. Brzezinski, 1049 Webster, and his son Thomas J. Brzezinski, R. 2, Cedar, were fishing through the ice on Boardman Lake when the ice broke away from shore. State Police were called to the scene, and they advised the two men to sit still until the helicopter arrived. The helicopter, piloted by Lt. Tom Ross, with Petty Officers Richard Nichuals and Kenneth Dalzell as crewmen, removed the men, dry and uninjured, and released them to waiting cars of the State Police and Grand Traverse Sheriff Department. (Bob Younglass photo)

WINGED "S" AWARDS were presented to, from left, Aviation Machinist Mate First Class Robert J. Luse, Aviation Machinist Mate Second Class Burnell A. Bentsen, Lt. Michael D. Riley, Lt. Rohlin D. Anderson, and Hospital Corpsman Third Class Marion E. Wilson in ceremonies held at the Coast Guard Air Station in Traverse City. The Winged "S" is an award given by Sikorsky aircraft Co. to flight crewmen who make a rescue in a Sikorsky helicopter. These pilots and crewmen had participated in night medical evacuation of seamen from two ships in Lake Huron.
(Coast Guard Photo)

AVIATION MACHINIST MATE THIRD Class Bradly J. Campsmith was presented Aircrew Wings and designated a Search and Rescue-qualified aircrewman in ceremonies held at the Traverse City Coast Guard Air Station. Petty Officer Campsmith completed classroom and in-flight training in search procedures, flare handling, and parachute delivery methods to qualify for his Aircrew Wings. He will now perform a dual role in the Coast Guard by both working on aircraft maintenance and also flying on law enforcement patrols and rescue flights.

SE CITY RECO

NORTHERN MICHIGAN'S GREATEST

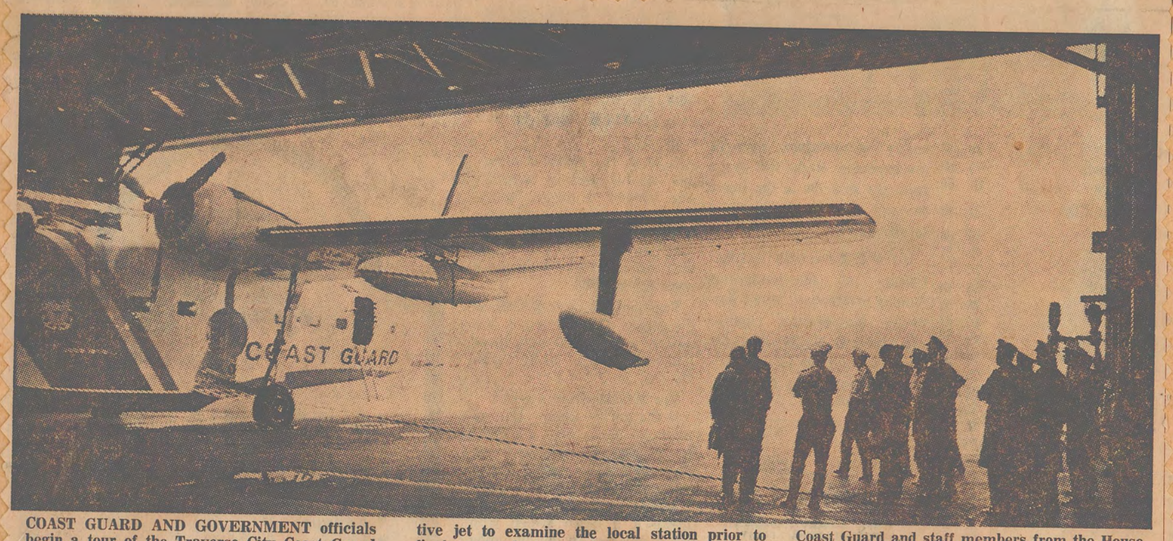
MICHIGAN — FRIDAY, AUG. 16, 1974

k war t

coast g the upper

third of the island. It said the Turkish offensive would end at noon EDT.

The threat of war between Turkey and Greece lessened today with assurances by



COAST GUARD AND GOVERNMENT officials begin a tour of the Traverse City Coast Guard Air Station this morning. The 8 officials flew into Traverse City aboard a Coast Guard executive jet to examine the local station prior to final approval of an anticipated $5 million Congress may vote to allocate for improvements. The group included two rear admirals in the Coast Guard and staff members from the House and Senate appropriations committees. Capt. Bernard Hoyland conducted the tour.
(R-E staff photo by John Hawkins)

ADM. OWEN W. SILER, commandant of the Coast Guard (right), stopped at the local air station Saturday en route to Washington. The four-star flag officer had attended a reunion on the 30th anniversary of the cutter Mackinaw in Cheboygan the day before. Admiral Siler made a materiel inspection of the station. With him in the photo are Rear Admiral A. A. Heckman (left), commander of the 9th Coast Guard District, headquartered in Cleveland, tion. Mrs. Siler (left) and Mrs. Hoyland (right) are also in the picture. (R-E Staff Photo)

12 AUG RE

Helicopter damaged in rescue try

SOUTH FOX ISLAND — A Traverse City Coast Guard helicopter was extensively damaged Sunday during a rescue attempt on South Fox Island, off Northport.

None of the crewmen aboard, pilots LCDR Larry D'Oench and Lt. Mike Riley and AE2 Billey Wright, was injured.

The helicopter remains on the island today and is expected to be lifted by sling and transported to the Coast Guard Air Station by a large Cargo helicopter early this week.

The helicopter was attempting to assist a 24 ft. inboard-outboard aground and swamped on the island. The helicopter was damaged while landing near the vessel. A motor lifeboat from Charlevoix and the Coast Guard cutter Sundew assisted the disabled vessel, aided by the crewmen from the damaged helicopter on shore. The incident occurred around 4 a.m.

A board of investigation has been convened to determine the cause of the accident.

12 Aug 74

RETURNING TO BASE Friday, but under different power, is this disabled helicopter from the Traverse City Air Station of the United States Coast Guard. The top helicopter, a CH-54 brought in for the operation from Fort Eustice, Va., towed the Coast Guard helicopter from South Fox Island in Lake Michigan where it was damaged last week in an accident. The cause of the accident, in which there were no injuries, has not yet been determined by a board of investigators. The rotor blades were removed from the helicopter by Coast Guard personnel before the recovery operation. Traverse City Coast Guard sources said that the CH-54, capable of carrying a load of 12½ tons, is the largest helicopter used by the United States military. (R-E staff photo by Randy Baxter)

Paid Circulation
Daily Average
For September, 1974
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Subject to ABC Audit

TRAVERSE CITY RECORD-EAGLE

NORTHERN MICHIGAN'S GREATEST DAILY

The weather
MOSTLY CLOUDY
Detailed Information Page 2

"'Tis a Privilege to Live in Michigan"

TWO SECTIONS—26 PAGES | TRAVERSE CITY, MICHIGAN — SATURDAY, OCT. 19, 1974 | SEVENTY-EIGHTH YEAR | FIFTEEN CENTS

3 periled; attacked by crashing boat

By BILL PRITCHARD
R-E Staff Writer

TRAVERSE CITY — For two-and-one-half frightening hours Friday night, three Grand Rapids people fought to ward off the rams of a 25-foot boat which reportedly was attacking their 36-foot cruiser as it lay aground a mile east of Old Mission lighthouse.

Overhead, a helicopter from the Traverse City Coast Guard Air Station used the wind from its rotor blades to try and create a buffer zone of waves between the 25-foot craft and James Kowall's "Great Northerly."

At the culmination of the incident, the 36-foot Hatteras cruiser was badly damaged, according to its owner. Officials also said a 44-foot Coast Guard rescue boat from Charlevoix was also aground, a Grand Traverse Sheriff's Marine Patrol boat had broken down and the alleged attacker had left for Elk Rapids.

James Kowall, 48, president of Great Northern Packaging Corp. in Grand Rapids, told authorities that the name of the other boat was "Jubilee."

Police officers are now seeking a suspect, but have not yet officially called the incident a deliberate attack.

"My wife counted 16 rams to the Great Northerly," Kowall said in a telephone interview with the Record-Eagle from his Grand Rapids home.

Kowall, his wife Elva, 41, and Robert Bergene, 42, a corporation pilot, were bringing the fiberglass-hulled cruiser from Acme to Traverse Harbor when around 8:00 p.m. "bad weather" forced them onto the rocks off the east shore of the peninsula.

The "Jubilee," he said, appeared on the scene about the same time as the Coast Guard helicopter — approximately one hour after Kowall had radioed for help.

At 9:07, the chopper pilot radioed that a 24-foot cabin cruiser appeared to be attempting to ram the "Great Northerly," a two-year-old, $64,000 craft.

"On his first entry," Kowall said of the other boat's lone occupant, "he was very profane and he expected us to board his boat."

The Grand Rapids businessman refused, because he said he wanted to salvage his own craft.

Then "for a solid two hours and 15 minutes," Kowall [illegible], the trio struggled to save their boat from a concentrated ramming attack.

The other boat rammed "from every angle" and struck the Great Northerly" in every position except port amidships, he said.

During the incident, the Grand Rapids people moved bumpers along the side of the 36-footer's hull to cushion the blows, Kowall continued. Bumpers normally are hung over the side when a boat is docked to prevent scraping.

"At the 12th or 13th pass with his boat he made a statement to the effect that we were ignorant bastards and he was going to ram us until we sink," Kowall said. His eyes appeared to be those of a dead man's."

(By 9:20, the Coast Guard pilot had radioed that the "Jubilee" appeared to have damaged the "Great Northerly").

The Coast Guard helicopter "used its rotors" to try to keep the two boats apart, the Great Northerly's" owner said.

But then the copter had to leave for refueling and the attacks became more aggressive," Kowall said.

The Great Northerly's" bow was struck with great force," he said.

At 10:27 p.m., the sheriff's log shows a Marine Patrol Boat, a 44-foot Coast Guard rescue boat and the helicopter were on the scene.

With the appearance of the Coast Guard boat on the horizon, Kowall said, the Jubilee" soon broke off.

He may have seen the blue light of the Coast Guard ship," he suggested.

Sometime around 11 p.m., the three people from the Great Northerly were taken off their ship by helicopter and a Coast Guardsman put aboard.

In the meantime, the 44-foot rescue craft had also gone aground and the sheriff's boat developed trouble in the steering mechanism which forced deputies to anchor it nearby.

Today, a 40-foot boat from Charlevoix will attempt to pull its 44-foot mate off the rocks, the sheriff's department will try to fix its craft and Kowall will decide how badly his 36-foot cruiser is damaged.

At 2:08 a.m., an Elk Rapids Police Department patrol c[illegible] found the damaged "Jubile[illegible] docked at Elk Rapids with one aboard.

"We feel like we've been i[illegible] a battle last night," Kowall said.

'Boat ramming' investigation continues

TRAVERSE CITY — Area Coast Guard commander Capt. Bernard Hoyland this morning was in the midst of an investigation to determine precisely what happened Friday night when a 25-foot boat reportedly crashed repeatedly into a 36-foot cruiser that was stuck in shoal waters about a mile east of Old Mission Lighthouse.

Three persons were aboard the 36-foot "Great Northerly" and reported to the Coast Guard that it was attacked by a boat named "Jubilee" even while a Coast Guard rescue helicopter attempted to come between the vessels.

The owner of the "Jubilee" was identified in initial reports as Lynn Hayes of Bunker Hill Road and Capt. Hoyland said that there is evidence he was aboard the craft at the time of the incident under investigation. Hayes declined to discuss the matter when he was questioned about it by a reporter.

Hoyland said that although there were no charges yet prepared concerning the incident, the matter would continue to be probed concerning the question of "reckless operation." He said that if notice of such a violation was issued, it would be in federal jurisdiction and the Marine Inspection Office branch of the Coast Guard would pursue it.

Hoyland said this morning he had questioned a Coast Guard helicopter pilot who had been at the scene and was told that the pilot observed persons aboard the "Great Northerly" attempting to fend off the "Jubilee." Subsequent information indicated that the smaller craft had no radio and could not be contacted by the Coast Guard during the alleged attack.

Hoyland said he was concerned about a report that when the Coast Guard helicopter attempted to move in between the two boats, the "Jubilee" had made what was considered to be "a dangerous pass" at the aircraft.

The "Great Northerly," owned by James Kowall who was aboard at the time of the incident with his wife and the corporate pilot of the Great Northern Packaging Corp. of Grand Rapids, was damaged extensively, according to Kowall. He said the boat was recipient of repeated rams during a period of more than two hours.

When a Coast Guard boat approached the scene, Kowall said, the other boat left.

No explanation was offered by Kowall for the alleged attack against his boat.

Record Eagle - 10/21/74

TRAVERSE CITY RECORD-EAGLE

Traverse City, Michigan— Tuesday, Nov. 19, 1974 Seventy-Eighth Year Fifteen Cents

SUCCESSFUL MISSIONS completed by Coast Guard Air Station personnel and aircraft can be noted by motorists passing the base when they sight these two flags being raised by Ensign Edward Yonts flying near the base entrance. The flags are the international signal flags gulf and zulu and indicate that the station is fulfulling its mission on the Great Lakes and has aided someone in distress to safety. (R-E photo by Dann Perszyk)

Section E

The Grand Rapids Press

Monday, May 8, 1978

The City

Exposition Kickoff Has the Scouts Sky-High

By Jim Mencarelli

The man, an apparent heart attack victim, collapsed in a field. It was up to a group of Boy Scouts to save his life.

This was the situation presented Saturday to Scout Troop 402 at Scout Expo '78, held at the Calvin College Physical Education Center.

In order to rescue the fallen man, the scouts had to use advanced life saving techniques they'd learned from Bud's Ambulance Service and work with a Coast Guard rescue helicopter.

Grand Rapids Press Photographs by JAY C. ABBOTT

Rocket Blastoff — the Demonstration Put Heavy Stress on Safet

'It was the neatest thing ever,' said 12-year-old Doug Brown, of 2530 Northhille Dr. NE, who helped spread out a bright red sleeping bag used to signal the aircraft.

"Everyone was using their first aid skills and accomplishing something important. I'm going to join the Coast Guard when I grow up."

The rescue operation was the kick-off event for this year's exposition, sponsored by the Grand Rapds Lions Club. The adult leaders of Troop 402, which meets at St. Jude Catholic Church, had persuaded the U.S. Coast Guard Station at Traverse City to help in the event. The station has the largest aviation search and rescue unit in the Great Lakes Area.

The demonstration took place on the athletic field behind the Calvin fieldhouse. The bleachers were filled with spectators. Dialogue between the scouts on the ground and the helicopter crew was broadcast over the public address system.

"It seemed like it was really happening," said Chris Bolek, 11, of 2279 Breezy Point Dr. NE, who ran for assistance when the man collapsed. "But I know if it really happened, I mean, if it was for absolutely real, we'd probably all faint."

The scouts were divided into teams. One team held the sleeping bag while another administered external heart massage and artificial respiration to the victim. A third team signalled the helicopter with orange signal flares. And a fourth group manned a two-way radio to "talk" the helicopter into the field.

The audience was enthralled when the large Sikorsky HH-52A jet engine helicopter circled in from the north and settled over the field, sending gusts of wind and debris through the air.

"It suddenly got awful cold and we all thought the helicopter was going to land on us," aid Marc Bullerman, 12, of 3631 Ivy Dr. NE.

The aircraft hovered while scouts and scoutmasters attached a special stretcher to a steel cable and watched as the helicopter crew pulled the man aboard. The aircraft then carried the victim to civilization and a hospital.

In reality, the helicopter circled over the field and landed a few yards away in a parking lot. Almost before the aircraft touched down, throngs of uniformed youngsters flooded the asphalt to touch the helicopter and meet the three crew members.

"I think it was just great the way the 'copter made its own wind," said Kevin Bullerman, 11, of 3631 Ivy, between chomps on a sugar-coated cinnamon roll. "This was a great idea."

Several hundred scouts and leaders participated in the exposition, which was held to raise money to keep the scouting program running in Kent County.

For weeks prior, scouts went through neighborhoods selling $1 tickets to the show. Members of the Lions Club hoped to raise $10,000 this year.

Besides the rescue demonstration, there were dozens of booths set up in the fieldhouse and on the lawn outside where Boy Scouts and Cub Scouts showed off numerous skills.

The projects ranged from coin collecting, backpacking and woodcraft to fingerprinting skills, the making of totem poles and shooting of antique muzzle-loading guns.

Troop 73 from Hastings set up a solar heating booth showing visitors how to make a solar oven and solar stove. Another troop demonstrated how to make rope and another contructed a geodesic dome shelter.

One project that drew many spectators was a rocketry exhibition. Scoutmaster Richard Brand of Grandville Troop 787 had set up a launching pad.

Throughout the afternoon, his scouts sent miniature rockets into the sky.

"This teaches rocket propulsion, of course," Brand explained, "but it also teaches safety.

"One of the things we stress the most is safety, which carries over into other things like gun safety. There's also fellowship, and rocketry gives the kids a chance to build something with their own hands."

Saturday's rockets went up about 800 feet. Brand said his troop has fired rockets more than a mile into the sky.

"We make arrangements with the airport when we're firing so we don't interfere with low-flying traffic," he said.

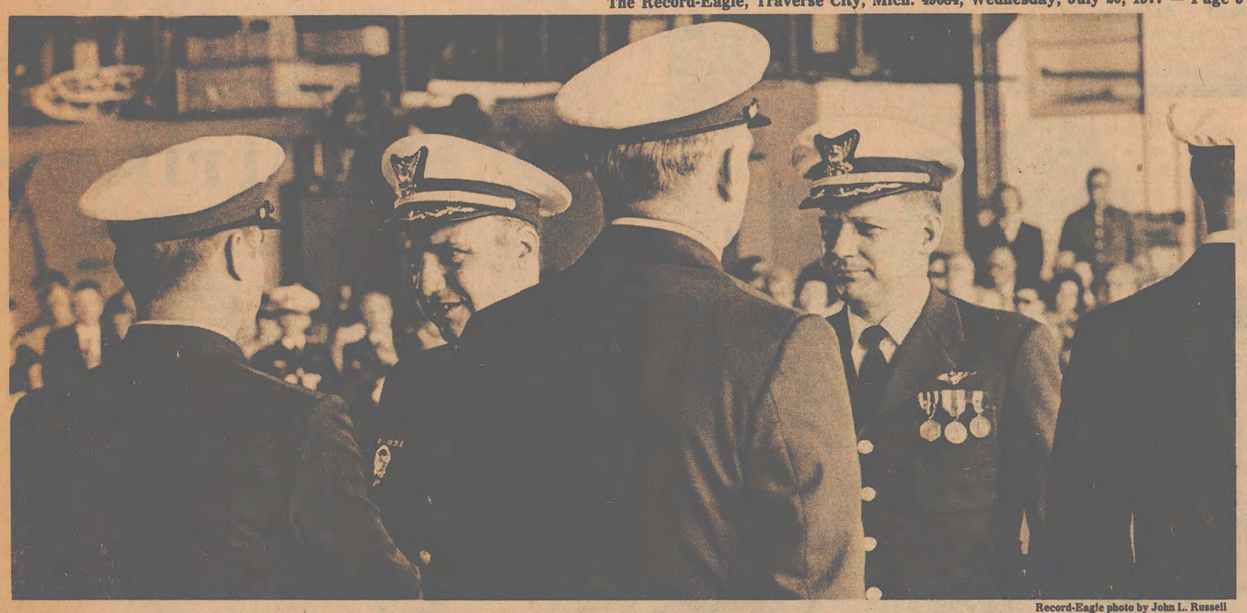
Scout Expo '78 was a family affair and as mothers and fathers patiently followed their children around.

"It's like a trip back to my own childhood," said one father a died a display of kites. "You sometim the really interesting things you did "

Stretcher-Bearers Carry 'Victim' Toward Helicopter

Boy Scout Chris Bolek:

"It (the heart attack) seemed like it was really happening. But I know if it really happened, I mean, if it was for absolutely real, we'd probably all faint."



Record-Eagle photo by John L. Russell

Change of command

The U.S. Coast Guard Air Station loses an old friend and gains a new commander Tuesday, as Captain Charles A. Biondo (left) gives up his command to Commander Kenneth M. Roughgarden (right). The command is changed on the average of about two years, and Captain Biondo was transferred to Washington, D.C. Commander Roughgarden was transferred here from the Coast Guard Institute in Oklahoma City and assumed his first command of an air station. The local station has a contingent of 20 officers and 118 enlisted men and serves the entire Great Lakes Basin.

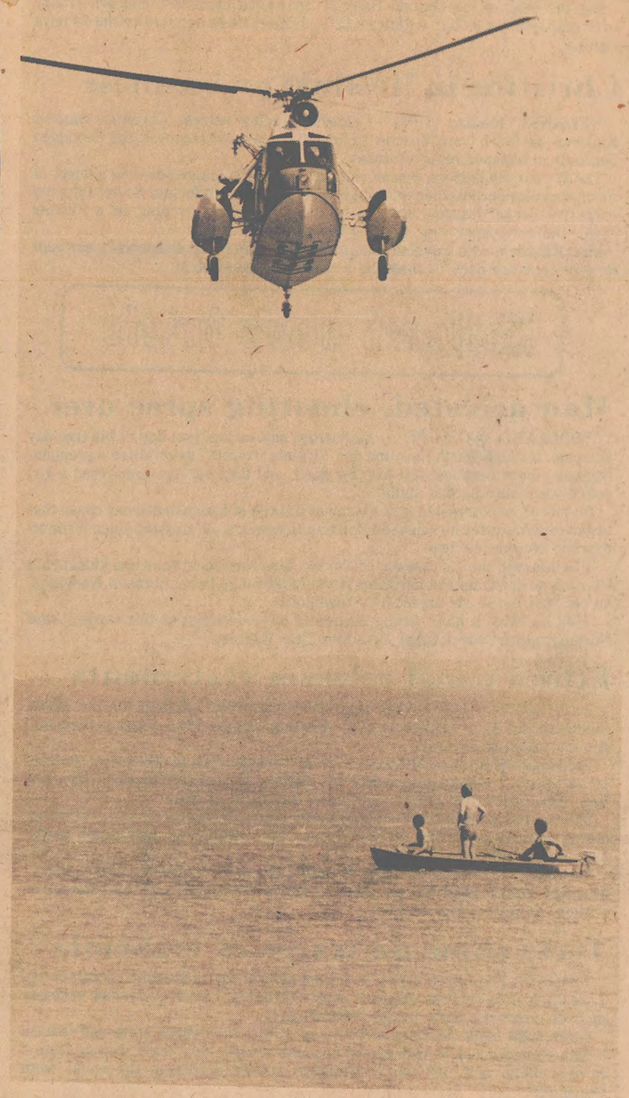


Photo by John R. Russell

A U.S. Coast Guard crewman points to the spot where 18-year-old Regina Clark went down after suffering leg cramps while swimming in West Bay Friday. City police, assisted also by county marine patrol and volunteers, recovered the body in 19 feet of water.

Young area woman drowns in West Bay

the bay near the end of Elmwood and Monroe streets, police said.

According to reports, Regina and her roommate, 18-year-old Janice Murmer, had gone to the beach about 11 a.m. Shortly before noon they decided to wade and swim across the southwest corner of the bay to visit a girlfriend who worked near a shopping mall at the intersection of M-72 and M-22.

The two young women waded and then began swimming when the water became deep.

Regina suffered leg cramps part of the way and was unable to swim further. Her roommate told her to hang on to her and started swimming toward shore. However, Regina could not hold on and went under the water, police said.

Unable to find her, Janice went to shore. There she alerted two young men who immediately started to search for the victim while Janice ran to a telephone to call for help.

City police, a county marine patrol and a U.S. Coast Guard helicopter began searching the area about 12:30 p.m.

Helicopter pilots spotted the woman on their first sweep of the area and city Det. Sgt. Dennis Finch recovered the body. The victim was pronounced dead on the scene by a county medical examiner after unsuccessful attempts to revive her, police said.

Regina, who reportedly planned to attend Northern Michigan College this fall, was a 1978 graduate of Elk Rapids High School, police said. She was the daughter of Stanley and Suzanne Clark of Rapid City.

Coast Guard vice admiral named as parade marshall

By SUSAN TEW
Record-Eagle staff writer

TRAVERSE CITY — The United States Coast Guard will be well represented in this year's Cherry Festival. Coast Guard seaman escorted Ann Alward, National Cherry Queen and her court into Clinch Park marina Sunday evening to start the festival activities and Vice Admiral R. H. Scarborough will be this year's 1978 Grand Parade Marshal.

Scarborough is currently Vice Commandant of the United States Coast Guard in Washington D.C. "The Coast Guard is very involved with the festival," explained National Cherry Festival head of directors Dorothy Walkmayer, "and we were pleased to be able to give the Grand Parade Marshal honor to Vice Admiral Scarborough."

Scarborough bacame the 13th officier to hold the second-in-command post of the smallest branch of the armed Forces on July 1, 1978. Before accepting that post, Scarborough was the commander of the ninth Coast Guard district in Cleveland and the Coast Guard station in Traverse City was responsible to him.

Scarborough is still licensed as a master of ocean and steam vessels of unlimited tonage. This, in laymen's terms, means he can still captain a ship. In addition to experience in commanding seagoing vessels, he also has held positions in the fields of general assignments, personnel, public information, commander ashore, group commander and captain of port.

Scarborough has also distinguished himself on the field of battle. During the Second World War, he received all the theater medals possible. He also received the Legion of Merit medal, Meritorious Service Medal and the Coast Guard Commendation Medal.

He was born in Hawkinsville, Georgia, is married and has two sons. The family currently reside in suburban Washington.

His duty as Grand Parade Marshal will be to ride in one of the lead cars during the Cherry Royal Parade.

R. H. Scarborough
. . . festival honor

But old planes aren't

Lakes' air crew eager

BY EDWIN C. LOMBARDO OF THE NEWS

Lts. Rex Engdahl (white hat) and Larry Manthei (right) plan their reconnaissance flight with some of the other crewmen. **More photos on 6G.**

By EARL DOWDY
News Staff Writer

TRAVERSE CITY — Revving the engines of his aged aircraft up to full power, Lt. Rex Engdahl squinted through a blinding snow shower at the control tower, then started to roar down the 6,500-foot runway while co-pilot Larry Manthei called out: "50 knots . . . 60 knots . . . 70 . . . 80 . . . Abort! Abort!"

A split-second before being committed to take off at 115 knots, Lt. Manthei had spotted an instrument warning signal and Engdahl braked the 20-ton plane to a furious, shuddering stop.

"Don't panic," flight engineer Tom McPhetres said, yawning from experienced boredom. "It's nothing serious. Just the coolant pressure again."

But Engdahl returned to the U.S. Coast Guard Air Station hangar and checked out a second plane for the 1,000-mile reconnaissance flight around the upper Great Lakes.

It finally began in a slate-gray overcast shrouding Grand Traverse Bay as the crew turned to its duties.

BESIDES ENGDAHL and Manthei, other members of the crew were McPhetres and John Ash, both aviation machinists mates, radioman Michael Jusczak and medic John Yezbak.

Each wore a mesh vest festooned with survival gear and there was a rack of parachutes near the hatch.

But these wouldn't help much over the icy expanse of Lake Superior, where there is little likelihood of lasting any longer than in the North Atlantic at this time of year.

There were rubber rafts, first-aid kits and portable bailing pumps for air drops to sinking vessels until rescue helicopters could arrive.

— By DONALD M. JETTIE, OF THE NEWS

Gradually, Engdahl descended from the murky cloud cover and broke into bright sunshine above the majestic Mackinac Bridge, embedded in snow-blanketed ice like a decoration on a wedding cake.

NEXT, HE TURNED north up the St. Marys River, spotting a line of freighters in single file behind the Coast Guard cutter Mackinac as it beat a path for them along the narrow, rock-strewn channel.

Passing Sault Ste. Marie, he dropped to within 500 feet of Lake Superior's hardpacked surface for a dipped-wing salute to the Coast Guard's month-old icebreaker Katmai Bay, cutting open an approach to the Soo Locks.

The Katmai Bay is equipped to carry a helicopter for search and rescue operations, adding a valuable extension to its range in isolated areas where fishermen sometimes float away from shore on a melting slab.

Then Engdahl set a zig-zag course out across Lake Superior's drifting ice fields, a frigid scene which resembles the Arctic, while Manthei charted these hazards for transmission to freighter traffic making a night passage between the Locks and Duluth.

En route, the plane skirted massive Isle Royale, nearly uninhabited now except for herds of moose being tracked by wolves, as the crew stared in all directions for any sign of a human being in distress.

THE REMAINDER of the 4½-hour patrol, made regularly up to Ontario's Thunder Bay under an agreement with Canadian maritime authorities, went without trouble and was completed at low level over the Upper Peninsula wilds and Sleeping Bear Dunes west of Traverse City.

"Well, this turned out to be routine — after that false start on the runway," Engdahl said. "But we'd rather put in a few hours of relative boredom than scramble to emergencies, which usually mean misfortune for somebody.

"And we get plenty of those, week after week. But that's what we're here for, to provide help when it's needed most."

Unfortunately, some flights must be delayed or even curtailed because of malfunctioning equipment in the ancient aircraft assigned to Traverse City.

THE COAST GUARD base here, largest in the Midwest, recently sent its last 1950-vintage Grumman Albatross seaplane into retirement and now has three HC131A twin-turboprop Convair transports plus a pair of HH52A Sikorsky helicopters, with a complement of 150 personnel under Cdr. K.M. Roughgarden.

Continued on Page 6A

Even if partly to blame

Lake air crew eager, but old planes aren't

Continued from Page 3A

Produced more than 20 years ago, the Convairs were assigned originally to the Air Force until they outlived their usefulness in that branch and were transferred to the Coast Guard as "temporary replacements" pending tests of a new jet type. The jets, however, aren't expected in Traverse City until late 1981.

"During the interim, we must do the best with what's available," Roughgarden said.

This includes search-and-rescue flights in all sorts of weather, detection of marine and industrial pollution, support for other federal agencies, cooperation with law enforcement departments and "ice patrols" of shipping lanes.

ROUGHGARDEN'S aircraft responded to more than 150 emergency calls from civilian sailors, fishermen and hunters in the last year and recently carried a skier with a broken neck from Duluth to Chicago during a blizzard which closed every airport in the Windy City except for a small outlying field.

Last weekend, an Escanaba family of four flying in their private plane over Lake Superior made a forced landing on the broken ice of Little Bay De Noc but were rescued by a Coast Guard helicopter crew from Traverse City.

In all, the Traverse City Air Station logs about 1,000 flight hours annually.

CORRECTION

Sears ad appearing in Sunday, Feb. 4 Detroit News, advertises Powermate Vacuum at 119.95. Copy reads 4 height adjustments. This is in error. We regret any inconvenience this has caused our customers.

Sears, Roebuck and Co.

Water Patrol's Jobs: Rescue Man, Save the Environment

By Bob Burns

TRAVERSE CITY — Lt. Brad Niesen calls himself a standing aviator.

"That means," he says, "I'm ready to go round the clock on search and rescue and evironmental missions."

Niesen, a 1968 graduate of the U.S. Coast Guard Academy and stationed at the Coast Guard base here since last September, mostly is involved with the environment.

"That means," he adds, "I'm concerned about water pollution."

The officer says Title 14 of the U.S. Code gives the Coast Guard the right to patrol and enforce all U.S. laws regarding pollution on territorial waters of the U.S.

"Any piece of water that borders the U.S. and Canada or any other body adjoining two states comes under federal jurisdiction," he says. "Therefore, we are responsible for controlling water pollution."

The 27-year-old Niesen often is assigned to patrol Lakes Michigan, Huron and Superior and Georgian Bay in twin-engine seaplanes.

"We fly pre-planned routes," he says.

The Coast Guard pilots out of Traverse City fly in HU16 E Grumman Albatrosses. On board with the pilot is a co-pilot, radioman and two crewmen.

One trip will take the Albatross out of Traverse City to Munising over the Keweenaw Peninsula to Duluth to Taconite Harbor to the tip of the Keweenaw Peninsula to Whitefish Bay and back to Traverse City.

"This 800-mile trip takes about 6 1/2 hours," he says.

"Not long ago, we found a ship in Thunder Bay that was discharging waste into the water. Our action was to contact the vessel with a marine radio band and ask them if they were aware of what they were doing.

"Usually, we'll get a 'no' to that question so we tell them to cease and desist. Then we contact the nearest Coast Guard shore station to tell them the name of the ship that is polluting the water, give the location and then, if the spill is of a nature that will require a cleanup, we recommend that they dispatch a small boat to gather samples and obtain a surface evaluation.

"Then, in ensuing weeks, based on the photos we have taken, the district MEP (Marine Environmental Protection) office in Cleveland will review the case and schedule a hearing and, when appropriate, they levy a fine."

The two pre-planned routes covering Lake Michigan include a flight from Traverse City down the east shore to Gary and then back up the middle of the lake to the Mackinac Bridge to Traverse City and from Traverse City down the middle of the lake to Gary and then up the western shore up to Sturgeon Bay through Green Bay along the northern shore of Lake Michigan to the Mackinac Bridge to Traverse City.

Niesen said the three Grummans in service at Traverse City will be reassigned to other bases in the fall. One will go to San Francisco and two to Cape Cod.

"We'll be getting three CI31s," he says. "A CI31 is an Air Force transport called Samaritan. These planes will perform the same mission as the Albatross, the only difference being it will take us less time to fly the routes."

Of the 140 men and women stationed at Traverse City, 17 are pilots.

"We have three pilots on standby in the evening," the lieutenant says, "to handle any search and rescue missions.

"We have two helicopters (Sikorsky HH52A) here and if, for example, a boat overturns in Grand Traverse Bay, we'll dispatch one for either a water pickup or hoist rescue.

"However, if the case has the makings of an extended search, we would launch an HU16 which would provide greater on-scene endurance. An HU16 (Albatross) has about 10 hours of fuel and can cover about 1,200 miles. A helicopter has about 1,200 pounds of fuel and the total range is 250 miles."

The Coast Guard, which has stations at Charlevoix, Frankfort, Ludington, Muskegon, Grand Haven, Holland, St. Joseph and Michigan City along the eastern shoreline of Lake Michigan, provides 40 or 44-foot boats for rescue operations.

"If a plane is needed, we are contacted," Niesen says. "Of course, it depends on the weather when we can go up and look.

The closest Coast Guard stations with planes to Traverse City are in Chicago and Detroit.

"We have a difference in coverage," the pilot says. "Chicago and Detroit have relatively limited areas of responsibility due to the high density of recreational boats while we have extended areas of coverage for the opposite reason."

Nieson, who has more than 1,400 hours of flying time, says the Coast Guard is proud of its quickness when an alarm sounds.

"If a boat overturns in Grand Traverse Bay," he says, "it only takes us 7 to 8 minutes to get in the air in a helicopter. In a fixed wing situation, we can get up in about 20 minutes."

Time, he says, is very valuable during a water rescue.

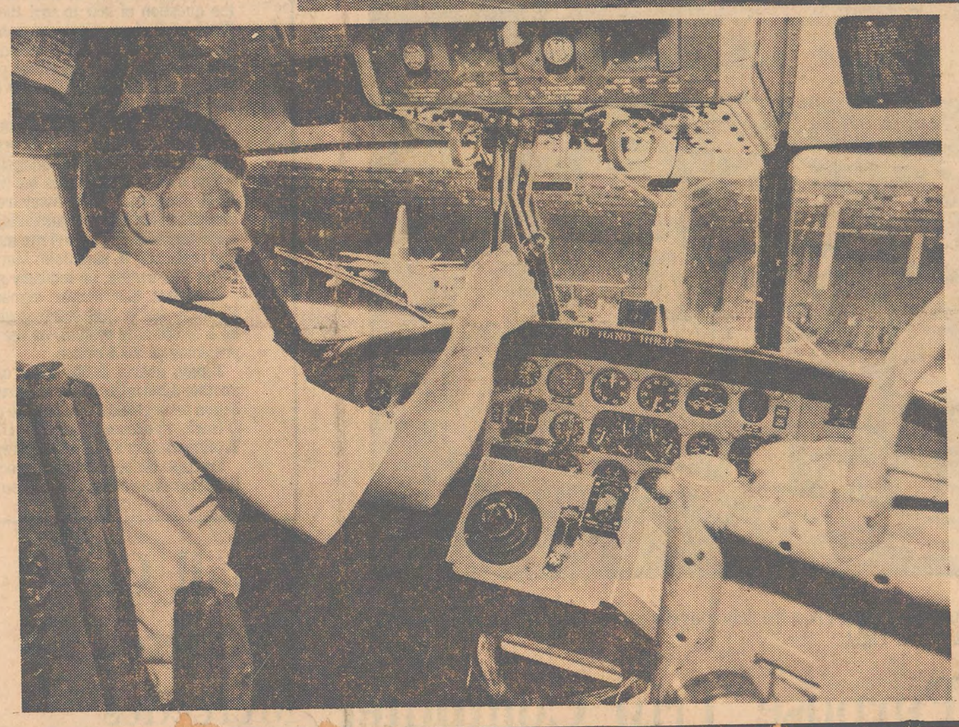
"Even now when the water temperature is about 45 to 50 degrees," he says, "a person can't survive too long in the water.

"For example, if the water temperature is 48 degrees and the person is in the water without an anti-exposure suit, maximum life expectancy runs from 3 1/2 hours to a low of 45 minutes.

"So it's important that we act fast."

Grand Rapids Press Photographs By JAY C. ABBOTT

AN ALBATROSS can be airborne within 20 minutes after the alarm is sounded at Coast Guard base in Traverse City.



LT. BRAD NIESEN checks the controls on the Albatross, a twin-engine seaplane. Niesen has more than 1,400 hours of flying time.

Contractors team to build new hangar at air station

By BILL PRITCHARD
Record-Eagle staff writer

TRAVERSE CITY — A local contractor has joined with a Gary, Ind. firm under a federal minority business program to build a $3.75 million 50,000-square-foot hanger-administration facility at the Coast Guard air station.

The contract is the largest yet awarded by the Coast Guard under the Minority Business Enterprise program, a Coast Guard District 9 headquarters spokesman said. Work on the project — which is to replace a World War —-vintage hangar — is scheduled to begin August 1.

One worker from Means Developers, a black-owned Gary firm, will be on the jobsite during the approximately five months construction period, Grand Traverse Construction Vice-President Louis Halstad said. The program under which his company linked with Means is intended to train minority business people. The Means man is being trained to work as a foreman on jobs the size of this one, Halstad said.

The Gary firm also will send a crew to lay the concrete for the project. The arrangement between the firms is being called the Means-Grand Traverse Joint Venture.

Means Developers was awarded the contract and in turn chose Grand Traverse Construction as its partner.

The two companies will split the income from the job.

A Small Business Administration spokesman said the prupose of joining the minority-owned business with a "majority"-owned firm is intended to give the minority business experience on major jobs. "It give them an opportunity to develop a track record," said the administration's Bob Zelenick.

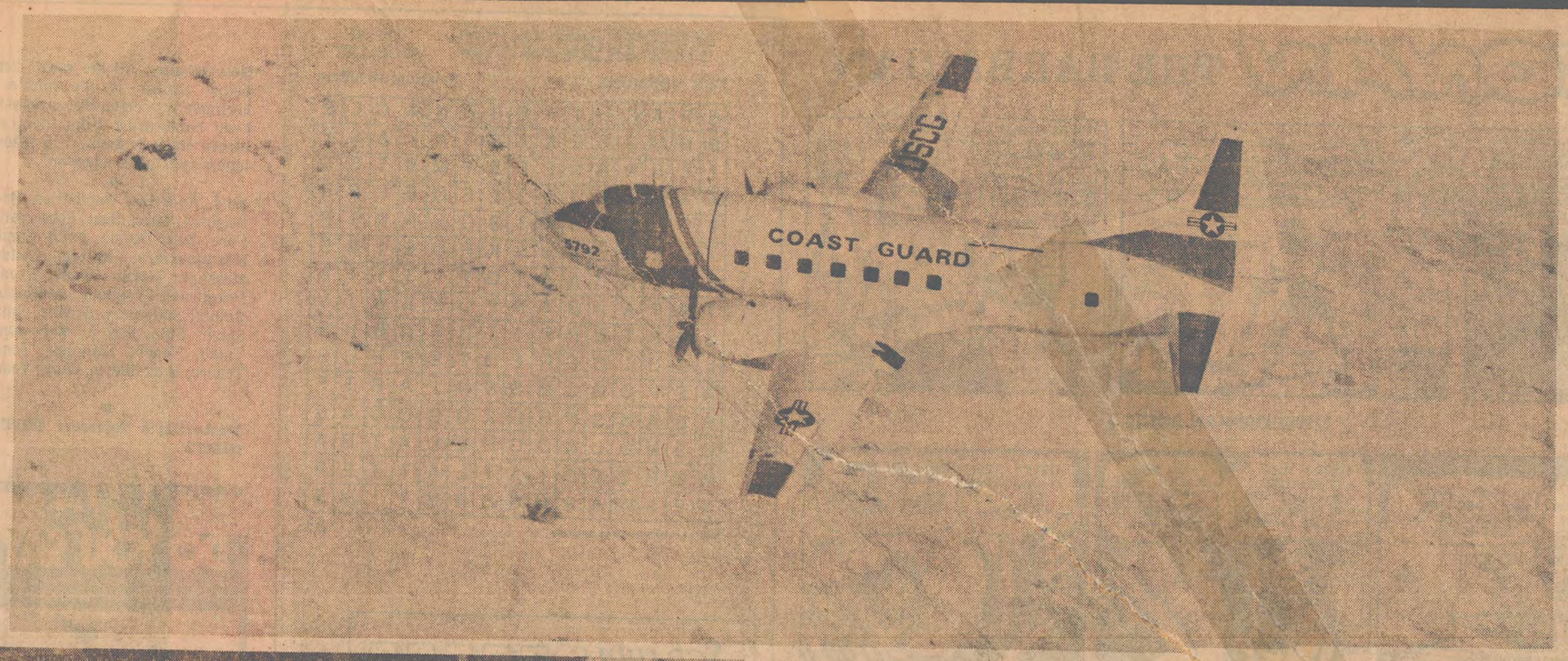
Linking with an established, experienced firm also aids small, inexperienced or unknown minority firms. get bonding and access to suppliers they might not otherwise have, Zelenik said. Often minority firms have to pay a higher interest on their bonds — which are to guarantee the work will be done and suppliers and subcontractors paid — than established firms.

Sometimes paying up to one percen more interest than other firms can pu0. minority firm out of the running foeti job because they have to bid higher than competitor in order to cover the bond payment, he said.

Zelenik said the program under which the hangar will be built only aims at minority business, but also those which have "socially or economically-disadvantaged" ownership.

The hangar job was offered to one other firm that qualified under the minority enterprise program. Zelenik said a Detroit area firm was given first crack, but turned it down in favor of a number of smaller jobs in its home area. He said he wanted to give a Michigan firm first choice since it is a Michigan job.

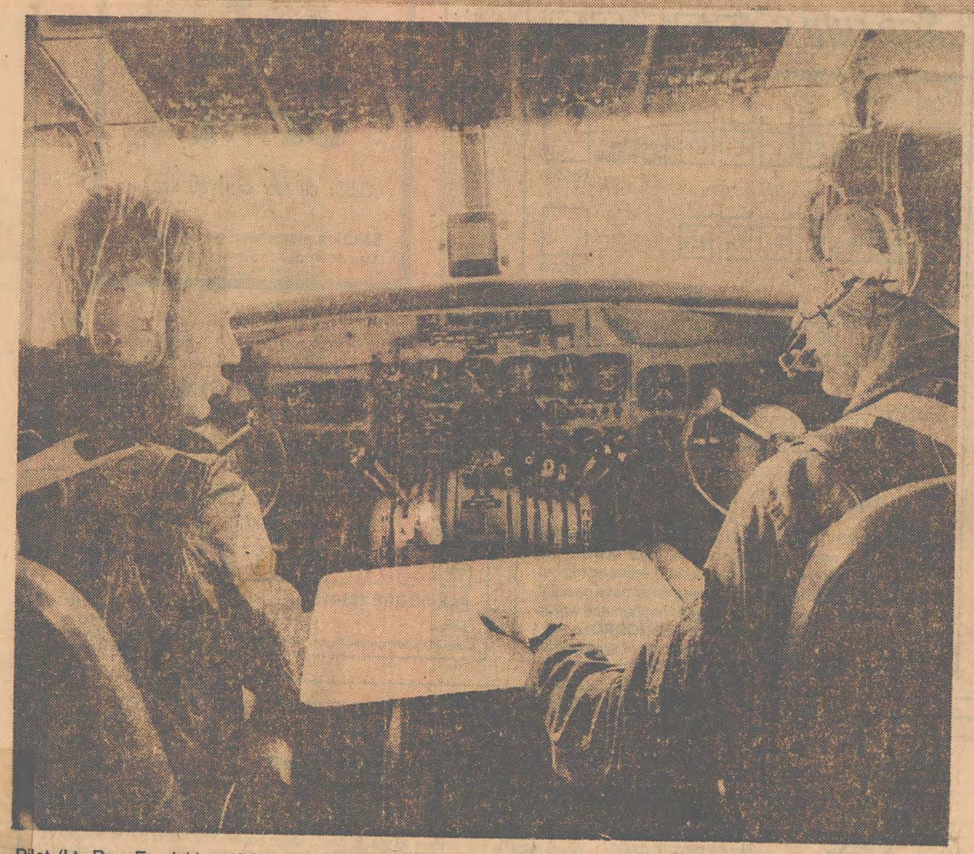
Not only will the hangar contract help Means Developers gain more expertise, he said, it will also benefit the Traverse City area economically.



Looking for trouble on the frozen Lakes

"A thousand miles and a sheet of ice!" That about covers the Coast Guard's search-and-rescue flight w ich he eads out of Traverse City, dips over the Mackinac Bridge (above), then turns up the St. Marys River and over ıe Soo for the long haul across frozen Lake Superior before turning for home. The News had a reporter-photographer tea m aboard, but no emergencies were spotted on this patrol. In the past year though, flights have responded to abo ut 150 emergencies. The plane above was photographed from a helicopter. **Story on 3A.**

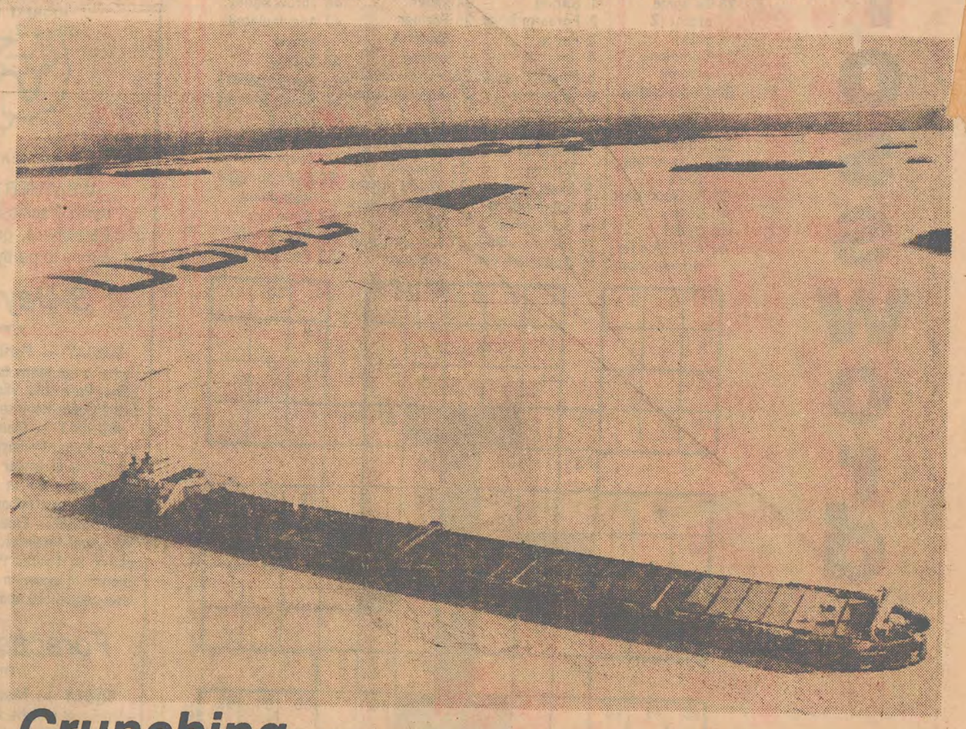
Photos by Edwin C. Lombardo of The Detroit News



Pilot (Lt. Rex Engdahl at right) and co-pilot (Lt. Larry Manthei) check course on a map while radioman Michael Jusczak (photo at right) stays in touch with home base and ships in area.

Checking out a lighthouse rising above its frozen surroundings on a Lake Superior island.

Plane dipped to salute the Coast Guard's month-old icebreaker, the Katmai Bay, as it opened an approach to the Soo Locks.



Crunching through

Turning north up the St. Marys River, the patrol flight spotted a line of freighters behind the cutter Mackinac as it opened the way for them through the channel. At left, the M.V. Doan is seen through aircraft window. Above, the Presque Isle moves through path made by the cutter.

Story 2 pgs prior

Thanks to the Acacia, the city and a helicopter crew from Traverse City Santa Claus made a pre-Christmas visit to Sturgeon Bay Friday. An earlier scheduled appearance was weathered out. Shortly after the greeting pictured Santa met a crowd of youngsters who had gathered to see him. —Harmann

Record-Eagle photo by Gregg Johnstone

When work is completed on the new hangar at the Coast Guard's Traverse City air station, the facility will be the most modern ever built, Rear Adm. Anthony Fugaro said at ground-breaking ceremonies Tuesday. Completion is set for early 1980.

Ground broken for $3.7 million Coast Guard hangar and facility

TRAVERSE CITY — With a hot wind blowing off the runway and a solitary excavator working far behind them, a U.S. Coast Guard admiral and Mayor Peter Dendrinos broke ground Tuesday for a new $3.7 million hanger they said signified a new era in Traverse City.

"Today marks the beginning of the construction of the most modern Coast Guard hangar and facility that will ever be built," said Rear Adm. Anthony Fugaro, commander of the Ninth Coast Guard District in Cleveland, Ohio.

About 100 people attended the ceremony held in front of the Coast Guard's current wooden hangar, built in the 1930s.

Completion of the new 25,200 square foo[illegible] in January, 1980,

medium-range search jets at the air station, Fugaro said.

"It's the only place we intend to put these jets," he said.

According to Fugaro, the Coast Guard's Traverse City air station, located adjacent to Cherry Capital Airport, is the only fixed wing air station on the Great Lakes. He added that it is the center for the Coast Guard's search, rescue, marine environment and ice reconaissance operations on the Great Lakes.

The steel, cantilever hanger will house the three jet aircraft and two short range recovery helicopters. It also will contain all administration offices and maintenance shops.

The $3.7 million contract was awarded by the Small Business Administration. Grand Traverse Construction of Traverse City is the lead contractor. Designer is Albert Kahn Associates of Detroit.

Record-Eagle photos by John L. Russell

A crane lifts the helicopter onto a flatbed truck . . .

. . . and a long line of cars follows the truck through downtown Charlevoix.

Copter takes road back to its base

By JOHN L. RUSSELL
Record-Eagle photographer

CHARLEVOIX — An HH-52 Sikorsky helicopter from the Traverse City Coast Guard Air Station was recovered from the ice of Lake Michigan Monday morning after it was forced to make an emergency landing on Lake Michigan Friday afternoon.

Returning from a routine ice-mapping operation with the Coast Guard's new ice breaker the Katmai Bay, the chopper lost transmission fluid over Little Traverse Bay and made a forced landing on the ice 60 yards off shore, one and a half miles east of the Big Rock Point nuclear power plant.

Lt. Cmdr. Ray Hiner noticed an energency signal light on the dashboard of the helicopter, and had 60 seconds to put the 8,200-pound machine down.

Investigation revealed that a fitting for a fluid line in the transmission "backed out," according to Lt. (j.g.) Harry Milford, and rapid loss of the fluid forced the landing.

A team of mechanics and crewmen guarded the helicopter over the weekend and stripped the machine of its heavy radar equipment, fuel, and extra gear.

A dual-rotor Sky Crane helicopter was located in Fort Campbell, Ky., but the $1,200-per-hour cost to fly it from Kentucky and back was "prohibitive," according to base commander Lt. Cmdr. Kenneth Roughgarden. A local contractor was located in Petoskey with a crane and a flatbed truck.

The helicopter was easily lifted and placed on the trailer, but the 60-mile trip back to Traverse City took more than four hours.

The only problem on the return trip was at the State Park overpass on U.S.-31 North. The highest portion of the helicopter wouldn't fit under the bridge, so the whole entourage of vehicles had to back up and go around south on Four Mile Road, West on Hammond Road, and back to the airport. A crewman had to sit on the machine with a broom and lift wires over the top of the helicopter.

The helicopter is expected to be back in the air within a few days.

Ship rescue like clockwork

By GERALD VOLGENAU
Free Press Staff Writer

TRAVERSE CITY — The Coast Guard rescue was smooth, impressive and efficient.

From 4:52 a.m. Tuesday when the first distress call reached the station in Duluth until the burned crewmen of the Cartiercliffe Hall were safe in a hospital, Coast Guard aircraft and vessels functioned as a single unit in the air-sea rescue.

FIVE MEN WERE AIRLIFTED to medical aid from where the 730-foot Great Lakes bulk carrier caught fire in Lake Superior, 11 miles off Copper Harbor at the tip of Michigan's Keweenaw Peninsula.

Four crewmen died in the flash fire that broke out in the vessel's stern and two were still missing Wednesday. The remainder of the 25-man crew was saved.

The operation got under way with a telephone call from headquarters of the 9th Coast Guard District in Cleveland to Lt. Cmdr. Ray Hiner, in the ready room at the Coast Guard Air Station in Traverse City.

The 40-year-old helicopter pilot touched off the Klaxon bell to alert ground crews of station aircraft, then slipped into his orange flight suit and awoke his own crewmen, co-pilot Larry Manthei and crewman Allen Neuman.

MINUTES BEFORE Hiner and his crew strapped themselves in their H52A helicopter for takeoff, the Coast Guard had launched its first rescue boat — by land. A 21-foot Boston whaler with two 70-horsepower engines was hauled from the Coast Guard station at Portage Lake 30 miles to Copper Harbor.

At the same time, an air crew of a C131 Convair was readied at Traverse City.

The temperature over Lake Superior was in the high 50s, the wind was a gentle 15 miles an hour and waves of only one or two feet lapped at the sides of the stricken Canadian vessel, loaded with corn on a run from Duluth to Port Cartier, Quebec.

WITHIN ABOUT AN HOUR after Hiner left Traverse City, the following was taking place:

- The Coast Guard boat from Portage Lake arrived alongside the Cartiercliffe Hall.
- A second helicopter was dispatched from Traverse City.
- The Corvair was piloted from Traverse City to Houghton by 28-year-old Lt. Bradley Neissen.

After refueling at Houghton, Hiner flew to the scene of the fire and hovered above the American freighter T.W. Lamont, which had taken on survivors from the Canadian ship.

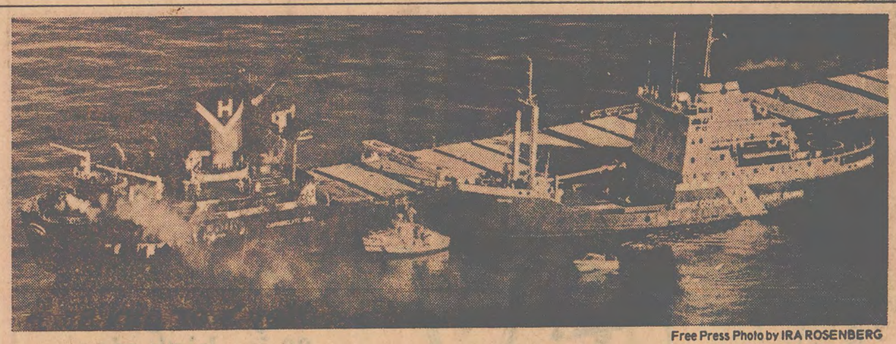
The landing on the deck of the Lamont was tricky.

Neuman leaned out an open hatch with one foot hooked around a seat leg with one hand clinging to a handrail. From that precarious perch, he "talked" Hiner into the landing with the two front wheels of the helicopter on one hatch cover and the back wheel on another.

The bulky red-and-white helicopter settled down.

THE BURNED MEN were taken aboard. One, Paul Bo[illegible]vert, 58, was in shock with burns over 90 percent of h[illegible]dy. Francois Choinard, 18, of Quebec, was badly burned [illegible] the arms.

The French-speaking Boisvert, with much [illegible] skin burned off, made signs he was still cold, despite [illegible] being wrapped in two sheets and three blankets. The cabin heat of the helicopter had the crewmen sweating.



Free Press Photo by IRA ROSENBERG

The Cartiercliffe Hall smolders as a Canadian Coast Guard vessel (the larger one) and a U.S. Coast Guard boat tie up alongside to put men aboard.

With three injured men aboard, Hiner returned to Houghton.

His craft was met by medical personnel from a nearby hospital who included Bill Mabbee, a trained nurse anesthetist who for three years was an Army burn specialist in Vietnam.

Mabbee now operates a restaurant in Houghton and on hearing of the accident volunteered his services at the Portage View Hospital. He was quickly recruited for emergency duty.

MEANWHILE, the second Coast Guard helicopter had picked up two other burned crewmen from the Cartiercliffe Hall from a second rescue freighter, the Lewis R. Desmarais, and brought them to Houghton. These two included the stricken ship's captain Raymond Boudreault, 54, of Quebec, and Jean Claude Langlois, 41.

Baudreault, Langlois, Boisvert and Choinard were transferred by the medics from the helicopters to Lt. Neissen's waiting Convair. Neissen flew them to Willow Run Airport near Ann Arbor and ambulances rushed them to the burn center at the University of Michigan Hospital.

The fifth man, who was not burned, was taken to Portage View Hospital for observation.

THE EXPERIENCE was unnerving to Neissen.

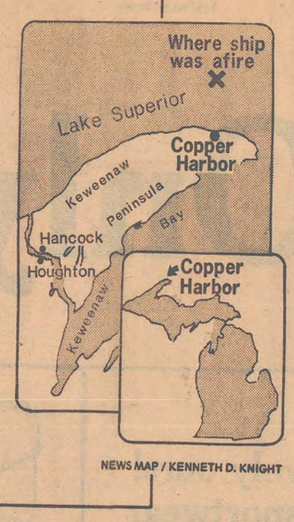
"When you see somebody with all their skin burned off it's startling," Neissen said. "I couldn't believe it. It was raw flesh. The skin looked like someone took pliers and peeled it off."

At 1:10 p.m. the Convair landed at Willow Run and the rescue mission was over.

It was, said Hiner, "pretty routine."

AP PHOTO

Badly burned Cartiercliffe Hall crewman is lifted off Coast Guard plane at Willow Run for transfer by ambulance to burn center in Ann Arbor.



NEWS MAP / KENNETH D. KNIGHT

6 missing in Lakes freighter fire

Continued from Page 1A

The 19 known survivors, of the mostly French-Canadian crew, were picked up by two other ships, then transferred to helicopters and a small Coast Guard auxiliary boat to be taken to Copper Harbor.

The uninjured survivors gathered in the Harbor Haus restaurant in Copper Harbor. They had little doubt the missing crewmen were dead.

"Without a window, without a porthole, you had no chance," said messboy Scott Blair of St. Catharines, Ontario, one of several crewmen who escaped through portholes.

"The fumes woke me up," Blair said. "I looked out my door and all I could see was fire. I climbed out a porthole. Everybody moved to the forward end of the ship. We knew we were missing six men, so we stayed trying to fight the fire. You don't leave a burning house when your kids are inside."

Cadet Engineer Jerry Mulrine, 21, said he was scheduled to stand watch starting at 4 a.m. and was awakened by his alarm clock at 3:30.

"I HEARD VOICES, then three rings of the bell, then my door blew open on fire," he said.

"I ran stark naked through the bathroom to the next room, then climbed out a porthole and dropped to the poop (rear) deck. There were three people hanging out portholes and we helped them down. We broke out a firehose but that was worthless, there was too much fire. We stayed for 20 minutes, then wrapped ourselves in some garbage bags and got in the lifeboat."

"I heard someone screaming on the stern," second mate Hancock said. "I think he may have jumped."

But searching coast guardsmen recovered no bodies from the water.

The U.S. Steel Co. freighter Thomas W. Lamont radioed the American Coast Guard at 4:52 a.m. that it saw flames and heavy smoke. The Lamont took on 17 of the 19 survivors, lifting four burn victims aboard on stretchers. Canada Steamship Co.'s Louis R. DesMarais took aboard the other two survivors.

MOST SERIOUSLY injured was Paul Boisvert, 58, who was taken to the University of Michigan Burn Center in Ann Arbor where he was listed in critical condition with burns over 80 percent of his body.

Also taken to the burn center were Capt. Boudreault, 54, with burns on 25 percent of his body, Jean-Claude Langlois, 41, and Francois Chouinard, 18, with burns on 10 percent of their bodies. All three were listed in serious condition.

A burn center spokesman said no interviews would be permitted with the four who were placed in isolation because of the danger of infection.

A fifth man, third engineer Bevan Dan Trang, a Vietnamese refugee, was hospitalized for shock in Portage View Hospital in Hancock, Mich. Two others were slightly hurt and did not require hospital treatment.

A search party of two U.S. Coast Guardsmen and the ship's engineer boarded the Cartiercliffe Hall about 10 a.m. yesterday but found no sign of the missing men. Coast Guard officials said the party could not get into the engine room, where the fire was believed to have started.

The Canadian Coast Guard cutter Griffin and the Canadian Fisheries boat Bayfield arrived in early afternoon and pumped water on the burning ship.

THE FIRE BURNED so intensely that strips of paint six to 10 feet long blistered loose from the hull and fluttered onto the calm waters of Lake Superior while orange-suited fire fighters silhouetted on the deck sprayed water on the superheated ruins. The pilot house toppled forward as the steel superstructure melted.

As the fire dwindled, the Griffin tied up alongside the Cartiercliffe and search teams boarded the stricken ship to look for the missing crewmen.

The U.S. Coast Guard cutter Mesquite was en route to the scene and three smaller vessels and two helicopters conducted a water search.

Chief Petty Officer Joe Amato said a search for survivors in the water was undertaken "in the hope that they may have gotten off."

But Sharon Appoloni, a Copper Harbor resident who witnessed the blaze from shore, said she did not have much hope for anyone who jumped overboard.

"If they did go overboard, they didn't have a chance," she said. "That water is so cold, you can't make it unless someone is right there to pick you up."

Residents of the resort village of Copper Harbor could see the fire 10 miles away from hills behind the village.

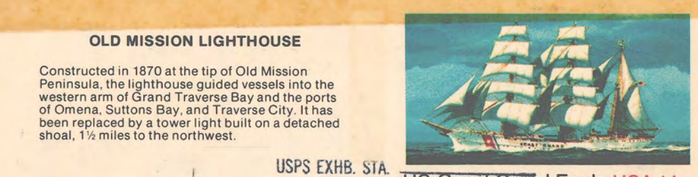
Crewmen said they had no idea of the origin of the fire, although Dave Blakely, assistant manager of sales and traffic for Hall, said in Montreal he had been told the fire started in the engine room.

THE LAMONT, en route to Duluth, refused to accept any calls from news media. Warren Norman, a U.S. Steel public relations officer in Minnesota, said its officers would not discuss their rescue effort.

The Cartiercliffe Hall is owned by Hall Corporation Shipping Ltd., of Montreal.

The Cartiercliffe was hauling 993,000 bushels of corn from Duluth to Port Cartier, Quebec.

Contributing to the story were News Staff Writer Charles W. Theisen, special writers David Lewis and Debbie Bruner and the Associated Press and United Press International.



OLD MISSION LIGHTHOUSE

Constructed in 1870 at the tip of Old Mission Peninsula, the lighthouse guided vessels into the western arm of Grand Traverse Bay and the ports of Omena, Suttons Bay, and Traverse City. It has been replaced by a tower light built on a detached shoal, 1½ miles to the northwest.

USPS EXHB. STA.
JULY 15, 1979
TRAVERSE CITY, MI 49684

US Coast Guard Eagle USA 14c

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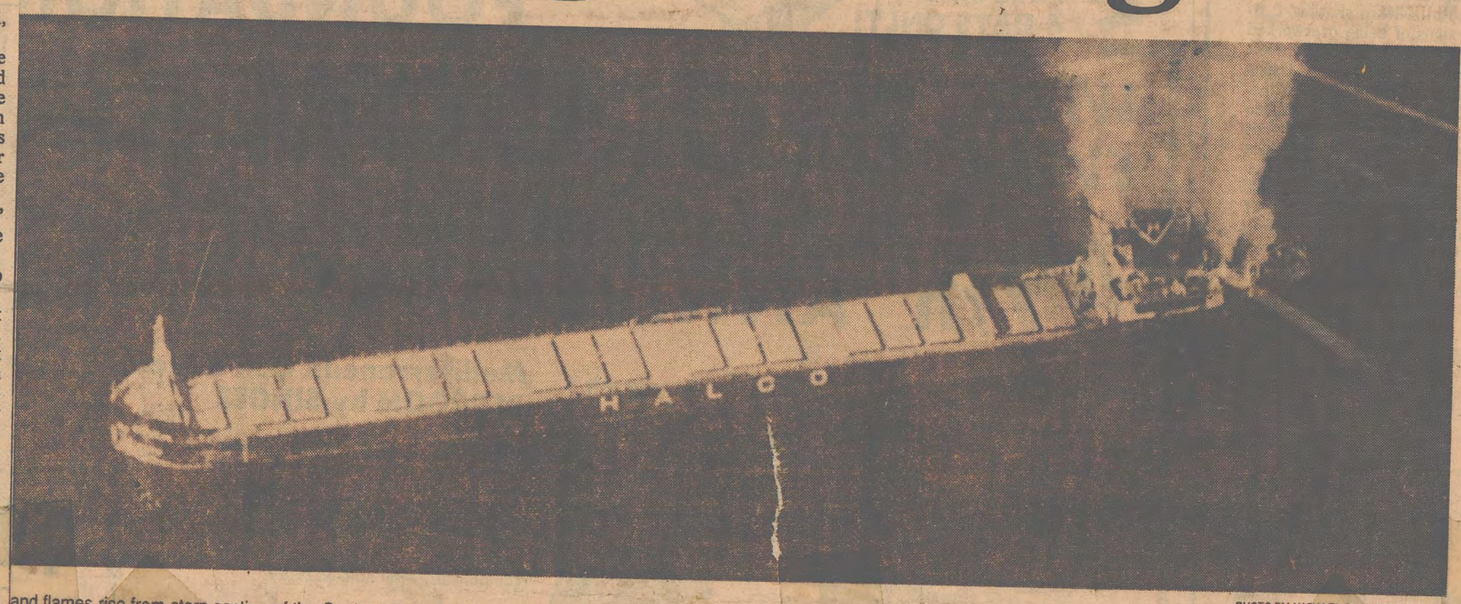
ragedy in Lake Superior

missing in freighter fire



and flames rise from stern section of the Cartiercliffe Hall after fire erupted aboard vessel in Lake Superior north of Copper Harbor, Mich.

PHOTO BY MICHAEL DARNTON / VIA AP

19 in crew abandon ship; 5 hurt

By RIC BOHY
News Staff Writer

COPPER HARBOR, Mich. — A flash fire struck the Canadian freighter Cartiercliffe Hall in Lake Superior before dawn yesterday, collapsing the stern in a mass of melted steel and catching most of the crew asleep. Six men are missing and presumed dead.

Nineteen crew members abandoned the ship after a brief effort to fight the blaze. Of these, five were injured, four of them flown to the University of Michigan Burn Center in Ann Arbor.

"One second all was paradise . . . the next second, all was disaster," said Second Mate Jim Hancock, the officer in charge when the fire erupted.

"THE WATCHMAN was screaming, 'Fire! Fire! Fire!' All you could see was dense, dense smoke.

"No time for mayday (the international distress signal.) Too much smoke."

The missing are a porter, two oilers, two deckhands and a helmsman. Their names were not immediately available.

The survivors slid down ropes to two life rafts and a lifeboat after heat and billowing black smoke thwarted their efforts to put out the flames.

The 730-foot motor vessel, carrying a cargo of corn, was still smoldering at dark.

The vessel was abandoned about 10 miles off Copper Harbor at the tip of Michigan's Keweenaw Peninsula. It developed a list to the right side, but the Coast Guard said it was not in immediate danger of sinking in the 800-foot deep waters.

THE FIVE INJURED included the ship's captain, Raymond Boudreault.

Continued on Page 15A

Badly burned crewman of freighter unloaded at Willow Run before being rushed to U-M Burn Center

NEWS PHOTO BY JACK STUBBS

U-M treating burned seamen

By Roger LeLievre
STAFF REPORTER

Four hundred miles from Lake Superior, [illegible]

Montreal, owners of the freighter, today issued a list of six crew members who were dead or missing. Four bodies found aboard the ship had not been positively identified,

5 escape injury as plane ditches in East GT Bay

By MIKE READY
Record-Eagle staff writer

TRAVERSE CITY — A makeshift rescue by three off-duty Coast Guard aviators helped a pilot and his four passengers survive a forced landing in the frigid waters of East Bay Sunday night.

Treated for exposure at Osteopathic Hospital were the pilot, Dave Melvin Whitacre; James Hyatt, 43; Bernard Durfey, 32; Mary Durfey, 32; and Doug Stattler, 16, all of Cheboygan. Friends from Cheyboygan drove them home at 1:45 this morning.

Coast Guardsmen Lee Cross, Ed VanWoudenberg and Phil Makowski were in the Pinestead Reef Motel-Lounge parking lot at 10:50 p.m. Sunday when they saw a twin-engine Cessna ease into the water about 100 yards from shore.

Grabbing two paddle boats and a sailboard stored on the beach since last summer, they brought in all four passengers from water about 10 feet deep.

Pilot Dave Whitacre managed to swim to more shallow water before bar patrons Rick Farage, 30 and Shelley Thayer, 23, both of Traverse City, helped him wade to shore.

Passenger Doug Sattler, Whitacre's nephew, gave the only life jacket he could find to the Durfeys — both non-swimmers — and then tried to swim ashore. Unable to continue after a short distance, he was able to tread water before being pulled onto the sailboard.

"I thought I could swim, but I guess I can't as well as I thought," he said later. "I had visions of myself going under."

The Durfeys, clinging to the single life jacket, were helped onto the paddle boat. The same boat also picked up Hyatt, another non-swimmer, who was standing on top of the cabin of the plane after the aircraft sank to the bottom of the bay.

"I couldn't swim, so I decided to stay with the plane and see what happened," Hyatt said while warming up in the hospital. "I was about chest deep when it quit going down."

Hotel desk clerk Dean Cutting said he and several other hotel employees ran to the beach. "Everybody waded in to help," he said. "They brought blankets and placed the victims on Styrofoam surfboards on the beach until ambulances arrived."

Rescuer Lee Cross said he first thought that a seaplane was landing.

"That pilot knew what he was doing," Cross said. "Then people were standing on the cabin and wing yelling for help."

Whitacre estimated that the plane remained afloat for "three to four minutes, plenty of time to get out before it sank."

The twin-engine Cessna 310 left Detroit for Cheboygan at 8 p.m. Unable to land at Cheboygan, Pellston or Gaylord because of poor visibility, Whitacre said he was headed for Traverse City when one engine died near Acme.

He declared an emergency situation over his radio. The other engine went out moments later. He was flying at about 1,500 feet at the time.

"I knew I wasn't going to make the airport then. The plane glides like a brick. So I headed for water, trying to get as close to shore as possible without hitting anyone."

(Continued on Page 3)

Record-Eagle photo by John L. Russell

Explaining their role in the rescue are Coast Guardsmen Lee Cross, left, Ed VanWoudenberg, center, and Phil Makowski. The three went out to the sinking plane in paddle boats and sailboards.

Record-Eagle photos by John L. Russell

John and Mary Durfey, of Cheboygan, are led up the beach of East Grand Traverse Bay after the plane they and three others were in had to ditch about 100 yards offshore due to engine failure. The pair were brought ashore by a trio of alert Coast Guardsmen who borrowed a motel's rental paddle boats for the rescue.

Stop for a beer led 3 to rescue

By RICK HAGLUND
Record-Eagle staff writer

TRAVERSE CITY — Ed VanWoudenberg is probably glad he was going into the Pinestead Reef for a beer rather than coming out after having a few when he saw the Cessna 310 drop into Grand Traverse Bay Sunday night.

He might not have believed what he saw.

VanWoudenberg, 21, and fellow Coast Guardsmen Phil Makowski, 21, and Lee Cross, 20, thought it was a sea plane landing in East Grand Traverse Bay as they were walking into the Pinestead Reef.

"When we saw that it wasn't a sea plane, we yelled out to see if the people were all right," VanWoudenberg said. "They started screaming for help, so we ran up and down the beach looking for a boat."

What we found were two paddle boats, which VanWoudenberg described as two seaters with steering tillers "that won't make them go in the direction you want."

VanWoudenberg paddled out in one boat while Cross and Makowski took off in the other one and a sailboard.

Cross and Makowski picked up Doug Sattler, 16, who Van Woudenberg said was nearly overcome by exposure to the frigid water and "almost didn't make it."

VanWoudenberg picked up the three remaining passengers and paddled as fast as he could to shore.

"My boat was completey awash by the time I got to shore," he said. "I was soaked and really cold but my adrenline was pretty high. The one woman (Mary Durfey) kept thanking me and thanking me for saving her."

Grand Traverse County Undersheriff Jack Canfield said the pilot and four passengers in the airplane, Sattler, James Hyatt, and Mary and Bernard Durfey, owe their lives to the work of the Coast Guardsmen and other civilian volunteers on the beach.

"They were close to not making it," he said. "They were just lucky those Coast Guardsmen saw them."

Canfield said the water temperatures in the bay was between 38 and 40 degrees and the passengers wouldn't have lasted much longer than the rescue effort took — about ten minutes, according to Van Woudenberg.

"They would have only lasted a few minutes before they would have started to get numb. One guy (Sattler) was pretty close to that," Canfield said.

Cherry Capital Airport Manager Steve Cassens, who also was at the rescue scene, said investigators from the Fedeal Aviation Administration will attempt to lift the plane out of the water this afternoon.

He said it was not known if the plane ran out of gas.

"I was surprised he was able to avoid the trees," Cassens said, adding that it was also lucky the plane didn't crash into the Pinestead Reef.

Record-Eagle file photos by John L. Russell

An empty ore carrier steams up the St. Mary's River, headed toward the mines of the Upper Peninsula, photographed from an HU-16 Albatross amphibious airplane, which has since been retired. The flight was one of many flown by the Coast Guard Air Station, Traverse City. The base is the only fixed-wing air station on the Great Lakes that is manned by the Coast Guard.

Coast Guard in TC began with one plane

TRAVERSE CITY — Today is the 189th year of the United States Coast Guard's service to the nation.

The Coast Guard station in Traverse City began in 1938 as a one-plane air detachment to aid vessels in distress on the Great Lakes. It has since grown to include three Convair HC-131 Alpha aircraft and two Sikorsky HH-52 Alpha jet engine helicopters.

The HC-131 aircraft provide search and rescue, in addition to patrolling for vessels in distress. They also are used to locate oil spills and to enforce the laws on the Great Lakes. The helicopters provide search and rescue coverage on the northern Great Lakes.

The 150 Coast Guard members include alert crews which are on duty 24 hours a day, seven days a week. The aircraft must be airborn within 30 minutes in response to a distress call, according to base personnel.

The base, in order to save money, has developed the "multi-mission concept," combining duties to conserve fuel and aircraft resources.

Besides rescuing those in distress, the Coast Guard locally:

- Works for marine environmental protection by watching for oil spills and other forms of pollution.
- By enforcement of laws and treaties, and by helping guard against the smuggling of drugs and other contraband.
- By watching for ice in the winter to aid navigation,
- By working closely with local law enforcement agencies.

"It's a small elite corps, Lt. John Byczek says, citing the reason many persons want to join.

"You're well liked in the community because they can see what you're doing and where their tax dollars are going."

A C-131A is refueled and loaded for a recent flight to the Keewanaw Peninsula to rescue burn victims of a freighter fire.

A crewman scans the horizon through the window of a C-131A aircraft, an interim plane that will be used until new jet aircraft arrive in 1980 or 1981. Search-and-rescue flights are common to airmen, and many spend hours in front of a window, searching and looking for their targets.

Formed to halt smuggling

Coast Guard is 189

CLEVELAND — The United States Coast Guard celebrates its 189th year of service to the nation and its maritime community today.

During the last year, the Coast Guard's 37,000 men and women helped protect life and property on the high seas and in U.S. navigable waters. On the Great Lakes, Coast Guard aircraft, cutters and small boats answered 9,940 calls for help and saved 766 lives. The value of property saved on the Lakes last year was estimated to be nearly $34 million.

The Coast Guard, though the smallest U.S. armed force, has major responsibilities in nearly every area of maritime activity including national defense, transportation, commerce, fisheries management, recreational boating and environmental protection. While maritime safety remains the Coast Guard's number one mission, it has in recent years assumed a vital role in national law enforcement and pollution control activities.

The service took significant steps in the past year to modernize its units and to sharpen its mission capabilities for the 1980s. Of particular interest on the Great Lakes, two new 140-foot icebreaking tugs, joined the Ninth Coast Guard District fleet. The Katmai Bay, in Sault St. Marie, and the Bristol Bay, in Detroit, are on duty. Three more of the new cutters are scheduled to be in operation on the Lakes by next summer.

In a mission unique to the Ninth District, Coast Guard icebreaking operations on the Great Lakes kept shipping lanes open and maritime commerce moving throughout the winter months. The five new icebreakers coming into service will significantly boost the Coast Guard's operating capacity during the next ice season.

Coast Guard programs to educate the boating public in water safety paid dividends again last year as the fatality rate from recreational boating accidentsdeclined to a record low of 9.4 deaths per 100,000 boats. Although the Great Lakes area has one of the highest concentrations of pleasure boats in the nation, only 59 of the 1,321 boating deaths in 1978 occurred here.

The service continues to break new ground for women in the military as two female officers took command of cutters, an historic first for the U.S. commissioned vessels. Performing the same duties as their male counterparts, Coast Guard women are being assigned to Great Lakes operating units as adequate facilities for privacy become available.

America s oldest continuous seagoing service was founded in 1790 when Treasury Secretary Alexander Hamilton asked Congress for 10 boats to curb national smuggling habit that threatened to bankrupt the young government. As the present day Coast Guard, the small fleet now stands as the leading marine safety and search and rescue organization in the world.

Four injured in flash fire

ALBA — Four victims of a flash fire that swept through a partially built house Friday are listed in serious condition this morning at the Ann Arbor Burn Center with burns over 80 percent of their bodies, Antrim County sheriff deputies reported.

Injured in the blaze were: Paul Rahn, 43, Empire, and his 14-year-old son, Jeff; and Harry Liebert Jr., 48, and his 25-year-old son, Harry, of Petoskey.

Deputies said the four were working in a new home under construction of Cinder Hill Road, about two miles south of Alba, when the fire hit about 4:30 p.m. Cause of the blaze is believed to be an accumulation of propane gas in the basement which was ignited by a portable gas generator.

The four victims were transported to the Little Traverse Hospital in Petoskey by Bellaire and Mancelona ambulances and later rushed to the burn center in Ann Arbor by a U.S. Coast Guard aircraft.

The blaze still remains under investigation.

Wreckage of missing plane found

SAULT STE. MARIE (UPI) — Civil Air Patrol officials late Sunday confirmed reports that the wreckage of a missing twin engine plane that had been carrying two persons had been found.

CAP officials said a Traverse City Coast Guard helicopter spotted the wreckage of the Beechcraft Baron about 8 p.m. in a wooded area about one mile east of the Chippewa County airport runway. The plane was last seen taking off from the airport while on a flight from Sault Ste. Marie to Indianapolis.

Officials refused to release further details about the craft and would not say if the persons aboard the plane had been located.

The plane disappeared shortly after takeoff from the airport Friday morning.

Air traffic controllers in Sault Ste. Marie, Ontario, reported the plane "dropped off radar" about three miles south of the airport, and the search had been concentrated in that area.

Aboard the plane were Charles L. King, 46, and his wife, Catherine, 44, both of Indianapolis. They had been vacationing in the Upper Peninsula, according to authorities.

GEERS/MILFORD/WYMAN

Becalmed sailor limps back into port

TRAVERSE CITY — A six-hour air and water search for a long overdue sailor came to a happy end early Sunday morning when a U.S. Coast Guard helicopter spotted the missing 16-foot Hobie cat heading back slowly to its Old Mission port.

Sailor Jeff Kent, who was due back to port at 8 p.m. Saturday night, told Grand Traverse marine deputies that his boat was becalmed near Old Mission Point. He sailed into port more than six hours later.

Marine deputies said they began their shoreline and harbor search for Kent shortly before 10 p.m. Saturday night when friends reported that the sailor was two hours overdue.

Unable to locate him, deputies called in a U.S. Coast Gurad helicopter about midnight. Using a searchlight to scan the dark waters around Old Mission peninsula, the helicopter crew finally spotted Kent at 2 a.m. about one mile offshore between Old Mission lighthouse and the Old Mission harbor.

TC's guard station gets new commander

TRAVERSE CITY — The U.S. Coast Guard Air Station in Traverse City will have a new commanding officer Wednesday.

In a special change of command ceremony at the air station at Cherry Capital Airport, Cmdr. Paul Resnick will relieve the current commanding officer, Capt. Kenneth M. Roughgarden. The public is invited to the ceremony, which begins at 10:30 a.m.

Resnick, a former Marine Corps officer, is a 1956 graduate of the City College of New York. He has served at the Marine Corps Air Station in Beaufort, S.C., and at Coast Guard air stations in Brooklyn, N.Y.; Argentina, Newfoundland; Elizabeth City, N.C.; St. Petersburg, Fla. and Kodiak, Alaska.

Roughgraden, a 1958 graduate of the Coast Guard Academy, has been commander of the Traverse City station since July 1977. He served aboard the Coast Guard Cutter CASCO before entering flight training, and since then has been stationed in aviation facilities in Puerto Rico, Miami, Mobile and Los Angeles and was commanding officer of the Coast Guard Institute in Oklahoma City.

Paul Resnick
. . .change of command

Roughgarden and his family will be moving to Governor's Island, N.Y., where he will be district inspector for the Third Coast Guard District.

Paul Resnick, commanding officer of the United States Coast Guard Air Station in Traverse City, has been promoted to the rank of Captain.

A former Marine Corps officer, Resnick is a 1956 graduate of the City College of New York. He was stationed at the Marine Corps Air Station in Beaufort, S.C., and entered the Coast Guard in 1961 through the Direct Commission Aviator Program. He has been assigned to air stations in Brooklyn, N.Y., Argentina, Newfoundland and Elizabeth City, N.J.

In addition he has served as operations officer at St. Petersburg, Fla., and executive officer at the Coast Guard Air Station at Kodiak, Alaska. He came to Traverse City in July 1979 as commanding officer of the air station located at the Cherry Capital Airport.

canoeists found safe

GREEN BAY — Traverse City Coast Guardsmen found 13 canoeists safe on an island north of here Tuesday after they failed to show up on schedule in Portage Bay, east of Escanaba.

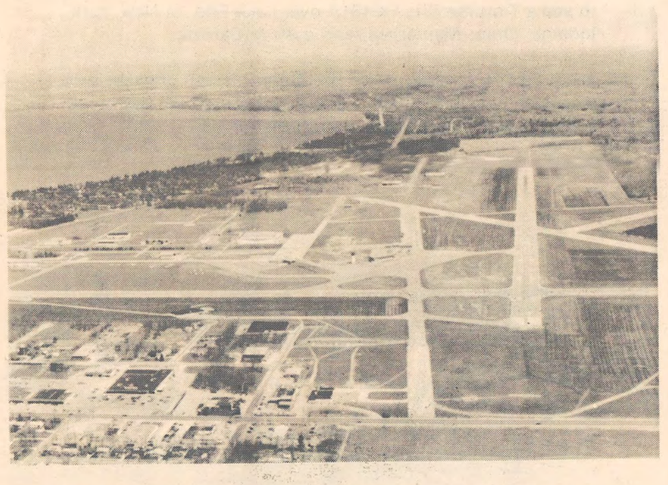
The 13, all members of the Evanston Environmental Association of Evanston, Ill., were discovered on Summers Island on Tuesday evening after a half-hour air search, according to Lt. John Byczek.

The environmental group members, traveling in two 26-foot birch bark replica canoes, were supposed to pick up another group member in Portage Bay on Monday, but never showed up.

Byczek said the canoeists, who were last seen Sunday morning at St. Martin's Island, put in on Summers Island because of bad weather.

The group was on its way to Lake Superior on an outing, Byczek said.

U.S. COAST GUARD AIR STATION TRAVERSE CITY



WELCOME! On behalf of the 150 men and women of the U.S. Coast Guard Air Station, the Commanding Officer wishes to extend to you a warm greeting to the largest aviation Search and Rescue unit on the Great Lakes.

Located at the Cherry Capital Airport, the Air Station operates under the direct control of the Commander, Ninth Coast Guard District which has its home office in Cleveland, Ohio.

Hang glider res

FRANKFORT — A Coast Guard helicopter from Traverse City was called to the Point Betsie area Monday to rescue a Pennsylvania youngster injured in a hang gliding accident.

The youngs[illegible], 17-year-old Andrew Harbison of Princeton, was air-lifted to Frankfort and then transferred by ambulance to Paul Oliver Memorial Hospital. Harbison originally was thought to have suffered back injuries, but he was reported in satisfactory condition at Paul Oliver this morning.

It was the second hand gliding accident in two days near Point Betsie, and the third such accident in Benzie County in the past week.

Shortly after Harbison was air-lifted to Frankfort, the Coast Guard helicopter [illegible] time to assist a 13-[illegible] stranded on a tiny sailbo[illegible] miles off Empire.

The girl, a novice sailor, had gone boating with her [illegible] sister. The older girl fell overbo[illegible] swam ashore, leaving the boat a[illegible] lone occupant headed in the general direction of the Manitou islands.

The Coast Guard helicopter crew located the out-of-control boat and lowered a rescue basket to the young girl, hauling her up to safety. The sailboat was later picked up by a crew from the Frankfort Coast Guard station.

The two girls involved in the boating incident are from downstate Franklin.

Three sailors rescued from bay

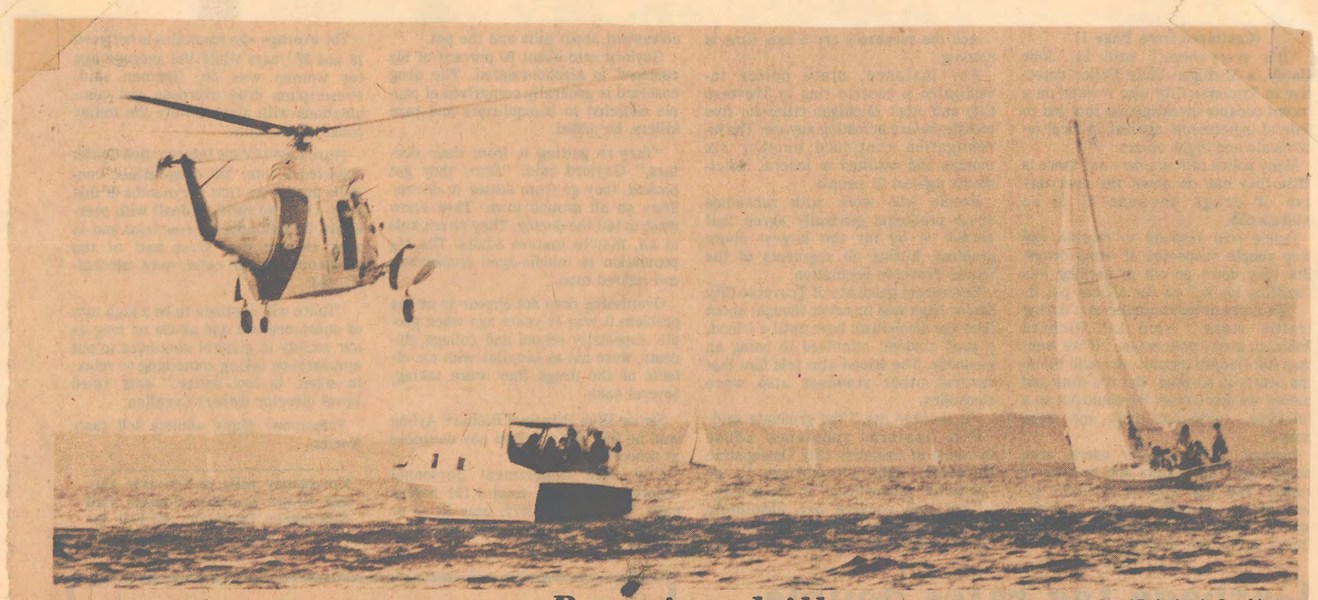
TRAVERSE CITY — Coast Guardsmen rescued three sailors from East Grand Traverse Bay late Monday just before a wind and rain storm hit the area.

Dean Bair of Traverse City was sailing with two East Lansing friends when their 14-foot boat was swamped in the 20-knot wind and 3-foot seas, a spokesman for the Traverse City guard post said.

While Jimmy Arnautts and Rick Richter clung to the boat, Bair started swimming the mile and half to shore for help. He was little more than two-thirds of the way to shore when spotted by a guard helicopter.

Guardsmen went looking for the trio after Bair's wife Kristie phoned about 8 p.m. saying the sailors were long overdue. The copter crew found Bair in the water about five miles north of Traverse City and pulled the shivering swimmer from the water before finding the two others about a mile away.

The heavy storm broke shortly after the three were rescued, guardsmen said.



Practice drill 05 SEP 1979

Record-Eagle photo by Greg Johnstone

A Coast Guard helicopter piloted by Lieutenant Commander Bill Geer drops a basket onto the deck of the Coast Guard Auxiliary vessel SuLu as part of a training exercise held in West Bay Tuesday evening. The drill is held to familiarize members of the auxiliary with helicopter rescue techniques and give them a taste of what it's like to have one of the big whirly-birds hovering overhead while a rescue is in progress. SuLu is owned by Carl Luhrs who is a 20-year veteran of the local Coast Guard Auxiliary.

TC Coast Guardsmen aid in lake search

07 SEP 1979

TRAVERSE CITY — Aircraft from the Traverse City Coast Guard Station this morning joined a massive air and shoreline search for a 21-foot sailboat which has not been seen since leaving Cheyboygan marina last weekend. Six to eight people, all reportedly co-workers from the Detroit metropolitan area, are believed to be aboard the boat that was reported missing Wednesday.

Coast Guard officers said today they are searching 2,000 square miles of northern Lake Huron for the boat. Involved in the search are two C-131 airplanes and a helicopter from the Traverse City station, as well as two boats including the 180-foot Coast Guard cutter Sundew from Charlevoix. Officers said they also are utilizing some private airplanes.

The search for the pleasure craft "Tripping" covers an area from the Mackinac Bridge northeast to Drummond Island, northwest to St. Joseph Island in Canadian waters, a Coast Guard spokesman said.

The boat was reported missing late Wednesday afternoon after none of the people aboard the craft reported for work. The boat is owned by James B. Thibodeau of Commerce Township, north of Detroit. The other people aboard all reportedly work in the same place.

Thibodeau's vehicle and trailer were spotted yesterday at a Cheboygan marina. Coast Guard spokesmen said Thibodeau apparently planned to sail from Cheboygan to Bois Blanc Island, east of Mackinac Straits and then to Drummond Island.

26 SEP 1979

Fly-in wash

Record-Eagle photo by John L. Russell

Coastguardsmen wash a C-131 aircraft recently at the local airstation, removing oil and dirt from the plane's fuselage. Part of regular maintenance of the planes, washing them is done with a bucket on a boom which is attached to a tanker and driven around the aircraft. The ram-to-ramp service keeps the white airplanes brilliant and shiny.

Area news briefs

'Copters find overdue Indian boat

TRAVERSE CITY — A 16-foot Indian fishing boat was located Sunday night south of Northport Point after an hour-and-a-half search by U.S. Coast Guard helicopters.

The boat, owned by Perry Carrick, a Chippewa Indian fisherman from Brimley, was reported overdue at Torch Lake Village landing site at 5:50 p.m. Sunday.

Two Coast Guard helicopters were dispatched and found the boat beached near Northport. Carrick told officers he beached the boat there because of high winds and rough seas.

10 SEP 1979

for a base, Coast Guardsmen helicopter to drop three men into East Bay. The drills are made as training for rescue work if a Coast Guard aircraft ever crashed into the water.

...rdsmen 'saved' in late drills

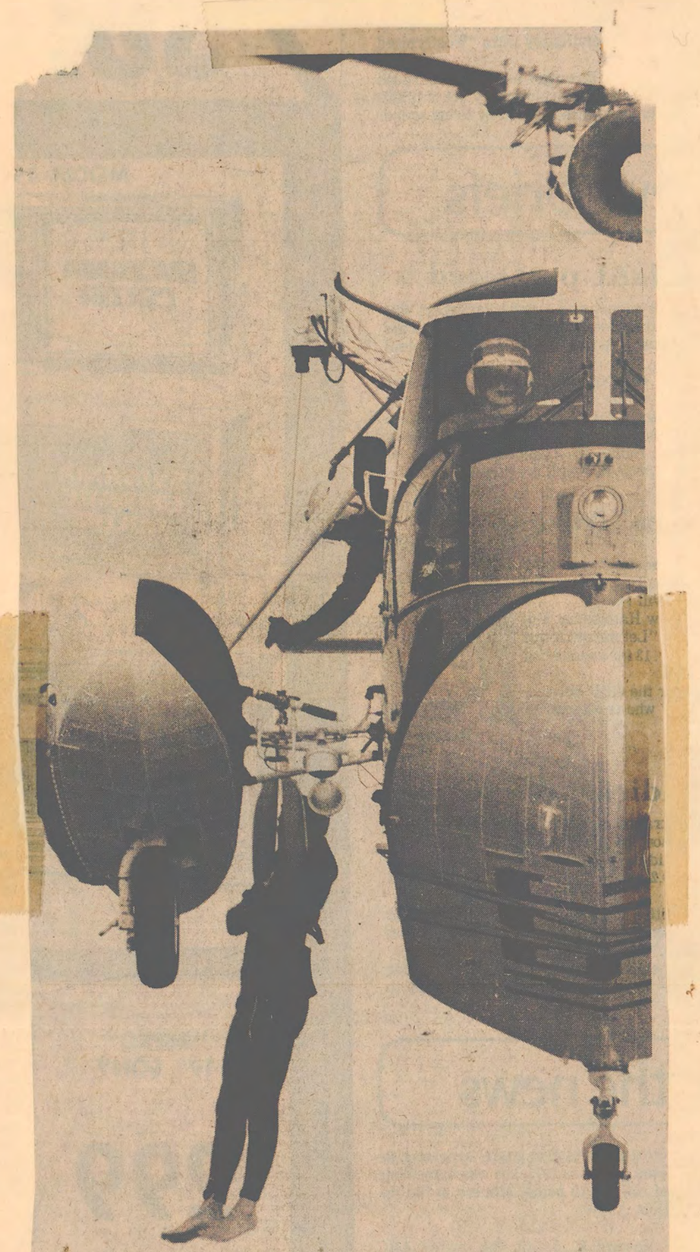
...Y — While curious resi...lents on the beach at ...rk watched, Coast ...om the Traverse City Air...ed life rafts and small ...day and Thursday and ...southern end of the bay for ...

..."wet drills" by the men, the ...consists of donning wet suits, ...ed on all over-the-water flights in ...verse weather, and getting ..."rescued" by a hovering helicopter. The drills are to familiarize crewmen with procedures in the event their aircraft has to ditch in water. About 45 crewmen took part in the drills, assisted by Grand Traverse County Marine Patrol deputies Bob Walters and Steve Isaac.

...ed by Lt. Cmdr. Vince Kinal, the ... chopper is talked into position ...men AS-3 Jim "Ske" War...o stands in the open side door ... a "horse-collar" to pick up ...n the water.

The view looking up from a basket while dangling over East Bay makes crewman AD-3 Jim Warsinske look good, especially when the person in the basket knows its the crewman who talks the pilot into position and ... properly — and safely — hover and receive a pas... the water.

...ngle to ...er from



Record-Eagle photo by John L. Russell

Wet Drill

Lt. Cmdr. Vince Kinal hovers a Sikorski HH-52 helicopter over East Bay while crewman AD-3 Jim Warsinske pulls a Coastguardsman from the water, part of a two-day "wet drill" held recently. The annual exercise teaches rescue techniques to aircraft crewmen and up to 45 men took their turns being picked out of the water by the chopper. Please turn to Page 4 for more photos and a story.

Area news briefs

Hang glider crashes into slope

FRANKFORT — A 17-year-old Warren man was in satisfactory condition at Paul Oliver Memorial Hospital today after his hang glider crashed on a steep slope six miles south of Frankfort.

Coast Guard officials and Benzie County sheriff's deputies went to the scene by boat at 1:30 p.m. and scaled a 45-degree incline on all fours to reach the crash victim, David Odendahl.

A Coast Guard spokesman said Odendahl was strapped to a backboard and lowered by ropes to the beach where a Coast Guard helicopter was hovering.

The beach was too narrow for landing, so Odendahl was lifted into the helicopter, which then transported him to the Frankfort airport where an ambulance was waiting.

The Coast Guard spokesman said Odendahl did not regain full consciousness until early this morning. He reportedly is suffering from internal injuries and a broken nose.

Record-Eagle photo by John L. Russell

Foaming at the doors

01 OCT 1979

The new $3.7 million U.S. Coast Guard aircraft hangar sits behind a wall of foam Wednesday afternoon, after fire equipment was put to a final test. Three systems, each putting out 1,500 gallons of water and foam a minute, were installed by Wolverine Fire Protection of Grand Rapids. The hangar, started on Aug. 1, 1978 and built by Means-Grand Traverse Construction Co., will house helicopters and new jet aircraft, which are due in 1981.

Photos by Dennis Tenn

Coast Guard airplane crew safe after emergency landing

HAPPY TO BE SAFE on the ground is the crew of the U.S. Coast Guard C131 transport that experienced problems and put down at the Morgantown Hart Field last night around 7 p.m. Left to right, are AD2 Don Bennett, Lt. j.g. John Robertson, Lt. Cmdr. Larry A. Kidd, the pilot; and AT H.W. Martindale. They were scheduled to depart today after the plane, shown in the top photo, is repaired. It is being checked out today before takeoff for completion of the 780-mile flight between Elizabeth City, N.C. and Traverse City, Mich.

Excitement reigned at Morgantown's Hart Field last night for a few minutes when a crippled U.S. Coast Guard transport airplane made an unscheduled landing.

Fire trucks pulled up near the runways, and all of the bright search lights lit up the snow-covered area as the four crewmen maneuvered the twin-engine, turbo-prop airplane to a safe stop.

One of the crewmen stepped out of the plane, breathed a sigh of relief and exclaimed, "It sure feels good to be on the ground."

Within minutes after the Coast Guard plane landed safely,a heavily-iced-over private plane also made a safe landing. The airport lights were dimmed and the fire trucks returned to their stations shortly after the two planes were on the ground.

The transport's pilot, Lt. Cmdr. Larry A. Kidd, was smiling broadly as he discussed the rough landing necessitated by the bad weather.

"I was sitting low in the seat," he said. "But it wasn't the worst flight I've ever had."

The twin-engine, 100-foot-wide wing span plane was flying from Elizabeth City, N.C. to Traverse City, Mich., when the trouble developed.

First an indicator light showed that oil pressure was being lost slowly, which indicates engine malfunction.

This occurred about 20 minutes out of Morgantown at shortly after 6:30 p.m. Following closely on this, an alternator on the second engine overheated. The alternator supplies power for the de-icer heating elements. The plane lost air speed, and the crew of four Coast Guard officers began breathing heavier.

The plane "thundered out (dropped) from 7,000 feet altitude to 5,000 feet," Kidd said. The crewmen braced for a choppy landing, with the windshield heavily iced-over, the ground crews prepared for the worst and Kidd put the large plane down safely.

After they emerged safely from the plane, they discovered that there was an indicator malfunction on one of the engines which resembled the same characteristics as failing oil pressure.

A philosophical, 18-year veteran as a Coast Guard pilot, Kidd said of the air experience, "We were very concerned. But I have been many times more afraid."

The plane's crew also consisted of Lt. j.g. John Robertson, AD2 Don Bennett, and AT H.W. Martindale.

The crew originally had flown to North Carolina on a commercial plane to pick up the C131 transport, which was being repaired there. The flight back to Michigan is about 780 miles. The problems with the indicators caused the unexpected landing at the Morgantown airport.

Kidd said mechanics will check the plane and fix the malfunctions before the remainder of the flight.

The crew spent the night at a local motel.

Asked if he had any special problems with the size of the Morgantown landing strip, Kidd said, "I'll use every bit of the runway when I take off."

The Coast Guard officers are stationed in Michigan and fly search and find missions over the Great Lakes.

FINAL TALLY FOR U-WAY "ALL TIME HIGH"

Lou Ann Taylor, general campaign chairman for the Grand Traverse Area United "Reach Out" Campaign, announced October 20, at the United Way Victory Celebration, that the four-county United Way had achieved a total of $418,000 in pledges and cash...an all time high.

Taylor and President Bruce Olson commended all of the campaign workers and presented the following traveling trophies: Wally Schroth from Consumers Power for the highest per capita employee giving in the Industrial Division (100 employees or more); Walt Kidd from Verstand Engineering in the industry with 100 employees or less.

The highest per capita giving in the Commercial Division went to Roger Schafer from Seidman and Seidman. The Leadership Trophy was presented to the Campaign team from Leelanau County and Lynn Scott as county chairman accepted the trophy.

The Chairman's Trophy was presented to the Traverse City U.S. Coast Guard Station for their tremendous achievement in the Combined Federal Campaign for the federal employees.

The President's Trophy was presented to the employees of Chef Pierre. Rich Belzak of management and Bertha Wright and John Helbing, representatives from the Bakery and Confectionery's Union, accepted the trophy.

Taylor, in wrapping up the victory celebration, pointed out that, "I wish I could personally present a trophy to everyone of our 700 volunteers for the super job they have done, because now--thanks to them and all of our thousands of wonderful supporters in our Grand Traverse Area-- we are insured that needed services for people will be available in 1980.

Shipmates

Ninth Coast Guard District Commander
Rear Admiral Anthony F. Fugaro

Chief of Staff — Captain John P. Mihlbauer

Public Affairs Officer — LT Philip G. Matyas

Editor — PA3 Eugene B. Harrison
Staff
PAC J.D. Amato
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SN M.N. Rudolph
Miss Jeanne D. Halop

*U.S. GOVERNMENT PRINTING OFFICE: 1978-657-040/09

Traverse City Award

The Grand Traverse United Way awarded its Chairman's Trophy to CGAS Traverse City. Accepting the trophy are (from left) LCDR Larry Kidd, CDR Paul Resnick, C.O., and LT John Byczek. (Photo by LT Brad Niesen)

The Grand Traverse Area United Way exceeded its goal of $409,000, raising $421,000. General Chairman Lou Ann Taylor presented the chairman's trophy to the T.C.U.S. Coast Guard "for their tremendous achievements in the Combined Federal Campaign for the federal employees."

Traverse City Record-Eagle

Two Sections, 28 Pages

Wednesday, February 20, 1980 — Traverse City, Mich. 49684

Avalanche buries boy 1½ hours

(Related story on Page 4)

GLEN ARBOR — Conley Addington says he never stopped praying as he and about 35 other men dug frantically for an hour and a half searching for 12-year-old Danny Culp.

He found Danny's boot shortly after 1 p.m.

"It's a miracle that boy is alive," said Addington, a Maple City resident and minister at the Church of Christ.

Addington also is a member of the Glen Arbor Volunteer Fire Department, which was called to Sleeping Bear Dunes National Lakeshore about 11:30 a.m. Tuesday to help search for the Traverse City sixth grader. Danny was buried in six feet of snow after an avalanche about two miles north of the well-known dunes climb.

The avalanche occurred about 11:15 a.m. while Danny and a group of 11 other students from Eastern Elementary School were looking for a place to go sledding along the top of the dune area with their student teacher, David Hoxsie, and Camp Innisfree counselor Bill Bradney.

The students said they heard a loud rumble and that the snow began breaking away. Danny, three other students and Hoxsie were swept away.

Hoxsie and students Matthew Ellis, John Pahl and Kurt Bader were on top of the snowslide when it came to a rest some 275 feet down the slope. However, Danny was missing.

"I really thought it was the Lord who kept us safe," said 11-year-old Matthew Ellis, one of the students in the slide. "He had angels all over protecting us."

John Paro, district manager for the National Park Service who directed the rescue effort, said Bradney got to the ranger station about 11:25 a.m. A Leelanau County snowplow was called to the scene to plow a service road, and within minutes the rangers had assembled a rescue crew of about 35, including park rangers, Glen Lake and Empire fire and rescue squads, and Leelanau County deputies. A U.S. Coast Guard helicopter also was on the scene and helped ferry diggers up to the rescue area.

Part of the the group began systematically probing with shovel handles throughout the length of the 100-foot wide slide. Other rescuers dug where they thought Danny was buried.

"I think everybody was grim-lipped and just staying at it," Paro said of the rescue team. "We hadn't give up hope. We just didn't know. People have been known to go for a couple of hours (under snow)."

Danny was semi-conscious and suffering hypothermia with a body temperature of 89 degrees when he was dug out of the snow and placed on a stretcher, according to Dr. Matthew Houghton, who was at the scene. He was lifted into the waiting helicopter and flown to the Traverse City Air Station in 12 minutes.

Danny said he doesn't remember much about the helicopter ride. However, helicopter crew member Lt. John Byczek said the boy's color began to come back and that he held up his head to look out the window during the flight.

In Traverse City, the boy was transferred to a waiting ambulance and rushed to Munson Medical Center where his parents Ron and Karen Culp were waiting.

"It's a miracle," said Culp, a social worker at Traverse City Regional Psychiatric Hospital and a National Ski Patrol member who has had avalanche rescue training. "We came within a short time of having a child who died or one who was brain damaged."

Danny was kept wrapped in blankets in the Munson emergency room until 5 p.m. while he warmed up. Then he was returned home where he is now recuperating. Ironically, Culp had just received his avalanche training first aid card in the mail when he came home with Danny.

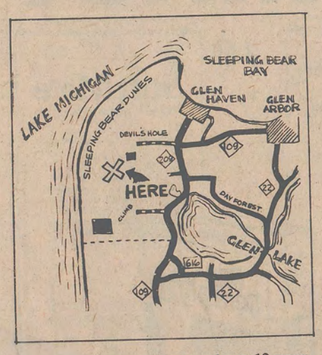
Paro said snowslides generally occur later in the spring and warned people to stay clear of the dunes until the weather breaks.

Gus Leinbach, director of Camp Innisfree, located about eight miles northeast of the accident, said Tuesday's avalanche occurred because of heavy drifting Monday night, followed by a thaw.

Record-Eagle writers Loraine Anderson, David Averill, Bill McCulloch, and Mike Ready interviewed more than a dozen people for these stories, including Danny and his parents, other students on the expedition, and rescuers. Anderson wrote the two main stories. Averill wrote about the fatal 1924 avalanche.

Record-Eagle photo by John L. Russell

"It was dark," sas Danny Culp, who was buried in an avalanche Tuesday. "I didn't know how far I was under and that's what scared me. The last thing I remember is hearing shovels and then I fell asleep."



Map locates dunes area where 12-year-old Danny Culp was buried by an avalanche Tuesday.

Last avalanche was in 1924

GLEN HAVEN — The avalanche that buried Danny Culp Tuesday is not the first recorded at Sleeping Bear Dunes. In 1924, a 16-year-old boy died within a mile of the scene of Tuesday's snowslide.

Douglas Fortine was walking home along what now is the eastern slope of the Phillip A. Hart Nature Trail, formerly Stocking Park, according to his sister, Lila Hunter of Glen Lake.

"He and a friend were walking across the dunes from Empire when the snow gave way," she says. "The one boy escaped the avalanche, but my broth[illegible] was trapped. [illegible] and his body wasn't found until 10."

A page of opinion

Boy's rescuers deserve thanks

Young Danny Culp was a very lucky boy but there was much more than luck in the amazing series of events that allowed him to survive being buried under six feet of snow for more than an hour and a half.

Danny was the victim of an avalanche at the Sleeping Bear Dunes Tuesday. A well-coordinated and methodical rescue effort on the part of 35 people, including National Park Service rangers, Glen Lake and Empire fire and rescue squads, Leelanau County deputies, the U.S. Coast Guard, among others, succeeded in finding Danny and keeping him alive.

In our view

The events of his rescue serve to remind all that we in the Grand Traverse area are blessed with a magnificant corps of emergency service and rescue workers and volunteers like few in the nation.

Part of it has to do with the fact we have to gear up for the large influx of hard-playing tourists who manage to get into an amazing variety of troubles each year. But a more important factor is the basic impulse on the part of hundreds of residents to answer the call for aid whenever one of us needs it. Call it the spirit of brotherly love, empathy, or just plain neighborliness, it means we all live secure in the knowlege that when we yell for help, someone will respond. Danny is a lucky boy because he lives here.

Thanks for help saving our son

On behalf of our son and family, my wife and I wish to thank all of those who took part in saving our son's life in the avalanche at the Sleeping Bear Dunes.

This has been a human interest story that had a miracle ending. We truly feel God works through people and from what we can piece together Prayer, Concern, Determination and Love of Life are what saved Danny. We also feel the cooperation between federal, state local and volunteer units of governmen all operating in concert was essential t his rescue.

Again, word cannot adequately express our indebtedness an thankfulness to the following:

Students and teachers of Easter School 6th grade class.
Innisfree staff.
Glen Arbor Fire & Rescue Unit.
Empire Fire & Rescue Unit.
Leelanau County Sheriff's Depar ment.
Leelanau County Road Commission
National Park Service.
U.S. Coast Guard Air Station.
Dr. Matthew Houghton and assistant
Munson Medical Center Emergency Room staff.

Ronald & Karen Culp
Traverse City

Boy was near death when he was found

From staff reports

TRAVERSE CITY — Twelve-year-old Danny Culp probably was on the verge of death Tuesday when he was found under six feet of snow, his father, Ron Culp says.

A national ski patrol member with avalanche rescue training, Ron says body heat and breath moisture form an air tight ice shell around buried victims within one and a half to two hours.

Danny was found shortly after 1 p.m., more than an hour and forty five minutes after he was buried in an avalanche at Sleeping Bear Dunes National Park.

"I know it was right at the limit," Ron said this morning. "The fact that he had gone to sleep and his core temperature had dropped to 89 degrees is pretty indicative, I think."

He said Danny was lucky he wasn't injured in the fall down the 270-foot slope.

"Had he fractured an arm or broken an ankle, the additional pain probably would have put him into shock and hastened conditions in which he could have died."

Danny was found when Conley Addington, a minister in the Church of Christ, employed as a maintenance man at the Leelanau Schools, kept digging at a spot in the snow after he had been asked by the search director to look elsewhere.

"I can't describe it," Addington said this morning. "I just had the feeling that somehow I was at the right spot so I kept digging. In a little while I uncovered a boot. It turned out to be the boy's foot and in a short time we had him uncovered."

After spending three and a half hours at Munson Medical Center Tuesday, Danny was taken home where he's still recuperating. His father says Danny might go back to school Friday or Monday.

"He had a good night's sleep last night. And he hasn't had any residual effects, except yesterday when everything was quiet: he broke down and cried a little bit."

Ron says ABC news asked him, his wife and Danny to fly to New York for an appearance on national television.

"I'm glad I turned it down," Ron said. "I didn't feel any of us were up to it, and we weren't. I understand they may be sending a film crew out here later."

Danny and other sixth grade students at Eastern Elementary School in Traverse City were on a two-day field trip at Camp Innisfree in Leelanau County. Twelve students, a student teacher and a camp counselor were walking along the ridge of a dune just southeast of Glen Haven when an avalanche took Danny and three others down the hill.

The others were uninjured.

Rangers from the national park, Glen Arbor rescue volunteers, Leelanau deputies, and Coast Guard officials assisted in the one-an-a-half-hour search for Danny.

Letters to the editor

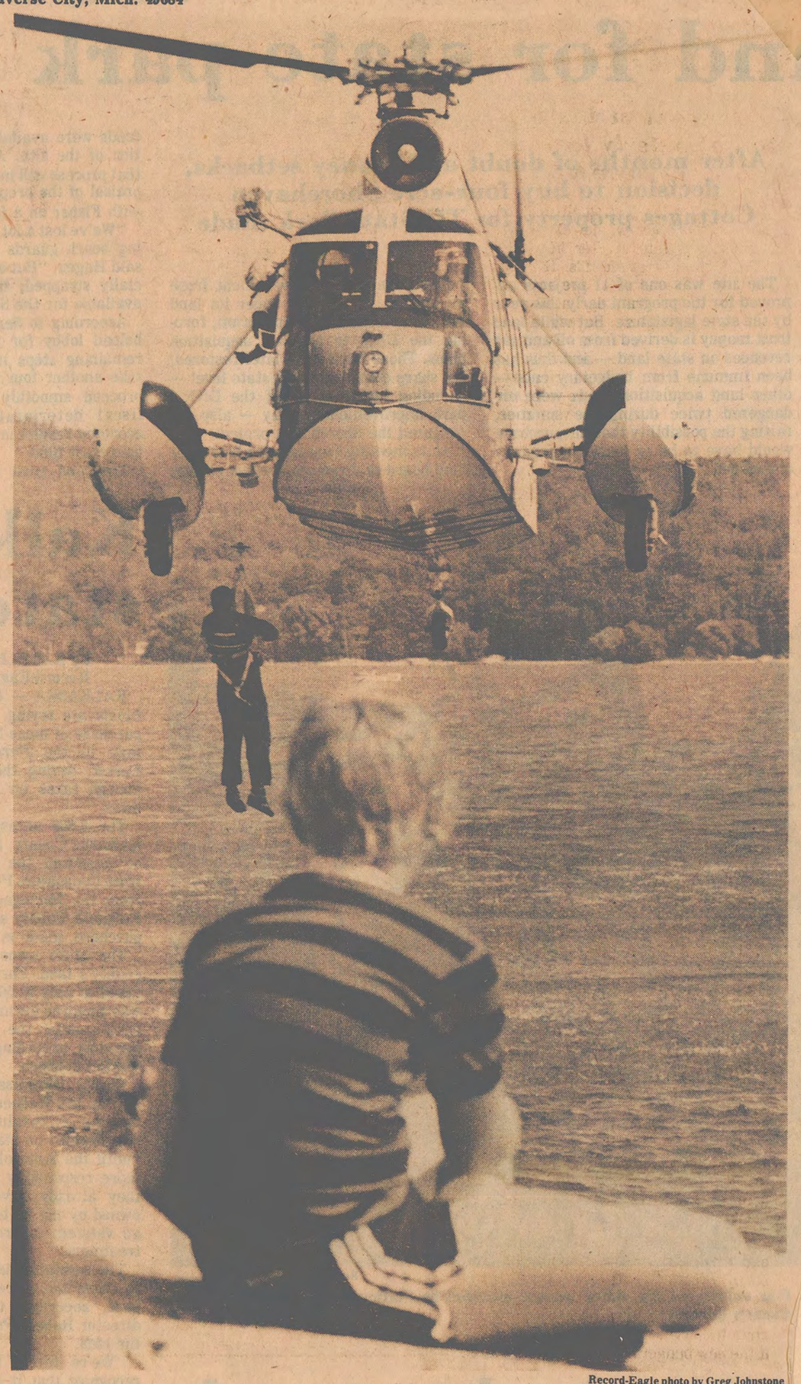
Rescue effort receives thanks

We would like to express our heartfelt thanks to the personnel of the National Park, Leelanau County Sheriff's Department and Road Commission, U.S. Coast Guard, Glen Arbor Fire Department and Rescue Unit, Dr. Matthew Houghton and the many, many persons who responded and worked on the successful rescue after the snowslide at Sleeping Bear Dunes Tuesday morning. This was truly a community effort.

Gus and Paula Le bach
Directors of Innis ee

Lcdr Larry Kidd and family

CWO Richard Murphy and family



Record-Eagle photo by Greg Johnstone

Air show

A Coast Guard HH-52 helicopter lifts a crewman from the waters of Grand Traverse Bay near the Clinch Park launch ramp Thursday afternoon. The aircraft was participating in an annual wet drill which this year gave lunchtime park visitors a free air show. The drills are run to familiarize all aviation crews with water safety equipment and techniques. During the exercise over 80 crewmen and 15 pilots learned to don wet suits, inflate life rafts and techniques of entering and leaving the helicopter in an emergency.

Record-Eagle file photo

Queen Marlene Polus officially begins her year's reign as National Cherry Queen as she arrives to open the 1979 festival. She is escorted by Lt. John Robertson of the U.S. Coast Guard.

'Thrilled'

Queen says year was tiring, fun

By MARLENE PALUS
1979 National Cherry Queen

This past year as The National Cherry Queen has certainly been a delightful and thrilling year for me.

I am ending my third year at Michigan State University, where I am working on a degree in Elementary Education.

Although my duties as Queen and school work have been a bit demanding at times, looking back it feels extremely gratifying. The year has been filled with new places, wonderful people and exciting festivals.

During the year I have participated in several festivals around the state. Last summer I attended the Charlotte "Frontier Days" Celebration, "The Danish Festival" in Greenville and the "Alpenfest" in Gaylord.

I have also enjoyed taking part in a variety of activities such as the Muscular Dystrophy telethon, the State Fair in Detroit, the grand opening of the Hilton, Michigan Cherry Growers Assn. meetings in Lansing and the National Ski for Light Awards Banquet in Traverse City.

During the winter I represented the Cherry Festival in the Mardi Gras parade in Harrison and the "Washington Birthday Sales Days", in Howell. The winter festivals were a bit cool, but very enjoyable.

In April I traveled to St. Petersburg, Fla. to represent the National Cherry Festival, Traverse City and the State of Michigan in the 59th Festival of States. I was a guest among many visiting queens, directors, band members and judges from all over the nation. I enjoyed seven days, taking part in the festival activities, sharing ideas, meeting new friends and promoting the cherry industry.

Since then I have attended spring festivals here in Michigan. In Alma, just a few weeks ago I shared the excitement of their annual "Highland Days" celebration. I finished up my year with the Frankenmuth and Owosso Festivals in June. The entire year has been very fulfilling, pleasantly busy and a lot of FUN!

Miracle still snowballing for TC boy

By LORAINE ANDERSON
Record-Eagle staff writer

TRAVERSE CITY — Danny Culp went for a walk on the Sleeping Bear Sand Dunes this summer. But he's not sure he'd like to go back this winter.

"I probably would," the 13-year-old Traverse City seventh grader said after careful thought. "But I'd want to wear a beeper or something."

Danny was buried under six feet of snow last Febraury in an avalanche at the dunes. He was found alive after more than an hour of digging by a crew of determined volunteers. He was chilled and exhausted by the ordeal, but was otherwise unharmed.

Everyone involved in the rescue called Danny's survival a miracle, including his parents, Ron and Karen Culp. Now, seven months later, they still do. In fact, they say they always will.

"I guess I realize over and over again what could have happened and what didn't because people responded and worked together to give us back Danny," Karen said. "I will never be grateful enough. Last summer, when we went back to the dunes, I realized all over again the heroic efforts that saved him."

The Feb. 19 snowslide occurred about 11:15 a.m. while Danny and his schoolmates were walking along a ridge at the top of the dunes on a school outing. Suddenly, there was a rumble and the snow broke away, carrying Danny

Danny Culp
. . . tells truth

and three others 275 feet down a dune. When the slide stopped, Danny could not be found.

Within minutes, someone had run to a National Park Service office and a Leelanau County snowplow was busy clearing a road to the avalanche scene. A U.S. coast Guard helicopter was dispatched from Traverse City and helped ferry the some 35 volunteers to the search site.

A half hour passed, then an hour and Danny still had not been found. Shortly after 1 p.m., Conley Addington of Maple City struck Danny's boot with his shovel. The boy was quickly uncovered, loaded into the waiting helicopter and transported to Munson Medical Center in minutes. By that evening, he was home telling the story to friends who stopped by.

A lot has happened to Danny since then. He was interviewed by most of the major news organizations. As his story spread through the nation, he began receiving letters and cards, which his mother now keeps in a scrapbook. The "Good Morning America" show wanted him to fly to New York for a television interview shortly after his rescue. But the Culps decided Danny needed more rest first.

A Reader's Digest freelancer interviewed Danny, but never wrote the story because the magazine's editors said it was not "gripping enough." The Culps laugh about that. It was gripping enough for them.

The family did accept an invitation last month for Danny to appear on the television game show "To Tell the Truth." The segment will be aired locally on cable television's Channel 3 at 12:30 p.m. Oct. 24. Danny must have appeared the most truthful because all the panelists except Peggy Cass guessed that he was "the real Danny Culp."

Danny didn't mind, however. The four days in New York with his mother and father were fun. They stayed at the Waldorf Astoria and left the same day Sen. Edward Kennedy arrived with his entourage for the Democratic Convention. An avid skier and now a member of the junior high cross-country team, Danny appears unruffled by all the attention he has received.

He was genuinely surprised by the some 100 cards and letters he received and said he didn't know people so far away cared about someone they didn't even know.

He was a little scared about the idea of being on television. But by the time they filmed the segment (in the "Saturday Night Live" studio, he added), he realized celebrities Soupy Sales, Lynn Redgrave, J.J. Johnson and Peggy Cass were just people. He likes to show the pictures his father took on the trip and he thinks it's noteworthy that Soupy Sales doesn't wear socks.

He still fields questions about the avalanche.

"The first question always is " 'Were you scared?' " he said.

He was, but the last thing he remembers about the snowslide is falling asleep. He doesn't even recall being lifted into the helicopter. Smiling, he said he wished he did. He plans to celebrate Feb. 19 with his family.

"It's kind of like a birthday in a way," he said. "Now I think if I ever have an encounter with death, I'll be able to take it easier. I'm not really as scared to die now."

Youth drowns in lake

ELK RAPIDS — A 17-year-old Williamsburg youth drowned late Friday night when his car flew off a boat ramp into Elk Lake.

Late this morning, a Coast Guard helicopter spotted the body of Chris Beagle, a junior at Elk Rapids High School who played as backup quarterback for the Elk Rapids football team in its 25-0 defeat of Suttons Bay earlier Friday night.

Beagle

The car was found several yards offshore just before one o'clock this morning. Police speculate it had been going 45 miles an hour when it left the end of the ramp.

Grand Traverse County sheriff's officers and Coast Guard crews spent the night searching for Beagle, whose body was discovered about 100 feet south of the sunken car in approximately eight feet of water.

Beagle's car was the second vehicle to plunge into the lake this week from the end of Angell Road in Acme Township. Nearby residents say as many as seven cars and trucks have gone off the end of the boat ramp in the past year and a half.

Late Monday night, 73-year-old Mary Arnold drove her car off the same ramp. She, however, was able to swim to safety after opening a window and escaped with only minor injuries. Both Arnold and Beagle were nearby residents.

Neighbors said accidents at the site are common — although they usually go unreported — because the paved end of the road is often mistaken for a downhill grade and many motorists miss the small "Dead End" sign at the top of the hill leading down to the lake.

Coast Guard planes ailing, services hurt

By RICK HAGLUND
Record-Eagle staff writer

TRAVERSE CITY — Coast Guard rescue services and environmental pollution patrols will be impaired because of the loss of three aircraft at the Traverse City air station this week, according to Coast Guard officials.

Spokesman Lt. Mark Benjamin said it may be two years before the local air station receives new planes to replace the three C-131A "fixed wings," which have been in service here since 1978.

The C-131As have been grounded by the Coast Guard because of extensive maintenance and safety problems, Benjamin said. Major overhauls are needed to make the planes safe but the money is not available because of extreme federal government budget cutbacks.

Nationwide, he said, the Coast Guard has 17 C-131As and eight of them are going to the boneyard. They are scheduled to be replaced by HU-25 Falcon jets but it may take until September, 1982 to get the new planes certified by the Federal Aviation Administration.

The Traverse City station, which is responsible for coverage of northern Lake Huron, northern Lake Michigan and all of Lake Superior, will be left with only two helicopters to do the job.

"The result will be that we won't be able to respond as rapidly to some calls as we could with the airplanes," Benjamin said. "The helicopter takes longer to reach the scene, but once it gets there, we can do more in a rescue effort."

The Coast Guard helicopters have a cruising speed of about 90 knots, he said, while the crusing speed of the C-131A is about 180 knots.

"This may affect the type of calls we will be able to respond to with aircraft and will also reduce the number of extended pollution patrols we have been doing with the C-131A," he said.

Record-Eagle photo by John L. Russell

A Grand Traverse sheriff's diver prepares to enter East Bay to assist in the search for 48-year-old Donald Herman, Traverse City man presumed drowned after an explosion on his boat Sunday afternoon. The search was discontinued at dark Sunday and resumed early this morning.

Divers search for TC man after boat explosion on bay

By LORAINE ANDERSON
Record-Eagle staff writer

TRAVERSE CITY — Grand Traverse sheriff's divers resumed their search early this morning for a 48-year-old Traverse City businessman presumed drowned in East Bay after an explosion on his boat Sunday afternoon.

Missing is Donald Herman, of 8605 Center Road, owner of Herman Oil Company. Deputies said Herman was aboard his 21-foot inboard-outboard motor boat about 500 feet off shore when fire broke out on his craft about 5 p.m. The cause of the blast is unknown. However, Herman reportedly had mechanical troubles with the boat all day and may have been trying to work on the motor when the explosion occurred, marine deputy Bob Walters said.

"The boat was just loaded with life jackets and fire extinguishers," one diver said this morning. "It wasn't the kind of thing where you could jump out of the boat."

Witnesses on shore said they heard the explosion about 5 p.m. and saw smoke pouring out of the boat. They called for help while Herman's teen-age son Mark swam out to a nearby dinghy and rowed to the disabled craft in search of his father.

Within minutes, Michigan state police troopers, Grand Traverse sheriff divers and the Peninsula Township Fire Department arrived at the new Department of Natural Resources launch site located at the intersection of Center and East Shore roads on Old Mission Peninsula to begin rescue operations.

An on-duty sheriff's diver was picked up by a citizen's boat and immediately entered the water to begin rescue efforts directed by Sheriff Richard Weiler. A U.S. Coast Guard helicopter also was called to the scene to assist in the search.

The sheriff department command dive unit arrived with additional divers a few minutes later. Deputies said the divers made three dives in the first hour in an attempt to locate the missing man.

When the search proved unsuccessful after the first hour, divers regrouped and widened the search area, deputies said. The search continued until dark without results and resumed early today.

Deputies said the boat remained seaworthy but the interior was damaged by fire.

49684

Record-Eagle file photo

Grounded craft

Three C-131A "fixed wing" aircraft at the Traverse City Coast Guard air station are going out of service this week, leaving the air station with only two helicopters. The planes are being taken from service because of maintenance and safety problems, according to spokesman Lt. Mark Benjamin. The planes will not be replaced in Traverse City until September 1982, when the HU-25 Falcon jet is expected to get certification from the Federal Aviation Administration, he said.

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Pilot Dan Warwick tries a "touch-down" in an attempt to jar the nose wheel into position, and the left landing gear folds into the wing, allowing the propellers to make contact with the runway . . .

. . . on his attempt to land, the left wheel is locked, but the right wheel remains retracted, and the aircraft skids into the grass along the north-south runway at Cherry Capital Airport.

Record-Eagle photos by John L. Russell

Dick Templeton, the owner and lone passenber in the aircraft, runs from the plane as it stops skidding. Neither the pilot nor Templeton was injured.

Pilot makes miracle landing

'You're trained for things like this,' says man who brought down crippled plane without injury to himself or passenger

By LORAINE ANDERSON
Record-Eagle staff writer

TRAVERSE CITY — The pilot who made a one-wheel emergency landing at Cherry Capital Airport Thursday said he had a single thought as he approached the runway — "Get it down."

"You're trained for things like this," Dan Warwick, a former U.S. Air Force colonel and commerical pilot, said calmly afterward. "Pilots are the biggest optimists, but it was nice to come to a stop."

Warwick and his passenger — Traverse City businessman Dick Templeton, who owns the eight-passenger 402 Cessna — ran away from the badly damaged plane without a scratch.

However, Warwick wasn't aware that his forced landing would be on only one wheel until after he was on the ground and out of the plane.

"He had his hands full," airport manager Steve Cassens said. "When his right landing gear didn't come down, the whole thing became very unpredictable and a very dangerous situation that may have involved injuries or loss of life. He has to be credited with doing a fine job with that landing."

Flight controllers at the airport were alerted to the emergency about 9:45 a.m. shortly after Warwick and Templeton took off on a business trip to West Branch and Bloomfield Hills. Warwick said he heard "a loud bang" on take off and surmised that the linkage in the plane's nose gear had broken. He flew by the flight tower and confirmed his suspicion.

"We saw the nose gear flapping in the wind and it was obvious that it wouldn't lock," said chief flight controller Dale Leider.

During the next two hours, Warwick circled the airport attempting to correct the problem. At one point, Dave Loveland — Northwestern Michigan College's chief flight instructor was was on a training flight four miles away —flew by in his plane to make another visual check of the nosegear.

"His nosegear was hanging back, swinging in the breeze," he said. "There was nothing we could do, so we got out of his way."

While Warwick flew around the airport, Cherry Capital Aviation mechanic Dick Steiner telephoned the Cessna manufacturing plant to ask if there were any solutions to the problem other than an emergency landing. Other pilots in the area with similar planes were also contacted, Leider said.

When it became obvious that nothing could be done from inside the aircraft to lock the gear in place, Warwick continued circling the airport to burn off gas before touching down.

"I pushed all the seats to the rear and tied our briefcases and everything down," Templeton said. "We had blankets out in case of fire. We took all the normal precautions."

On the ground, several rescue units were standing by, including the airport's crash-fire rescue truck, the U.S. Coast Guard, the Traverse City Fire Department, the Grand Traverse rescue unit and ambulance, and the Traverse City police.

Cassens said the forced landing was a normal type of emergency situation until the final moments. In a last attempt to lock the nosegear, Warwick touched down on the runway hoping the impact would force the disabled front wheels

(Please turn to Page 3)

Dan Warwick
. . . *'Get it down'*

Record-Eagle photo by John L. Russell

Rescue personnel inspect the wing fuel tanks on the Cessna 402, as pilot Dan Warwick (second from right, behind city fire chief Duane Mehl) looks on. The left wheel locked down before the landing, and when the aircraft skidded off runway 36, a deep gouge was torn in the grass alongside the pavement, The aircraft was removed to a hangar later Thursday afternoon, awaiting federal aviation officials, who will review the accident.

. . . Pilot says emergency landing made on 1 wheel

(Continued from Page 1)

into place. However, the plane's left landing gear folded, allowing the left propellers to touch the runway. Warwick was able to get the plane back in the air, though he had to shut off his left engine because of the damage. While rescue crews and flight controllers watched in suspense, he flew toward East Bay at an altitude of only 200 feet and circled for an emergency landing.

About one minute later, Warwick approached the runway the second time at a normal landing speed of about 120 m.p.h. The left landing gear was locked back in place, but the right one was retracted up into the right wing. Warwick did not know what his wheel situation was. The plane touched down on one wheel and traveled several hundred feet before it toppled to the right, skidding and swerving another 200 feet to a stop.

"I didn't know what happened (when we hit the landing strip)," Warwick said. "When I got lined up with the runway, I put down all the gear I had.

"It was a rather smooth landing," he added, smiling. "I anticipated more than a bump."

Templeton said he had placed himself by the door to get out of the plane quickly in case of fire.

"It (an emergency landing) has happened to me before 12 or 13 years ago," he said, unruffled.

Warwick said he was also forced to "belly in" a military jet 25 years ago when the landing gear failed to come down.

The airport was closed to other air traffic for 10 to 15 minutes during the emergency landing, Cassens said. He said a Simmons commuter airplane was circling the airport waiting to land and Republic Airlines' 12:18 p.m. flight to Detroit was kept waiting in Pellston.

Record-Eagle photo by John L. Russell

Ready to ram

The newest icebreaker on the Great Lakes, the Katmai Bay, backs up and prepares to ram the ice in Whitefish Bay on Thursday, as a Traverse City based Coast Guard heliocopter photographs the operation. The Sault Ste. Marie-based cutter is being tested over the next month. Radar tests from the helicopter provide ice-thickness information, and support crews test and record the 140-foot ship's ability to break through the different ice patterns.

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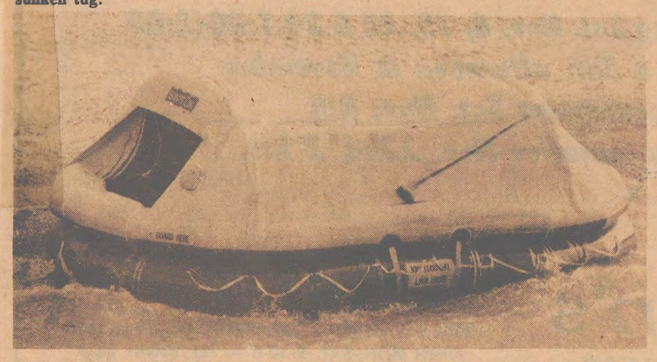
An oil slick is spread south (toward top of photo) from the point where the Lauren Castle sank in 396 feet of water. An estimated 6,000 gallons of fuel oil was on the sunken tug.

Record-Eagle photos by John L. Russell and Greg Johnstone

The tug William Selvick pushes the Amoco Wisconsin toward a berth at the terminal docks in Greilickville, after the Coast Guard puts a tow line to the tanker and assisted the Selvick Marine Co. in completing the tow. The Sturgeon Bay, Wis., firm was called to tow the disabled tanker after a blown piston halted her progress early Tuesday morning off the Leelanau Peninsula.

Tug sinks in West Bay after colliding with tanker



A life raft is beached on Old Mission Peninsula north of Neahtawanta Point, a grim reminder of the fatal mishap earlier that morning. Believed to be from the sunken tug, rafts such as this are automatically deployed when a vessel sinks.

U.S. Coast Guard ensign Barry Dragon stands by as two tug boat crewmen talk to their employers at Selvick Marine in Sturgeon Bay, Wis. The unidentified crewmen were aboard the William Selvick, a companion tug of the sunken Lauren Castle, which was assisting in the towing operation when a collision between the disabled tanker and the tug occurred.

Grand Traverse deputy Tom Bensley assists with a tow line to a U.S. Coast Guard rescue vessel, after the Charlevoix-based craft ran aground offshore while searching for the missing crewman off the sunken tug. Dangerous shoals are common along the shoreline of the Old Mission Peninsula, and the 44-foot ship ran into one while searching the shore. Damage to the boat was minimal and it returned to its home port without incident later Wednesday afternoon.

Coast Guard pollution experts from Sault Ste. Marie mop up oil along the beach of the William Long residence on Old Mission Peninsula on Wednesday afternoon. GM3 Steve Henson (standing) and FNMK Michael Ranville used absorbent material that was thrown onto the spill, then raked and [illegible] into large plastic bags. The special material only absorbs oil, and the s[illegible] opped up in a short amount of time.

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Record-Eagle photo by John L. Russell

The 400-foot freighter Amoco Wisconsin is towed toward Greilickville this morning by the 140-foot Coast Guard cutter Mobile Bay following the sinking of a tugboat which attempted to assist early this morning. The tug Lauren Castle hit the freighter at 1:30 a.m. and sank. On the port (left) side of the freighter is the tug William Selvick.

Crewman missing from sunken tug

By RICK HAGLUND
Record-Eagle staff writer

TRAVERSE CITY — A crewman from the Sturgeon Bay, Wisconsin tugboat "Lauren Castle" was missing this morning after the tug collided with a 400-foot freighter and sank in Grand Traverse Bay.

Coast Guard spokesman Lt. Mark Benjamin said the man has been identified as 51-year-old Bill Stephan. His residence was unknown this morning, Benjamin said.

Three other crewmen were rescued immediately by the companion tug "William Selvick," he said. Two of the men were still on the Selvick late this morning but a third, Roy Bedell of Epoufette, Michigan was taken to Osteopathic Hospital, where he was listed in satisfactory condition suffering from exposure and shock.

Benjamin said Bedell was airlifted by a Traverse City Coast Guard helicopter about 3:30 this morning.

All four members were on deck and wearing life jackets when the tug went down in nearly 400 feet of water about 2 miles east of Lee's point and seven and one-half miles north of Traverse City, Benjamin said. Water temperature in the bay was about 48 degress.

The disabled freighter, Amoco Wisconsin, leaked small amounts of gasoline for several hours after the collision but crewmen were able to transfer the fuel to other tanks, according to Benjamin. The freighter, which was carrying a total of 48,000 gallons of gasoline to be delivered to the Total storage tanks in Greilickville, was scheduled to arrive here by noon, officials said.

The major environmental concern this morning was leaking diesel fuel from the sunken tug, Benjamin said. Some 6,000 gallons of diesel fuel were leaking from the tug and covering an area about 4 miles and as much as 150 yards wide near Bowers Harbor.

"There is some gasoline from the Amoco Wisconsin mixed in," Benjamin said, "but that should burn off if we get some sunlight today. The diesel fuel should evaporate also, but at a slower rate."

Another vessel, a 44-foot Coast Guard rescue boat from Charlevoix, ran aground on rocks north of Bowers Harbor while doing a shoreline search for the missing man. Benjamin said the boat and its crew are in no danger, however.

Coast Guard environmental protection crews from Sault Ste. Marie were scheduled to arrive this afternoon to investigate the accident and clean up the fuel spill on the bay. "Right now, we're trying to keep it from reaching the shoreline," Benjamin said.

However, an air search by Coast Guard officials this morning revealed that some of the diesel fuel on the surface was hitting the shoreline near Neahtawanta Point.

Little is known about exactly how the collision occurred, officials said. The Lauren Castle was apparently attempting to assist the 140-foot Coast Guard cutter Mobile Bay tow the disabled freighter about 1:30 a.m. when it struck the vessel. Although the Amoco Wisconsin suffered minor damage, the tug sank almost immediately, officials said.

"It wasn't that rough," Benjamin said. "The wind was out of the northwest at 15 knots and the seas were about two feet. However, we had gusts here at the station shortly after at about 25 knots."

The Amoco Wisconsin had been under tow by Coast Guard cutters since early Tuesday morning after its main engine blew a piston just west of the tip of the Leelanau Peninsula.

The tugs Lauren Castle and William Selvick were hired by Amoco to finish towing the freighter to the port at Greilickville. Both tugs are owned by the Selvick Towing Co. of Sturgeon Bay.

"X" marks the spot where the tugboat sank while towing the oil tanker.

They Guard More Than the Coast

Inland Rescues Part of the Job For Coast Guard

By David Barber

CADILLAC — According to popular belief, they battle high winds and high seas, chase gun-toting drug smugglers and try to stem the flow of illegal aliens.

But they also tussle with small breezes and navigate little lakes in air-sea rescues. And they have been known to brave the forests to find lost hunters.

The daily routine of the men and women stationed in Michigan for the U.S. Coast Guard is not exactly glamorous, but there's an element of the unexpected involved nonetheless — especially for the "air corps."

Besides the Coast Guard lifeboat stations in West Michigan — located in Grand Haven, Holland, Muskegon, Ludington, Manistee, St. Joseph and Frankfort — there is an air station at Traverse City. The lifeboat stations are staffed by an average of 15 to 16 people, but the Traverse City air station has about 115.

Traverse City station personnel regularly make rescues in the dozens of inland lakes dotting West Michigan and have made 48 search and rescue missions this year.

They have pulled stranded snowmobilers from inland lakes — covered by thin ice during this year's mild winter — and found lost hunters in the depths of the Manistee National Forest.

Personnel from the Traverse City station recently demonstrated a typical inland-lake rescue with a Coast Guard helicopter.

With hundreds of spectators lining the beach of Lake Cadillac, a Coast Guard crew pulled David Beckwith, a Coast Guard aviations structural mechanic posing as a stranded boater, out of the water in five minutes.

Three fellow Coast Guardsmen landed the huge helicopter on the water next to Beckwith, pulled him inside a steel basket, hovered 20 feet over the water in the chopper and lifted him to safety.

"It doesn't take long," said Lt. Donald Klingenberg, 38, a pilot. "Had it been a real emergency we would have taken off from Traverse City, flown the 55 miles or so to Cadillac and had the victim out of the water in less than 20 minutes."

The chopper can "can top out at maybe 115 mph," according to Klingenberg. "And if we're on our way to rescue or pick-up we don't hold back on the throttle."

More than half the station's search and rescue missions take place inland, he said.

Lt. Mark Benjamin, 42, a pilot at the Traverse City station, said the Coast Guard often is called to assist in rescues in Northern Michigan even though the U.S. Air Force has legal jurisdiction for inland rescue in the state.

"The nearest Air Force base is in Detroit (Selfridge), so it's not too realistic to have them come up to pull a snowmobiler off a lake in Houghton or Cadillac," Benjamin said.

Besides search and rescue, Benjamin said the Coast Guard also is responsible for enforcement of laws and regulations on fishing and customs.

Personnel at the Traverse City station are on 24-hour duty, carry a list of area hospitals and are ready to respond to anything, Klingenberg said.

Recently, they even picked up a bomb-sniffing dog from Grand Traverse County Sheriff's deputies and transported him to Gladwin County Court House to search for a suspected bomb. None turned up.

"The quickest way to get the dog there was by our helicopter," Klingenberg said.

Coast Guardsman Jeff Berry talks with two comrades inside a helicopter.

"Victim" David Beckwith is pulled from the water by Berry.

JOHN L. RUSSELL
CHIEF PHOTOGRAPHER

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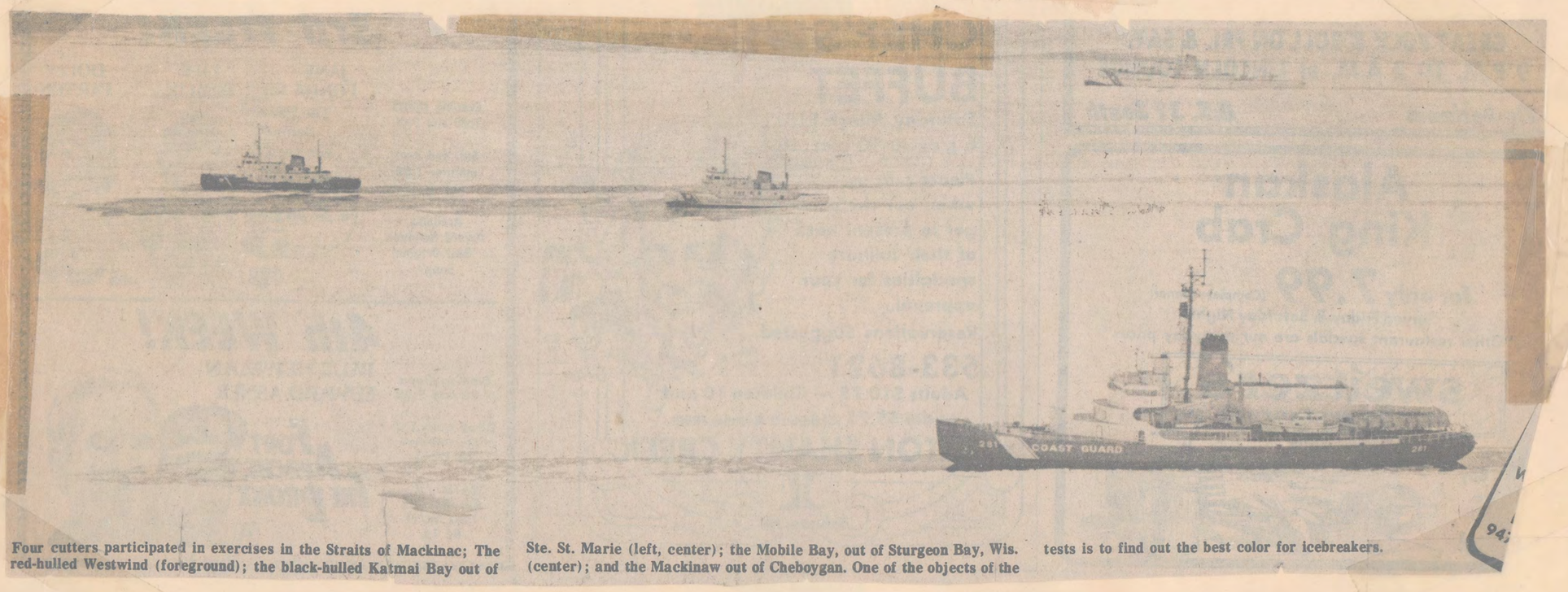
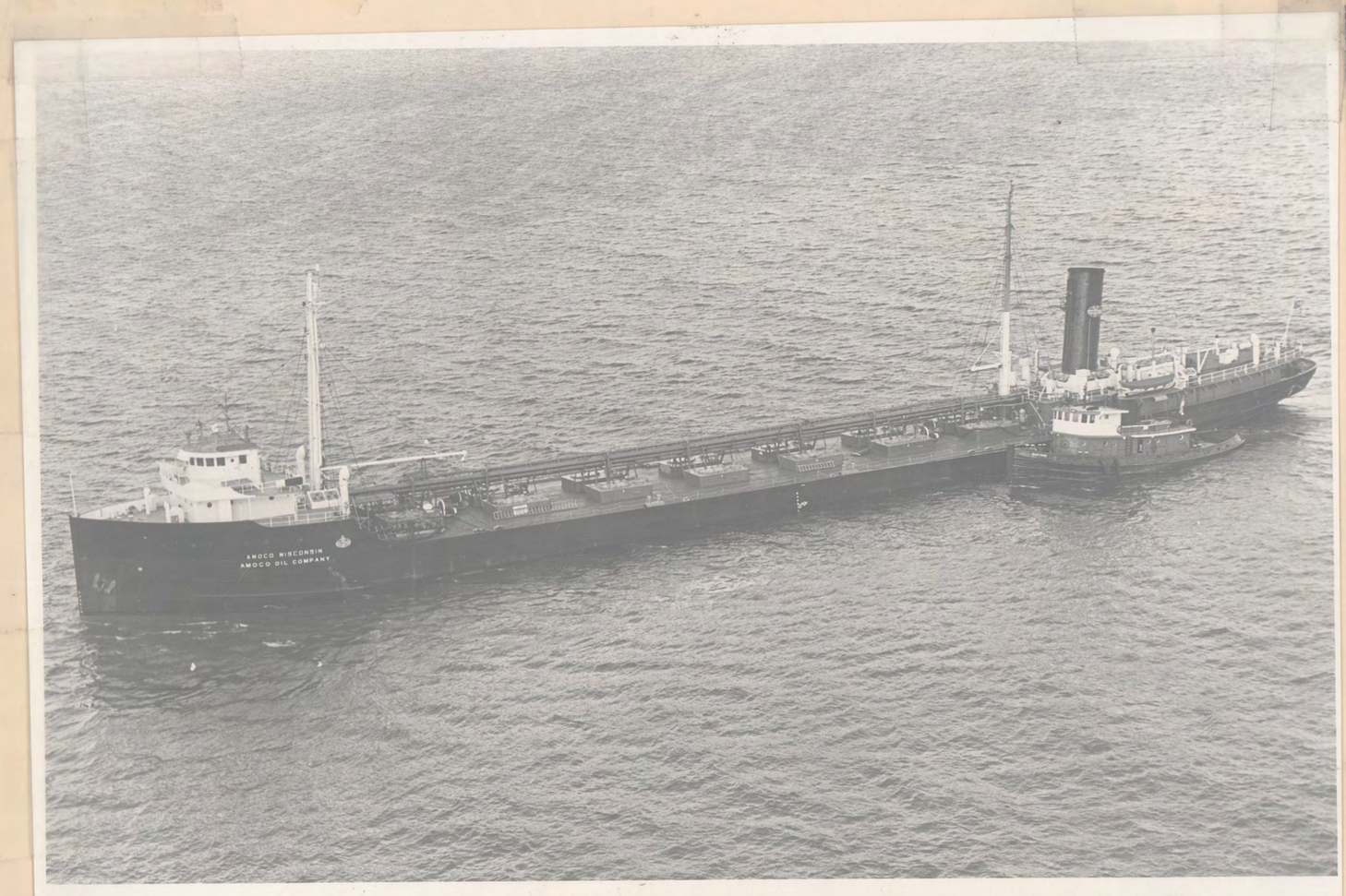


Four cutters participated in exercises in the Straits of Mackinac; The red-hulled Westwind (foreground); the black-hulled Katmai Bay out of Ste. St. Marie (left, center); the Mobile Bay, out of Sturgeon Bay, Wis. (center); and the Mackinaw out of Cheboygan. One of the objects of the tests is to find out the best color for icebreakers.



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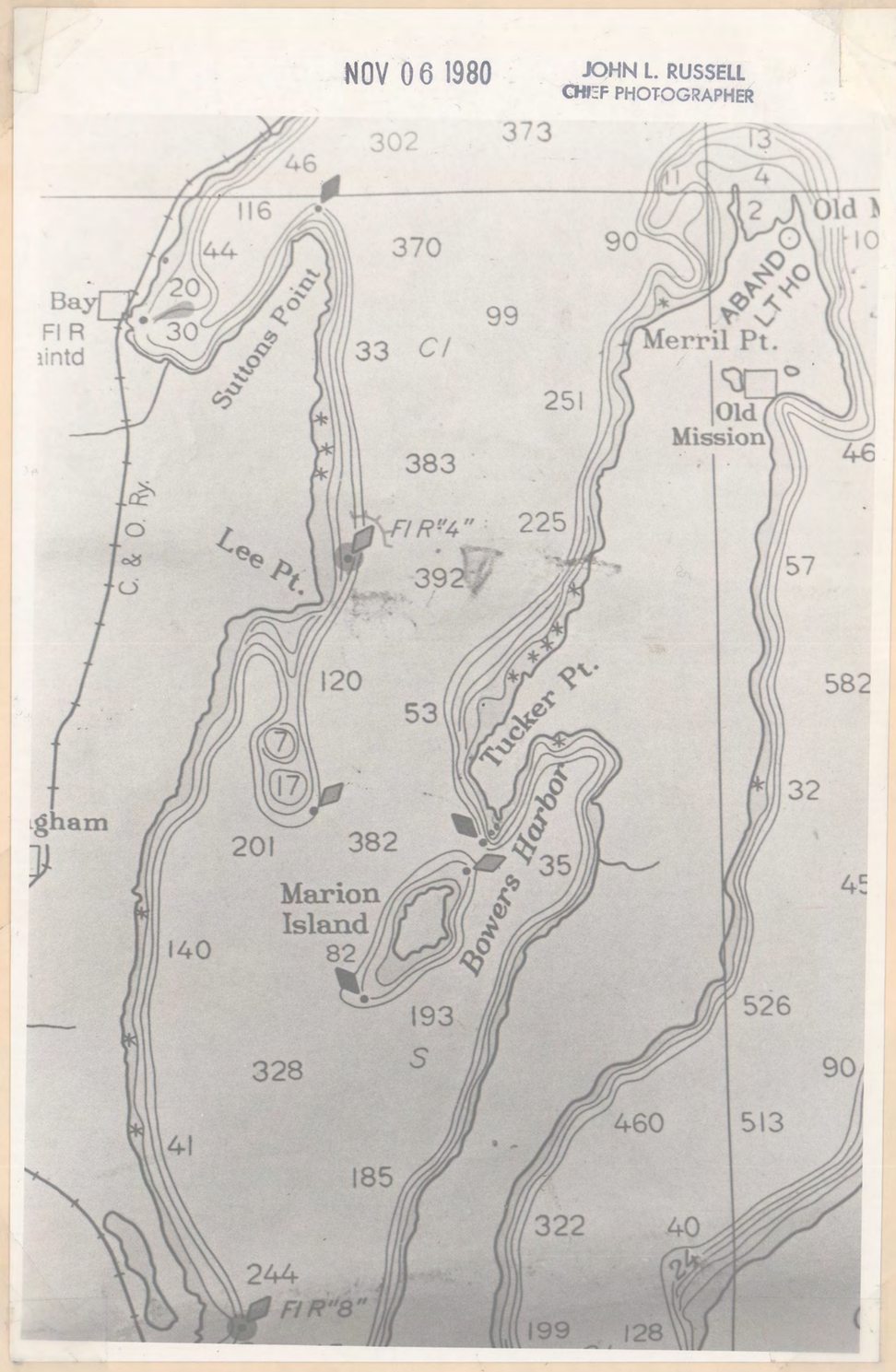
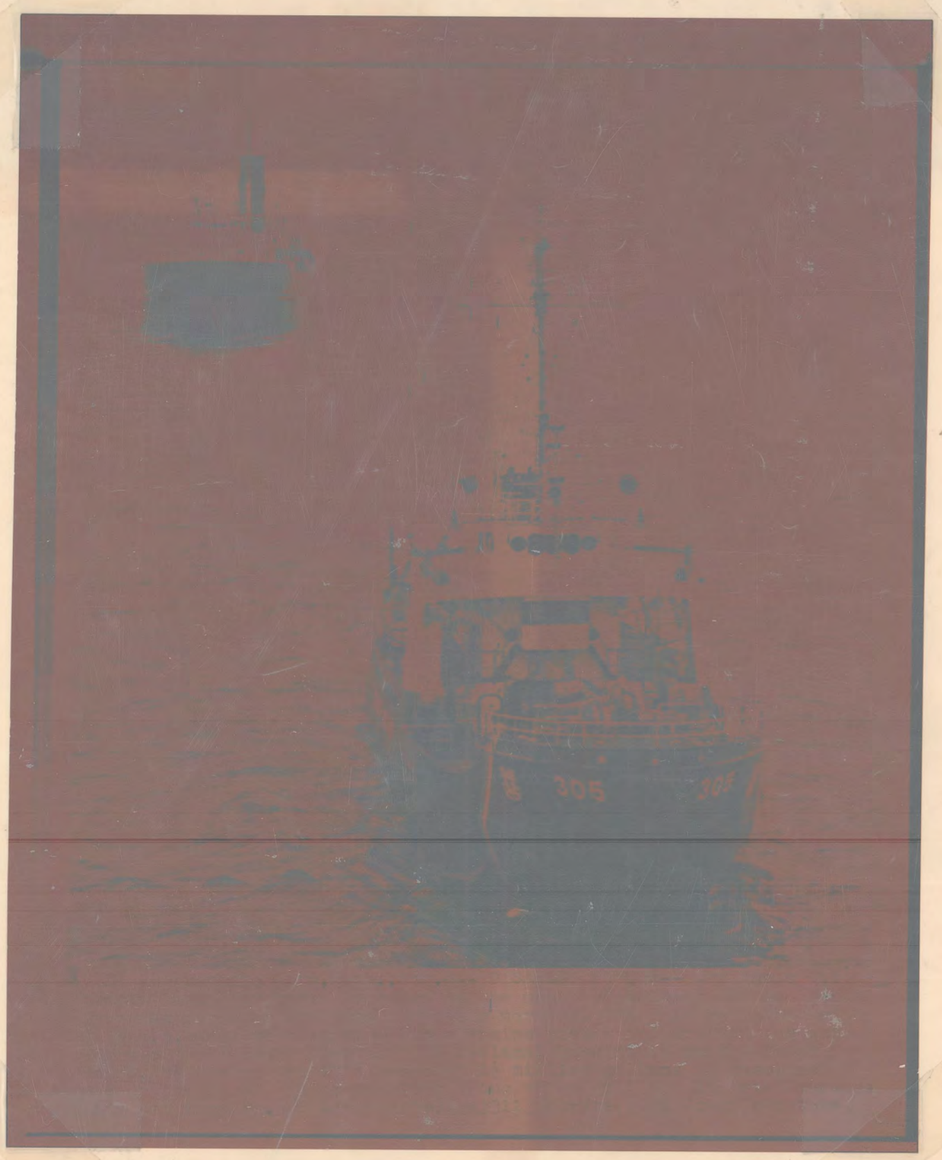
JOHN L. RUSSELL
CHIEF PHOTOGRAPHER

Record-Eagle photo by John L. Russell

Fixed wing farwell

A Coast Guard crewman gives Lt. Brad Niesen a thumbs up sign as the port engine is started on the last fixed-wing aircraft as it prepares to leave the Great Lakes Basin Thursday morning. All three airplanes from the local air station have been reassigned to points across the country. This aircraft will be stationed in Mobile, Ala., at the Coast Guard's Aircraft Training Center. The air station is still equipped with three rescue helicopters, and is awaiting the arrival sometime in 1981 of jet aircraft to serve the Great Lakes region.





Page 18 — Friday, November 27, 1981, The Record-Eagle, Traverse City, Mich. 49684

Coast Guard foundering, study finds

WASHINGTON — "The United States Coast Guard, proud descendant of services founded in the first months of the American Republic, patrols now in aging vessels on a perilous sea."

So begins a massive, inch thick report titled "Semi-Paratus," in which Rep. Gerry Studds' Coast Guard subcommittee documents in exhaustive detail the many problems confronting today's guard. The title of the report is a telling pun on the Coast Guard's motto, Always Prepared.

The conclusion the subcommittee reaches after studying voluminous data and listening to witnesses at six congressional hearings is no surprise: the Coast Guard has neither the money nor the manpower to cope with its many responsibilities.

The guard's "versatility and willingness to serve...have been too long exploited and today they stretch taut the very fiber of the service," Studds' subcommittee concludes.

The verdict of witnesses testifying at the Studds' hearings is unanimous — the Coast Guard is "either seriously over-burdened, seriously underfunded, or both."

The Coast Guard's "highest priority," says the Studds' subcommittee, should be to reverse the current decline in search and rescue effectiveness. The subcommittee says it is "deeply concerned" that the decline could "lead directly to needless loss of lives and property."

Evidence compiled in the Studds' report shows that:

— despite a 70 percent increase in calls for assistance, the Coast Guard search and rescue program in 1981 has roughly the same number of personnel as it did a decade ago. The guard estimates its rate of effectiveness in search and rescue has declined from 85.3 percent in 1977 to 69.4 percent in 1980.

— in the country's 205 search and rescue stations, there is a shortage of 2,393 personnel. Commandant John B. Hayes estimates existing staff works between 90 and 110 hours a week.

— the Coast Guard is only intercepting 15 percent of the drugs that illegally enter the U.S. by sea. Meeting the Coast Guard goal of stopping 75 percent would require a doubling of the Coast Guard budget.

— to meet its goals for enforcing the 200 mile fishing limit, the Coast Guard would need an extra $530 million in vessels and equipment.

— maintenance of aids to navigation is suffering due to the age of buoy tenders, the lack of money for vessels and the lack of money for vessels and spare equipment.

— in marine environmental protection, i.e. oil pollution control, the Coast Guard is fulfilling only half its goals and is inspecting only a small fraction of the tankers that carry oil.

Congressional study says once-proud guard is overburdened but underfunded, only semi-prepared to meet its mission

— in military readiness training, the Coast Guard is meeting only 38 percent of its goals.

— readiness of high endurance cutters has been on a steady decline.

— due to lack of purchases and renovation of existing vessels, the Coast Guard will have fewer high and medium endurance cutters available to it during the late 1980s than it has had at any time in 40 years.

- in May, the Coast Guard was forced to halt 90 percent of its Pacific area drug enforcement, 20 percent of its Pacific fisheries enforcement and 60 percent of its Atlantic area fisheries enforcement because of lack of money.

— numerous scheduled Coast Guard patrols have had to be canceled, delayed or shortened due to vessel maintenance problems.

— Coast Guard training is "seriously deficient."

While the Coast Guard is unable to tackle its current duties, it is nevertheless receiving new duties, the Studds' report notes. Most recently, the guard has been called on to stop vessels carrying Haitians who seek to illegally enter the U.S.

The nature of the guard has changed dramatically in recent years, the report says. From a guard that was almost totally seagoing, it has become much more the regulatory agency. The Coast Guard of the 1980s administers oil pollution cleanup funds, licenses seamen, documents vessels, approves the design of ships and barges and monitors traffic in large ports.

The Studds subcommittee recommends that the regulatory functions of the guard be carefully reviewed to determine whether some duties can be safely transferred to other government units or the private sector or be dropped entirely.

And while his committee violently opposed an earlier Reagan administration proposal to charge "user fees" for certain Coast Guard services, the Studds report says "serious consideration" should be given to imposing fees "for direct services to clearly identifiable individuals or groups."

Early next year, the subcommittee plans to introduce legislation to act on its findings. In addition to beefed up funding, the legislation may consider relieving the Coast Guard of duties in bridge administration, commercial vessel safety, towing and salvage, and domestic icebreaking.

On the other hand, the subcommittee urges the Coast Guard to make a stronger effort to deter and penalize those with poor boating practices and increase imposition of civil and criminal sanctions.

Stronger efforts are likewise needed in fisheries enforcement, according to the subcommittee. Last month, for example, a U.S. fisheries observer on board a Spanish vessel in New England waters asked a Coast Guard patrol crew to board his boat. After a 36 hour investigation, the Coast Guard estimated the captain had underlogged about 10 percent of his squid catch or 30 metric tons. But when the patrol staff asked headquarters for permission to seize the boat, the request was denied.

"Such incidents do not encourage effective fisheries enforcement," the subcommittee says.

Page 4 — Wednesday, September 23,1981, The Record-Eagle, Traverse City, Mich. 49684

Reps split on Coast Guard funding

Ottaway News Service

WASHINGTON — Here's how area members of Congress were recorded on major roll votes Sept. 10-16.

HOUSE

COAST GUARD — The House rejected an amendment to increase 1982 Coast Guard spending by $84 million to a total of $2.27 billion. The added money was to go mainly for upgrading equipment and training personnel.

Reps. Guy Vander Jagt (R-Cadillac) and Robert Davis (R-Gaylord) both voted in favor of hiking Coast Guard spending. Rep. Don Albosta (D-St. Charles) voted against the increase.

MILITARY PAY — The House rejected a plan to increase all military paychecks by 7 to 22 percent, with higher ranks getting the biggest raises. Defeat of the amendment left intact a proposed 14.3 percent across-the-board raise. Both plans would take effect Oct. 1, and cost taxpayers an estimated $3.2 million in 1982. The defeated amendment emphasized retaining experienced personnel, while the 14.3 percent raise was designed to upgrade the quality of recruits. Albosta and Davis voted against the 7 to 22 percent hike. Vander Jagt did not vote.

TC Guard team joins Haiti patrol

TRAVERSE CITY — Six U.S. Coast Guardsmen and a helicopter from the Traverse City air base were dispatched to the Caribbean this morning to assist in search operations for Haitian refugees and refugee smugglers.

Coast Guard spokesman Barry Dragon said the H-52 helicopter and six men departed about 7 a.m. today for the Coast Guard cutter Chase, which is located in Guantanamo Bay, Cuba. Their assignment will last four weeks and they will participate in Haitian refugee search operations ordered a month ago by President Ronald Reagan, Dragon said. The refugees are to be returned to Haiti under the president's order.

The six men include Lt. Mark Benjamin and Lt. Don Klingenberg, both pilots. Crewmen are Jim Furey, Jim Kent, Carl Stroman and Jack Romat.

Local Coast Guard crews also were sent to the Caribbean last year to assist in Cuban refugee rescue operations.

TC guardsmen find pot, but no refugees

TRAVERSE CITY — Six crewmen from the Traverse City Coast Guard air station have returned after a month spent patrolling the Caribbean Sea for Haitian refugees.

The two helicopter crews were attached to the Coast Guard's special refugee task force in Guantanamo Bay, Cuba. The task force was set up earlier this year to intercept and return refugees fleeing from the island republic of Haiti. The Traverse City crews didn't see any Haitians, though they did discover two boatloads of marijuana being smuggled to the United States and arrested the crews.

"We knew we'd be back in time for Christmas," said Lt. Mark Benjamin, one of two pilots attached to the [illegible] sion. "Some other poor devils are down there now."

Other crewmen who participated in the month-long effort included Lt. Don Klingenberg and petty officers Jim Furey, Jim Kent, Dave Romat and Karl Stroman.

Coast Guard gets $300 m[illegible]ion windfall

Ottoway News Service

WASHINGTON — The Coast Guard, battered and bruised by Congress' budget battle, got an unexpected Christmas present last week.

Tucked in the folds of the $200 billion Defense Appropriations bill, passed by both House and Senate, is $300 million for Coast Guard capital improvements, compliments of the Navy.

If the Reagan administration does not obstruct use of the funds, the extra appropriation will give the Coast Guard a total of $684 million for capital improvements this year, almost double the amount the guard expected to get.

Backers of the Coast Guard consider the budget addition a "major victory" but they caution that administration opposition could tie up the funds.

The surprise and unprecedented bonus was championed in the Senate by Sen. Lawton Chiles, D-Fla., and Ted Stevens, R-Alaska, and lobbied for on the House side by ranking Appropriations Committee member Silvio Conte, R-Mass. and Gerry Studds, D-Mass., chairman of the Coast Guard subcommittee.

With Conte bucking his powerful Appropriations Committee Chairman Jamie Whitten, D-Miss., the Coast Guard dollars managed to survive cuts of $8 billion from the Defense bill.

The money for upgrading shoreside facilities and purchase of new vessels and equipment will put the Coast Guard on the road to rebuilding its aging fleet. Commandant John B. Hayes has estimated that the Coast Guard needs $600 million to $700 million annually for the next 10 years just to fix up existing buildings and ships.

One other small victory in the Coast Guard budget is passage of an amendment, sponsored by Rep. Sam Gejdenson, D-Conn., that would prevent the Coast Guard from cutting its civilian force to fewer than 5,484. A year ago, the civilian Coast Guard force was 6,000; today, because of administration orders, it is down to 5,300. The guard had been under orders to keep trimming until it reached 5,000. Now it can keep that staff.

But, despite these bright spots, all is not sweetness and light for the Coast Guard. Its operating budget is still in desperate straits, limited by recent budget action to $1.356 billion, a figure only $19 million above last year's total. The operating budget is actually $47 million below the original Reagan administration request.

Given an inflation rate of 10 percen[illegible], and the fact that the Coast Guard literally ran out of money last year, forcing cancellation of over half its fisheries enforcement activities in the Atlantic, the totals do not bode well for Coast Guard operation this year.

There is a possibility, if the Reagan administration permits it, for the Coast Guard to [illegible] some of its new capital fund largesse into operating expenses. But if the Coast Guard is not allowed to make the transfers, plans will still have to go forward for closings of search and rescue stations around the country.

The Coast Guard is working on a list of such potential closings and may release them in the near future, although the guard is sensitive to timing the announcements just before Christmas.

Adding to the Coast Guard's problems is the order by Congress to all the armed forces to raise pay for the military. That wage hike would force the Coast Guard to pay out an additional $88 million. So far, there is no specific budget allocation for the pay hikes.

To sum up, the Coast Guard spent $1.712 billion last year; this year's Coast Guard appropriation will give the guard $1.766 billion plus another $300 million in the Defense bill — if the White House decides not to block the latter.

Bill Woodward, Studds' Coast Guard subcommitee aide, said the "leverage" is in favor of Congress on release of the $300 million from the Defense bill. Woodward said Studds will put on the pressure during upcoming Coast Guard field hearings he will hold in Florida and Boston.

Backyard politics, of course, were part and parcel of the Coast Guard budget debate. A last minute amendment inserted by the Senate orders deployment of one new helicopter to three bases in Alaska, South Car[illegible] and Oregon — the home turf of [illegible] key senators — Alaska's Ted St[illegible] Ernest Hollings of South Caroli[illegible] Robert Packwood, chairman [illegible] Commerce Committee, which h[illegible] the Coast Guard budget.

[illegible] of the [illegible] handles [illegible]d the reason the Florida delega[illegible] has been such a strong advocate [illegible]ncreased Coast Guard funding is [illegible] members' keen interest in beefing up Coast Guard efforts to halt the drug smuggling that has been plaguing the Florida coast.

Whatever their motivation, how[illegible]er, their joining with other more tra[illegible]tional backers of the Coast Guard, l[illegible] the congressmen from the Northea[illegible] the Gulf states and the Great Lak[illegible] ended up winning for the guard m[illegible] funding than anyone had anticipa[illegible]

Efforts mount to keep icebreaker afloat

By LORAINE ANDERSON
Record-Eagle staff writer

TRAVERSE CITY — She is fondly called the "Big Mac" by those who make their living sailing the Great Lakes.

She is the only one of her kind, built especially for the Great Lakes in 1944. She is big. She has muscle. She is impressive to watch as she plies through the waters of Lakes Huron, Michigan and Superior.

And there is a tone of quiet admiration of the voices of some sailors when they talk of the Mackinaw—the Coast Guard's largest Great Lakes icebreaker, now scheduled for mothballing this year in federal budget cutbacks.

"I didn't have a clue they were going to lay up Big Mac," said Bob Clark, chief dispatcher for Hannah Marine, Co., an Illinois-based company that ships petroleum from Sarnia to Chicago.

"Have you ever seen her?" he asked a Record-Eagle reporter. "She is quite a ship."

Already there is a strong effort mounting to retain her in service, said Capt. F. J. Honke, skipper of the 290-foot long icebreaker based in Cheboygan.

She is also expensive. She has 125 crew members and support personnel with a payroll of $1.5 million. She also is 38 years old and in need of $3.8 million worth of improvements.

Spokesmen for both Hannah Marine and Amoco — the only two companies that ship year-round on Lakes Huron and Michigan — said Friday that they rarely, if ever, need assistance from the Mackinaw. Instead, they usually get help from the Coast Guard's four 140-foot icebreakers, which are more versatile and strategically located around the Great Lakes. They are also able to get in closer to ice-bound docking areas, they said.

The decommissioning of the Mackinaw will have no impact on fuel deliveries to Traverse City and other Great Lake ports, an Amoco spokesman said Friday.

The Amoco Wisconsin, a 400-foot tanker that can carry up to 2½ million gallons of heating fuel and gasoline, makes deliveries to Traverse City two or three times monthly. If it could not get through, the price of fuel and gas all across northwestern Michigan would rise dramatically because it would have to be hauled in by tank trucks, the spokesman said.

The Amoco tanker generally is able to get into Traverse City most of the year without assistance from icebreakers. Other Amoco ports on the Great Lakes are Muskegon, Mackinaw City, Cheboygan, Escanaba, Dollar Bay and Superior, Wisc.

Shipping on Lake Superior comes to a halt Dec. 31 when the Soo Locks at Sault Ste. Marie close until March. But Jerry Cornell, public affairs manager for U.S. Steel in Mountain Iron, Minn., said people are mistaken if they think the only purpose of the Mackinaw is winter shipping.

He said the shallow-draft, 74-foot wide Mackinaw is extremely important to ore and grain freighters traveling the Great Lakes to and from the St. Lawrence Seaway and Lake Erie. The icebreaker also is used for opening and closing the seasons, flood control, and search and rescue, he said.

"She is the only icebreaker that was designed for use on the Great Lakes," Cornell said. "She can come in and break up ice that the smaller cutters can't touch.

"Have you ever tried to take one of those 140's out when you have a big sea?" he asked. "There is nothing that equals the Mackinaw. It will be a real shame and most Great Lakes shippers will be quite upset to see her taken out of commission."

Honke said he had no idea what the Mackinaw is worth, but her replacement value is probably $60 to $70 million. If she is mothballed, she could be sold or even scrapped, he said, because she cannot be used in salt water.

"She was strictly built for fresh water and is filled with black iron piping, which is not conducive to salt water," he said.

According to Honke, a recent Coast Guard survey estaimated the life span of the Mackinaw to include the year 2,000. Other tests indicated that the smaller, 140-foot icebreaking tugs can do the work they are supposed to do in the lower lakes.

"But even in an ordinary year they might have problems operating in Whitefish Bay and Lake Superior," he said. "They were never tested in that environment."

When the 12,000 horsepower Mackinaw breaks ice, it just rams and hammers its way through, pushing the ice aside. With its 74-foot beam, it creates a wide track that is easy for freighters to follow and the smaller boats to maintain. It also is able to get through heavy spring ice in the upper Lakes to open up the shipping season, better than the smaller 2,400-horsepower boats.

The 140-footers carry air compression equipment on board and run up on the ice. Using a bubbling system, they suck air away under the ice, and the weight of the boat breaks the ice.

Capt. James Wilson of the Lake Carriers Association in Cleveland said the decommissioning of the Mackinaw could have a future impact on shipping in the upper Great Lakes if the demand for winter shipping of ore increases. Demand is down now because of the recession.

A winter navigational demonstration project operated by the U.S. Corps of Engineers from 1972 to 1979 proved that there can be 12-month shipping on all Great Lakes, said Michael Perrini, Corps public affairs director.

A combination of budget cuts and winter shipping demand brought the program to an end, and the Corps has recommended to Congress that the winter shipping through the Locks be extended to Jan. 31. That recommendation is still in committee.

Record-Eagle/John L. Russell

Mackinaw on way out

The U.S. Coast Gaurd plans to mothball the icebreaker Mackinaw and close a number of its search and rescue units in Michigan, but the Traverse City air station shouldn't be hurt by the cuts, its commander says. The 38-year-old Mackinaw, nearly 300 feet in length, is shown in this 1981 file photo with the 140-foot bay class tug Katmai Bay, the new generation of Great Lakes icebreakers. See details on Page 3.

Coast Guard cuts won't hurt TC station

(See related story Page 5)

From staff and wire reports

TRAVERSE CITY — The Coast Guard plans to mothball its largest Great Lakes icebreaker and close down a number of its search and rescue units in Michigan.

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But there's a major hitch to the Davis plan. The Coast Guard's top brass doesn't want to move.

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Davis' proposal for Coast Guard worth exploring

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For many years the Coast Guard has been scraping along with aged equipment, second-rate support facilities and minimal manpower. Things seemed to be changing in recent years as Congress began opening the purse for new boats, planes and facilities but then came the great deficit scare and it was back to Square One. The Coast Guard can't lob missiles into Moscow. It can't land troops in Egypt or sail carriers into the Persian Gulf and it can't put tanks in Europe to face off with the Warsaw Pact nations.

All it can do is patrol the coasts, try to intercept narcotics smuggling, keep the sea lanes safe and free of ice, provide water rescue service and enforce laws pertaining to shipping and boating in international and coastal waters.

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Some of those missions involved things like airlifting a heart attack case from a lakes freighter to a hospital or towing disabled boats and ships to port. Others included locating the craft and bodies of storm capsize victims and searching for lost planes.

The Coast Guard brass say they don't favor a transfer of the service to the Pentagon, as U.S. Rep. Robert Davis, R-Gaylord proposes. Davis reasons the Coast Guard will benefit from the stream of dollars flowing in that direction whereas it will continue to languish under the Transportation Department.

He might be right. It's an idea worth exploring because the service is worthy of secure and sufficient support. It is a life saver of proven merit.

Boaters hope fee hike won't float

By RICK HAGLUND
Record-Eagle staff writer

TRAVERSE CITY — State officials and boating industry representatives say proposed user fees could cost the average recreational boater more than $100 a year.

And they're hoping the proposal again sinks out of sight in Congress.

The idea of user fees to support Coast Guard program costs was torpedoed last year when the Reagan administration couldn't find a congressman to introduce the bill. But the administration is trying again — this time with vastly higher fees.

"We view the concept of this fee level with considerable alarm," said Keith Wilson, chief of the Department of Natural Resource's waterways division. "These fees are nowhere near the actual cost of programs."

Here is the proposed fee schedule:

- Boaters who confine their activities to in-state lakes would have to pay a $4 annual fee.
- Boaters who use navigable inland waters — rivers — would pay between $4 and $15.
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The Coast Guard fees, if approved, would be in addition to state license fees already being charged. The high costs to boaters in license and user fees could be disastrous to the state's tourist and boating industry, according to Wilson.

"These Coast Guard fees are far greater than the state fees and there is no question that they would be extremely burdensome," he said.

Although the Coast Guard may need more revenue for services and boat safety programs, Wilson said there is no correlation between the fee structure and the cost of Coast Guard programs.

Record-Eagle file photo

Grand Traverse bay is dotted with boats during the summertime but that could change somewhat if stiff Coast Guard user fees are approved by Congress. The fee structure would result in $110 annual fees for boats 16 to 26 feet long that use the Great Lakes. The bill is expected to be submitted to a Congressional committee next month by the Reagan administration but opposition from some Congressmen is already surfacing.

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There are 663,612 watercraft registered in Michigan and about 3 percent of them, or 20,121 boats, are located in the Grand Traverse area.

Jerry Meyer, owner of Murray's Boats and Motors of Traverse City, said he and other boat dealers are concerned that the fees, if approved, could hurt their businesses.

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Fees collected by the Coast Guard would pay the full cost of services such as search and rescue, aids to navigation, icebreaking, marine environmental protection and commercial vessel safety.

Ray Underwood, executive director of the Michigan Boating Industry Association, said he thinks the fee structure is unfair to recreational boaters, whose need for Coast Guard services is less than commercial vessels.

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Traverse City Record-Eagle

Two Sections, 24 Pages — Friday, October 8, 1982 — Traverse City, Mich. 49684

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Wet drills

Record-Eagle/John L. Russell

Air crews from the U.S. Coast Guard air station in Traverse City practiced cold-water training and rescue techniques in Grand Traverse Bay Thursday morning, part of an annual exercise. Use of flares and smoke signals (top) were practiced, as well as hoisting into hovering helicopters, boarding rescue rafts, and familiarizing themselves with "dry" suits for cold water survival. Over 90 people participated, including all pilots, crewmen, and anyone else who might fly over any of the Great Lakes as part of their work.

Jet's debut

A flight crew at the Traverse City Coast Guard Station gathered at the Cherry Capital Airport Friday to look over a Falcon jet. The station will receive three Falcon jets in the spring of 1983. The jets will be used to fly search and rescue missions. The Traverse City station is one of eight in the country slated to receive new Falcon jets.

Record-Eagle / Greg Johnstone

Coast Guard won't get new search jet

By LORAINE ANDERSON
Record-Eagle staff writer

TRAVERSE CITY — The Coast Guard Air Station officials in Traverse City received word Wednesday that they won't be getting a new medium-range jet to replace search planes mothballed more than a month ago.

But the loss of the new French-made Falcon 20 should have very little effect on the work of the air station or its staff, Cmdr. Tom Morgan said today.

"There should be few staffing reductions," he said. "We haven't had any fixed-wing aircraft for the past 15 to 16 months. "We had a gradual reduction then and were in the process of building up."

The air station employs 125 enlisted men, 16 pilots, two dentists and one doctor. It has two search and rescue helicopters and expects to receive a third one in the next two or three years.

The air station is responsible for search and rescue operations in northern Lakes Michigan and Huron and all of Lake Superior, Morgan said.

The Falcon, a small twin-engine aircraft similar to a business jet, was to be used in air searches, surveillance, and minor rescue work such as dropping pumps or other gear.

Morgan said the helicopters can do the same work, but not as quickly.

He said 41 Falcons are now being built for the Coast Guard but some may be put in storage because of "resource realignment."

He said he does not believe the loss of the Falcon jet is part of the congressionally mandated cutbacks announced last week that may lead to the decommissioning of the icebreaker Mackinaw as well as the closing of some Coast Guard rescue stations in Michigan.

Coast Guard jets due here in '83

TRAVERSE CITY — It will be at least another year before the U.S. Coast Guard Air Station in Traverse City gets its two new jets.

The station hopes to take delivery of the two twin-engine Falcon jets in the spring of 1983, Cmdr. Thomas Morgan said Wednesday.

The first of 16 Falcons on order by the Coast Guard has arrived at the air station in Mobile, Ala., Morgan said, but Traverse City is fifth on the list of air stations scheduled to get the $6 million aircraft.

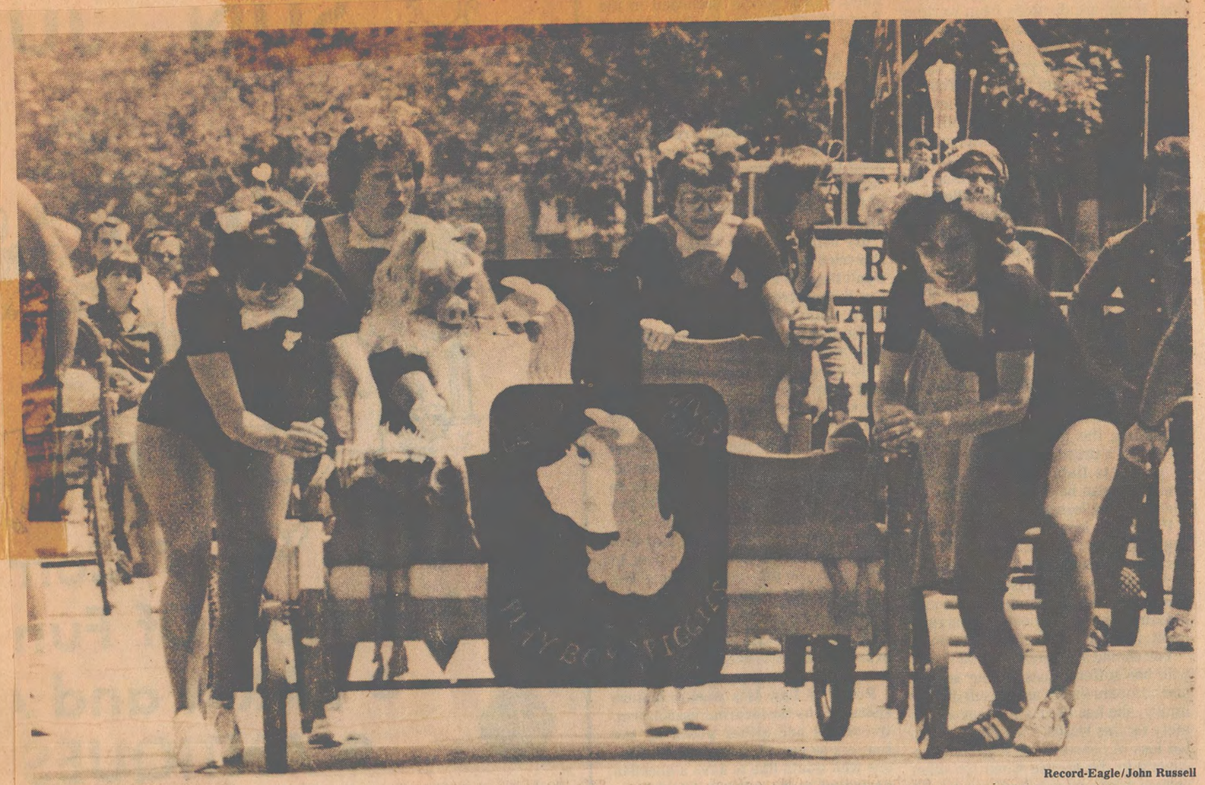
The Coast Guard hopes to buy a total of 41 Falcons but has scaled down its immediate plans because of budget cuts.

The Traverse City air station has not operated with fixed-wing aircraft since October 1980, Morgan said. Arrival of the Falcons should enable the base to expand its range of operations and respond to missions more quickly, he said.

The Falcon jets fly three times faster than the 30-year-old propellor-driven Albatross amphibians that were once the mainstay of the Coast Guard's airborne search and rescue operations.

Staging of the Falcons in Traverse City could mean that local pilots could respond to calls even as far away as the East Coast, Morgan said.

This Coast Guard H-52 Sea Guard helicopter out of Traverse City was forced down at 1:30 p.m. Jan. 12 because of hydraulic problems and had to land at the Schoolcraft County Airport. A crew came up from Traverse City to fix it while a sister chopper waited nearby. Here, a trio Coast Guardsmen bring up a heating hose to defrost the rotor tips while airport manager Vern Bernard watches.



Record-Eagle/John Russell

Playboy Piggies

The U.S. Coast Guard Wives Club dressed as the Playboy Piggies bolt from the starting line at the Cherry Festival's second annual bed race held Friday afternoon on Front Street. The piggies, Shirley Benjamin, Kathy Blunck, Lynn Manthei, Pat Lillie, and Susan Cheever, finished first in the competition taking home both the costume and design trophy and the overall winners trophy, as they picked up 22 of a possible 27 points. For details see the Cherry Festival section starting on page 11. The festival ends today with the Cherry Royale Parade starting at 11 a.m. and a fireworks finale following the Milk Carton Boat regatta this evening.

Giant plane

A young boy jumps up to try to touch the tip of a propeller on a C-5A at the Cherry Capital Airport. The C-5A jumbo cargo carrier is the largest airplane in the w... play for Avia... opened the Che...

Record-Eagle/John L. Russell

Mighty mouth

Some of the estimated 11,000 people who came out to Cherry Capital Airport get a close-up look at the forward loading hatch of an Air Force C-5A super transport Sunday afternoon, on show as part of the Traverse City Coast Guard Air Station's Cherry Festival open house. The jet cargo plane, the Air Force's largest, weighs 440,000 pounds, which compares to 110,000 pounds for the Republic Air Lines DC-9s, that regularly fly in-out of the airport. The craft can carry some of the Army's largest mobile combat equipment along with large numbers of troops. The tip of its tail is 60 feet above ground. The massive craft arrived Saturday at 1 p.m. and left Monday at noon. It is based at the Air Force base in Dover, Md.

OPINION

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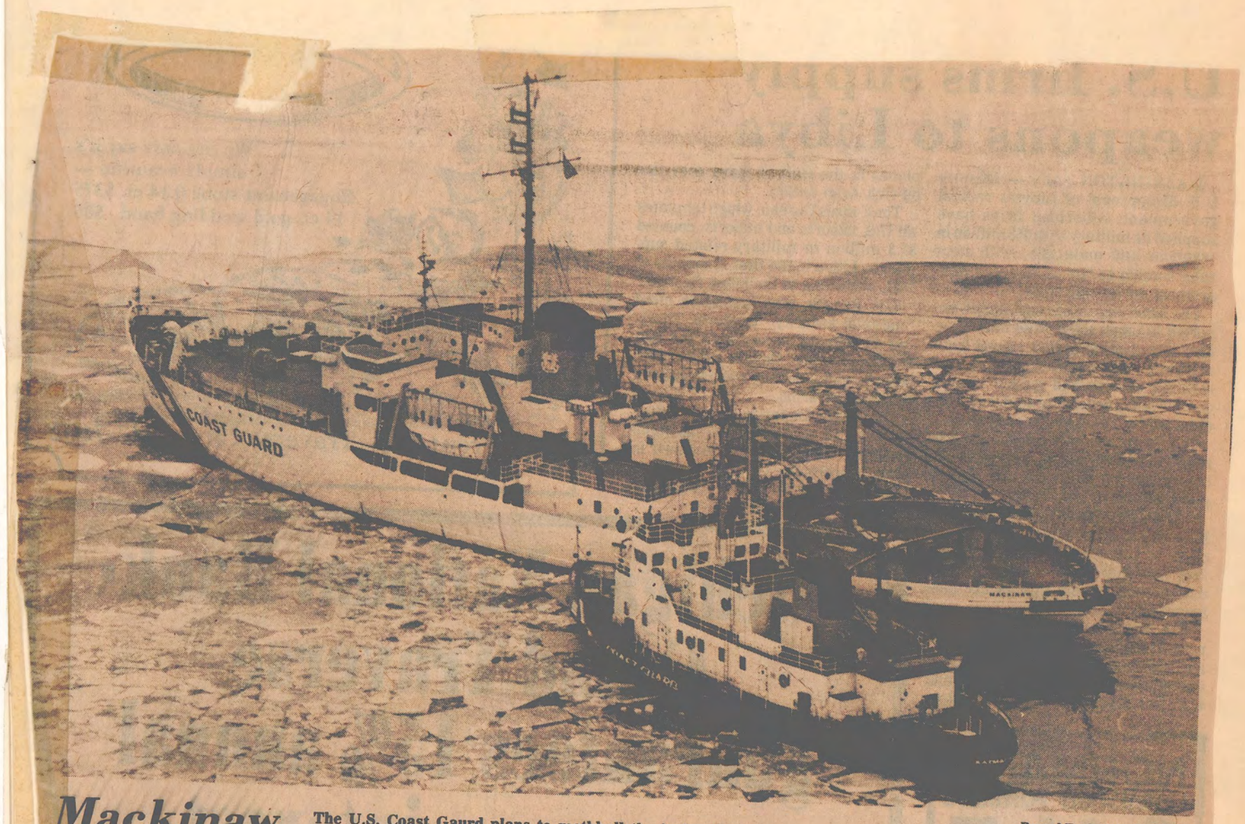

Mackinaw on way out

The U.S. Coast Gaurd plans to mothball the icebreaker Mackinaw and close a number of its search and rescue units in Michigan, but the Traverse City air station shouldn't be hurt by the cuts, its commander says. The 38-year-old Mackinaw, nearly 300 feet in length, is shown in this 1981 file photo with the 140-foot bay class tug Katmai Bay, the new generation of Great Lakes icebreakers. See details on Page 3.

Record-Eagle/John L. Russell

Coast Guard cuts won't hurt TC station

(See related story Page 5)

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Daily News/TODD REED

Ice Rescue Drill Conducted

A rescue crew from Coast Guard Station Ludington prepares for helicopter evacuation of an "injured person" during ice rescue drills conducted on Pere Marquette Lake Wednesday morning. The rescue crew, which included the station's emergency medical technician, was unaware that the case was actually a drill until reaching the "injured person" (actually a dummy) with their specially-equipped ice skiff. The drill also provided practice for the helicopter rescue crew from the Coast Guard air station in Traverse City.

Ludington Daily News 2-17-82

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CK HAGLUND
rd-Eagle staff writer

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Record-Eagle file photo

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Air unit gets new commander

TRAVERSE CITY — Cmdr. Gary T. Morgan, a Traverse City native, became the commanding officer of the Coast Guard air station here during formal "change of command" ceremonies Thursday.

He replaces Capt. Paul Resnick, who was transferred to the Coast Guard air station in Elizabeth City, N.C., where he will take over as the commanding officer.

Morgan is a 1957 graduate of Traverse City High School and entered the Coast Guard the same year. His first assignment was to the cutter Acacia.

He attended Albion College and received a bachelor's degree in business administration in 1963. Morgan returned to the Coast Guard in 1964 and was commissioned as an ensign. He was the executive officer at the air station in Sitka, Alaska before his assignment to Traverse City.

A participant in the rescue effort of the cruise ship Prinsendam off the coast of Alaska in October, 1980, Morgan was awarded the Distinguished Flying Cross for his resuce of 56 passengers on the ship.

Morgan is married to the former Mary Jane McCool of Traverse City. They have two children.

Resnick has been the commanding officer at Traverse City since July, 1979. He is a 1956 graduate of the City College of New York and entered the Coast Guard in 1961. He has been assigned to air stations in Brooklyn, N.Y.; Argentia, Newfoundland; Elizabeth City, N.C.; St. Petersburg, Fla. and Kodiak, Alaska.

Morgan becomes the 23rd commanding officer at the Traverse City air station since its establishment in October, 1945. The first commanding officer was Lt. Cmdr. J.W. Kincaid.

Record-Eagle photo by John L. Russell

Capt. Paul Resnick shakes hands with one of the men under his command before formally handing command of the Traverse City Coast Guard air station to Cmdr. Gary T. Morgan, to the left of Resnick.

COMMANDER, NINTH COAST GUARD DISTRICT
CLEVELAND, OHIO 44199
16 July 1981

The Wardroom
U. S. Coast Guard Air Station
Traverse City, Michigan 49684

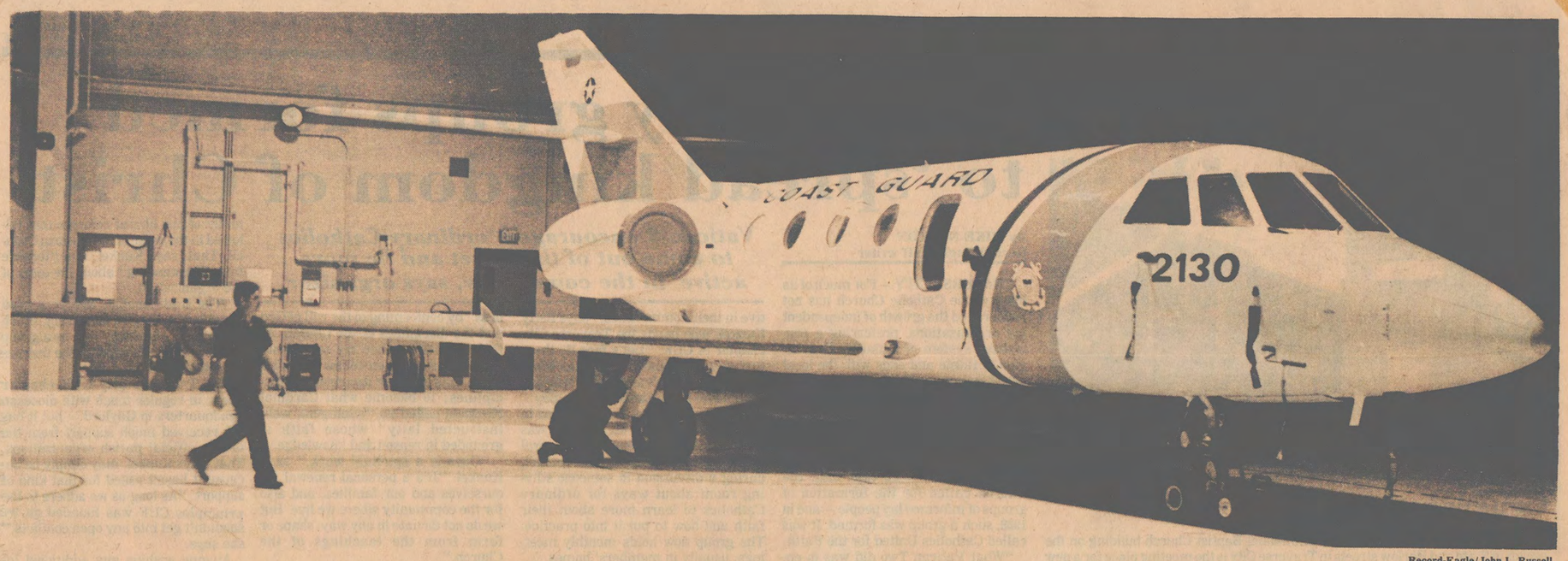
To All Members of the Wardroom:

I would be remiss if I did not acknowledge your sterling efforts prior to and during the Milk Carton Boat Regatta at Clinch Park Beach on Saturday last. I have during my years of service been witness to many marvelous spectacles, races and regattas. I can honestly say I have never seen the science of naval architecture so basely maligned, nor expect ever again to witness six members of the aviation community imitating Mohawk Indians as you paddled your way to a remarkable first place for your race.

Gentlemen, my congratulations to you. Flushed with your success, I shudder to think of what your next year's endeavor may be.

Best regards,

HENRY H. BELL
Rear Admiral, U. S. Coast Guard



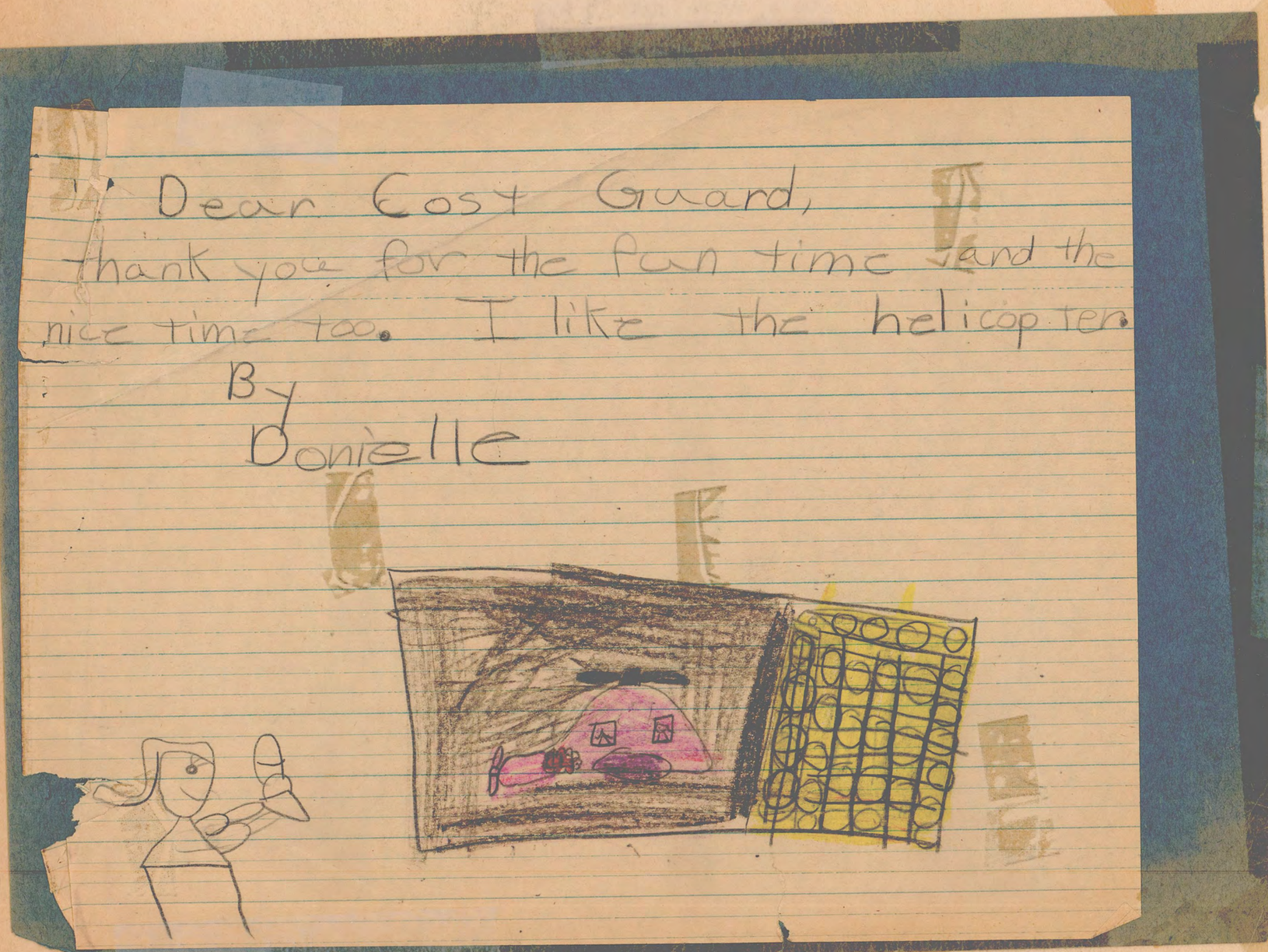
Record-Eagle/John L. Russell

Rescue jet

Coast Guard airmen guide a new jet into its hangar at the Cherry Capital Airport earlier this week. The jet, known as a "Falcon" is the first of three nearly-identical search and rescue jets being assigned to Traverse City this year. The jets can travel at 450 mph and will serve all the Great Lakes.

Record-Eagle/John L. Russell

Service career? **A Coast Guard helicopter was one of the more spectacular arrivals at Traverse City High School during Thursday's annual Career Fair. Students from several area school districts got a chance to learn about future career possibilities by talking with representatives from more than 75 area businesses, governmental agencies, and professional groups.**



Record-Eagle/John Russell

Airplane sneak peek **A Coast Guard officer holds up one of the 20 first grade princes so he can look inside an airplane on display at the Coast Guard open house during Aviation Day Sunday.**

Sneakin' a peek

Record-Eagle/John Russell

A visitor at Sunday's Aviation Day at the Cherry Capital Airport, strikes a nonchalant pose as he looks over the inside of the Coast Guard's new rescue jet, the Falcon. There will be three Falcons stationed in Traverse City.

Two area men receive special heroism awards

By LORAINE ANDERSON
Record-Eagle staff writer

TRAVERSE CITY — An Interlochen music teacher and an area firefighter received special heroism awards last week for saving the lives of a little boy and a boater last March.

Adm. James Gracey, head of the U.S. Coast Guard, presented the awards to John Jacobson, 30, of Interlochen, and to Paul Plaga of Traverse City in a special ceremony Friday at the U.S. Coast Guard Air Station.

Jacobson was awarded the Silver Lifesaving Medal, the Coast Guard's highest civilian award. Plaga received the Coast Guard's award for meritorious achievement.

Jacobson's rescue occurred March 13 when he pulled 60-year-old William Baker, also of Interlochen, out of Green Lake after Baker fell out of his boat. Jacobson, who runs four miles a day, was jogging on Diamond Park Road when he heard a splashing sound in the lake and saw Baker clinging to a 12-foot aluminum boat that was filling with water.

Jacobson swam 70 yards to Baker in 34-degree water and brought him back to shore. Baker also attended Friday's special awards ceremony.

Plaga, a member of the Grand Traverse County Red 101 Rescue Squad, received his award for rescuing 3-year-old Matthew Paul Eimers in Arbutus Lake No. 1 March 7.

Plaga was on his way home to lunch when a call came over his beeper that a youngster had fallen through the ice and was lying on the lake bottom some 50 feet from shore in about seven feet of water.

Plaga dove into the water and was guided by men in a boat to the spot where the childwent down. He made one dive and plucked the youngster from the lake bottom. Rescue workers revived the boy and had him in the hospital within 21 minutes after the emergency call.

Adm. James Gracey
. . . Coast Guard commandant

Paul Plaga
. . . meritorious achievement award

John Jacobson
. . . silver lifesaving medal

Photo by Steve Terry

ANOTHER FESTIVAL RELATED ACTIVITY, enjoyed by visitors and residents alike, was an air show held July 3, at the Coast Guard Air Station and Cherry Capitol Airport. A breakfast preceded the showing of aircraft and various demonstrations, including radio-controlled models.

Bed Race

Record-Eagle/John L. Russell

With sheets a flyin', members of the Coast Guard Officers Wives club push their entry in Friday's Cherry Festival Bed Race down Front Street. The Harem Girls finished second in the best bed competition for costume and design. For complete results see Festival Winners on Page 13.

Four Sections, 28 Pages — Monday, July 11, 1983 — Traverse City, Mic

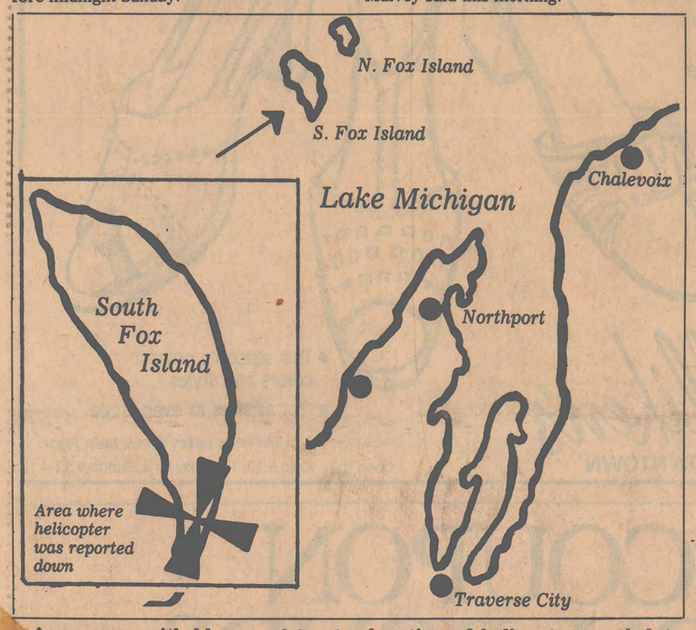
6 believed dead in army 'copter crash

By ALAN PARKER
Record-Eagle staff writer

SOUTH FOX ISLAND — All six crewmen aboard a U.S. Army cargo helicopter were believed killed when the craft crashed on the southern tip of South Fox Island shortly before midnight Sunday.

"There is no indication of survivors and we are in the process of notifying the next of kin," said Maj. Bill Mulvey, public affairs officer for the 101st Airborne Division stationed at Ford Campbell, Ky.

The soldiers' identities and hometowns will be released as relatives are notified, Mulvey said this morning.



Area map, with blowup of South Fox Island, shows approximate location of helicopter crash late Sunday night.

Rescue crews from the Army, U.S. Coast Guard and Leelanau County Sheriff's Department were dispatched to the island, some 45 miles northwest of Traverse City, shortly after midnight. The crash occurred at 11:57 p.m. Sunday in a heavily wooded area of the island. It took about four hours for the rescue crews to reach the downed aircraft, according to a Coast Guard spokesman.

An investigation team from the U.S. Army Safety Center at Fort Rucker, Ala., was also being sent to investigate the crash, according to Mulvey.

The Ch-47 Chinook helicopter went down during a "routine, over-water navigational training flight," according to Mulvey. Another Chinook was also in the area on a navigational training mission and radioed for assistance, Mulvey said.

The training exercise is standard for all pilots, to teach them to navigate over water, Mulvey noted. The 101st Airborne had previously conducted such flights over the Gulf of Mexico and the Atlantic Ocean. Sunday's flight was the first ever conducted over the Great Lakes, Mulvey said.

The two helicopter crews had arrived at the Coast Guard Station in Traverse City on Saturday and performed routine maintenance, Mulvey said. They went through a training exercise during daylight hours Sunday, and then went out again. Mulvey said he did not know how long the helicopter had been airborne at the time of the crash, but noted that the exercise would probably have not begun before sunset.

To aid in the rescue and investigation efforts, the Federal Aviation Administration imposed a five-mile restriction on airspace over the island. A Leelanau County marine officer, Dave Capron, was involved in the rescue efforts all night, according to the sheriff's department.

Search for fisherman suspended

ST. IGNACE, Mich. (AP) — The U.S. coast guard suspended its search for a St. Ignace man whose snowmobile went through thin ice on Lake Huron.

Edward Joseph Moses was missing following the accident at about 10 a.m. Tuesday, Mackinac County sheriff's deputies said.

Moses and Ronald Paquin, 38, also of St. Ignace, had gone ice fishing when their machine broke through the ice about two miles northeast of the city, deputies said.

Paquin managed to get out of the frigid Lake Huron water and was not hospitalized, but Moses disappeared.

Petty Officer Richard Wagner of the Coast Guard station at St. Ignace said the Coast Guard district office in Cleveland suspended the search Tuesday afternoon pending further developments.

An air search by a coast guard helicopter from Traverse City determined that the current in the area where the snowmobile went in was too swift for divers to attempt a search, Wagner said.

The Coast Guard also closed that part of Lake Huron to ice fishing, saying the ice is too weak to be safe.

Two Sections, 20 Pages — Tuesday, July 12, 1983 — Traverse City, Mich. 49684

Record-Eagle/Greg Johnstone

Servicemen and ambulance personnel load a body bag containing the remains of a victim of the Sunday night crash of a U.S. Army cargo helicopter. All six victims of the crash have been recovered, but Army officials haven't released the names of the crewmen.

Bodies recovered from island

By ALAN PARKER
Record-Eagle staff writer

Army hasn't released names of 6 crewmen killed Sunday when a helicopter crashed on southern tip of South Fox Island

TRAVERSE CITY — Army officials have not released the identities of six crewmen killed Sunday night when their U.S. Army helicopter slammed into a heavily wooded area on the southern tip of South Fox Island.

"There are no survivors. We have recovered the six bodies and are working on identifying those six," said Capt. Rick Wilson, public affairs officer for the 101st Airborne Division at Fort Campbell, Ky., where the CH-47 Chinook helicopter was stationed.

The soldiers' identities and hometowns will be released as relatives are notified, Wilson said.

A team of investigators from the U.S. Army Safety Center at Fort Rucker, Ala., arrived in Traverse City Monday afternoon. The unit took a U.S. Coast Guard helicopter to the densely wooded island about 45 miles northwest of Traverse City and flew the remains of the soldiers back to the Coast Guard Station at Cherry Capital Airport Monday evening.

The remains were taken in ambulances to Munson Medical Center. The identification of the crewmen has been hindered because the bodies were burned in the crash, according to Wilson.

The helicopter crashed at 11:57 p.m. Sunday during an over-water navigational training flight that is a standard exercise for pilots to teach them to navigate over large bodies of water, according to Army officials.

The 101st Airborne had previously conducted such flights over the Gulf of Mexico and the Atlantic Ocean. Sunday's flight was the first ever conducted over the Great Lakes, according to Army officials.

A second Chinook helicopter was in the South Fox Island area at the time of the crash and had radioed for assistance when the accident took place. Both helicopter crews had arrived at the Coast Guard Station in Traverse City on Saturday and performed routine maintenance. They went through a training exercise during daylight hours and then went out again for night training.

Continued on page 3

Record-Eagle/Greg Johnstone

The tandem-rotor CH-47 Chinook helicopter is used by the Army as a troop or cargo transport. This helicopter is one of two that were parked at the Coast Guard Air Station in Traverse City Monday.

. . . Crash victims recovered

Continued from Page 1

The Army has released no information on whether weather conditions, mechanical problems or human error contributed to the crash. Army officials said they do not know how long the helicopter had been airborne at the time of the crash.

To aid in investigation efforts, the Federal Aviation Administration imposed a five-mile restriction on airspace over the island. A Coast Guard official said Monday he expects that restriction to be maintained, or perhaps expanded, throughout the investigation.

Wilson said there is no way to determine how long the Army crash investigation might take. "We don't speculate. The safety team is up there, they collect the data on what happened and will take it to a safety board," explained Wilson. "That board will make a determination. That is a very long and involved process.

The investigating team will stay in Traverse City as long as necessary to complete the probe, he said.

The Chinook helicopter is a tandem-rotor aircraft used basically by the Army for troop and cargo transports, according to Dean Woolworth, a representative of EDCO Lycoming, a firm which manufactures the aircraft's engines.

"They were used as the basic workhorse craft for the Army in Vietnam," said Woolworth from the company's Stratford, Conn., office this morning. Depending on their use, the Chinooks weigh between 18 and 20 tons each, he added.

South Fox Island is about 5.5 square miles in area. It has no permanent residents, but hunters occasionally visit the site during the November deer hunting season. The island is about one-third state land with the remainder of the property in private ownership.

Record-Eagle/Greg Johnstone

The remains of six soldiers were transferred from the wooded terrain of South Fox Island to Munson Medical Center Monday. An arrow marks the area where the Army's CH-47 Chinook helicopter crashed Sunday night.

Record-Eagle/Greg Johnstone

Civilian air safety specialist Milan Buchan (right) confers with accident investigation director Maj. Bill Comer as they sift through the wreckage of the Army helicopter that crashed late Sunday night on South Fox Island. The aircraft crashed and burned on a densely wooded hillside on the southeast tip of the island. All six crew members were killed.

Army gives some crash details

By ALAN PARKER
Record-Eagle staff writer

TRAVERSE CITY — The U.S. Army helicopter that crashed Sunday night was traveling about 115 mph at an altitude of about 75 feet when it slammed into a wooded bluff on the south tip of South Fox Island, killing six crewmen.

Army officials released these details of the flight during a tour of the crash site Tuesday afternoon.

Maj. Bill Comer of the U.S. Army Safety Center at Fort Rucker, Ala., is directing the investigation into the crash of the CH-47 Chinook helicopter. He told reporters at the crash site that the tandem-rotor craft apparently did not run out of fuel. He also said his unit's investigation into the fatal crash should take between a week and 10 days to complete.

The Army has still not released the identities or hometowns of the six soldiers killed on the densely wooded island about 45 miles northwest of Traverse City in Lake Michigan. An Army spokesman said the bodies were badly burned in the fire which accompanied the crash.

"The last time we had a crash of this magnitude, it took several weeks to positively identify all of the bodies," said Capt. Rick Wilson, public affairs officer for the 101st Airborne Division at Fort Campbell, Ky.

"That time the aircraft went down in the ocean and one body was never recovered."

The crewmen, all members of the 101st Airborne Division, were conducting a routine overwater navigational training flight when the crash occurred. Such flights are a standard exercise for pilots to teach them to navigate over large bodies of water, according to Army officials. Sunday's flight was the first ever conducted over the Great Lakes. Previously these flights were held over the Gulf of Mexico or the Atlantic Ocean, said Army officials.

A second Chinook helicopter was in the South Fox Island area at the time of the crash and radioed for assistance when the crash took place. Both helicopter crews had arrived at the Coast Guard Station in Traverse City on Saturday and had performed routine maintenance. They conducted a training exercise Sunday during daylight hours, then began the night training.

Portable radio saved sailor's life

21 AUG 83

Man, alone in small boat and blown miles off course during a storm, credits a new portable radio with helping save his life

By ALAN PARKER
Record-Eagle staff writer

FRANKFORT — "The wind gods were against me, I guess. The further north I'd sail, the further west the wind would take me," says Judson "Bud" Abbott.

Abbott, alone in a small boat on Lake Michigan, was blown miles off course during a summer thunderstorm that whipped the Traverse City region Wednesday and Thursday. And if it hadn't been for his radio, he says, he could have been a goner.

Abbott, who owns and operates a sailboat and marine supply business in Shelby, was rescued Thursday by Coast Guard rescue units dispatched from Frankfort and Traverse City. He had been attempting to sail his 14-foot West Wight Potter from Portage Lake in Manistee County to Leland when he ran into foul weather Wednesday.

"I spent Tuesday at Portage Lake, then on Wednesday I sailed to Frankfort, but the wind was picking up and my motor conked out," recalls Abbott. "I couldn't get into the Frankfort Harbor, so I thought I'd go up around Point Betsie and make a landing somewhere along the shore."

But as Abbott and his fully equipped craft headed north, the wind began to shift from the southeast to the east. "I couldn't get in along the shore and I couldn't get in to Sleeping Bear, either," he says. "So then I decided to go for South Manitou Island."

An experienced sailor who has logged many hours on the Caribbean and the Great Lakes, Abbott sailed all night Wednesday. His boat is equipped with all types of electronic gear, but it was the portable radio and automatic pilot that really came in handy. The automatic pilot enabled him to sail and bail water at the same time, while the radio put him in contact with the Coast Guard rescue units.

"I'm a believer in self-sufficiency," he says. "And I've never carried a radio with me before. But this year I bought this 25-watt portable radio. This was the first trip I ever had a radio with me. If I didn't have that radio, I probably wouldn't have made it."

"Bud" Abbott
. . . rescued in Lake Michigan

. . . Boater says radio helped save his life

Continued from page 1

Abbott began radioing for aid about an hour after sunrise on Thursday. During Wednesday night he sailed westward until he was some 10 miles west of South Manitou. He realized he'd never make it to shore on the island, and thought, ever so briefly, about continuing west to Wisconsin.

Rough weather Thursday morning put any such ideas out of his mind.

"My mast height is 15 feet and I was seeing swells above my mast," he says. "And the noise. It sounded like fireworks going off. I never heard such a sound. Sure, it scared me.

"It reminded me more of the North Atlantic than Lake Michigan. I was taking in green water and I decided I'd better call on the radio."

His first efforts on Channel 16, the emergency band, went unheeded. Then he made contact and the Coast Guard asked if he needed assistance.

Abbott, an individualist who likes to fend for himself, swallowed his pride and said yes.

"That crushed me I'm stubborn and believe that you shouldn't be out there unless you're self sufficient. I preach self-sufficiency to people at our store all the time."

That radio contact was made about 7:30 a.m. Thursday. The Coast Guard cutter from Frankfort was still two or three hours away. Meanwhile a helicopter from the Traverse City Coast Guard station was dispatched to locate Abbott's tiny boat.

The helicopter arrived about an hour after the radio contact. The Coast Guard also called Abbott's wife, Carole Ann, who was home in Shelby and planned to rendezvous with her husband later in the week in Leland.

"They called and said Bud was fine and that I was not to meet him in Leland, but that they would bring him to Frankfort," says Carole Ann. "The Coast Guard did their best in keeping me updated. I can't say enough good things about the Coast Guard and the hospital (Frankfort's Paul Oliver Memorial Hospital). If it's ever a pleasure to be in a hospital, it's great to be in this one."

That radio contact was made about 7:30 Thursday. The Coast Gaurd cutter from Frankfort was still two or three hours away. Meanwhile a helicopter from the Traverse City Coast Guard station was dispatched to locate Abbott's tiny boat.

When the cutter arrived from Frankfort, a rope was attached to the bow of the smaller boat, and the towing began with Abbott still on his craft. After a couple of miles, it became apparent that Abbott, who was suffering from seasickness, exhaustion and dehydration, was in bad shape.

"Somebody gave the order to get me off the boat," says Abbott. "They shortened the towline to about 100 feet then dropped a second line in the water to pull me to the cutter."

Then came the most harrowing episode of the rescue for Abbott.

"When I got the line, all it had was a handle to hang on to. I though I'd wrap it around my waist, but I couldn't. I just hung on and jumped in. It was the longest 100' feet of my life."

Three guardsmen hauled him in at the cutter. He'd taken in a lot of water, but was otherwise all right.

With the 14-foot Potter in tow, the Coast Guard boat was making little headway against the swells, which broke steadily at 10 to 14 feet. Winds were averaging 30 knots. Instead of riding back on the boat, Abbott was taken to Paul Oliver aboard a helicopter. By 4 p.m. Thursday he was resting there comfortably.

The Coast Guard towed the Potter to South Manitou Island where it was moored and bailed out. Abbott says there was some minor damage, but he'll have the boat trailered back to Shelby and get it all fixed up again.

For a man who's been sailing as long as Abbott has, it'll take more than this adventure to keep him off the lakes. But now, even Abbott admits, he's learned something about the fury of the lakes.

"I've never been in swells like that, they were something," he chuckles. "They were really something."

Record-Eagle/John L. Russell

Want a lift? **A Coast Guard airman is lifted out of West Grand Traverse Bay during a simulated rescue operation conducted two weeks ago. The once-a-year "wet drill" is required for all Coast Guard members who are involved in operations on or over the Great Lakes.**

Record-Eagle/Greg Johnstone

Grand Traverse County sheriff's deputies John Block (left) and Robert Walters examine two burned out gasoline containers that fueled a boat fire Monday.

Boat sinks after fire; 4 rescued

BY ALAN PARKER
Record-Eagle staff writer

ACME — John Kennedy isn't an avid boater, but a short cruise Monday afternoon turned into an adventure he'll never forget.

Kennedy, his two sons, and a downstate visitor were hoisted from the waters of East Grand Traverse Bay by a U.S. Coast Guard helicopter after their 18-foot runabout caught fire and sank about 1:15 p.m.

No one was injured in the incident that apparently began when sparks from the boat's battery ignited gasoline in a five-gallon can.

"I don't know how the fire started exactly," says Kennedy, an Acme resident. "It just burned really well."

Kennedy, his 15-year-old son Tim, his 12-year-old son Scott, and the friend, Bob Tyson of Sterling Heights, talked about going to Marion Island when they saw that the weather was getting rough. They decided instead to take a trip to Deepwater Point, north of Acme.

The four were about a half-mile offshore in 35 feet of water when the gasoline ignited.

"We got the life preservers and jumped off the front of the boat," explains Kennedy. "There were seven life preservers, so three of us had two preserves each."

At the time, there seemed to be no problem, but Kennedy didn't know that one of his passengers could not swim.

"I thought Bob Tyson could swim, but I guess he couldn't," explains Kennedy. "He took in a lot of water when he dove in and he was on the windward side of the boat."

From the Surfside Motel in Acme, Ruth Townsend heard an explosion that she thought was a truck backfiring. Then an employee of the motel came in and told her there was a boat on fire in the bay.

"I saw a lot of black smoke," says Townsend, who rushed inside and called the Coast Guard rescue unit. "By the time I came back outside, the helicopter was coming down."

The Coast Guard had been on a flight in the area and was able to get to the scene in less than a minute. The four boaters were taken from the water and one required hospitalization.

Kennedy says the harrowing experience Monday hasn't really affected his attitude toward boating. "I'm not really much of a boater. I ony go once every couple of years or so. The boys enjoy the boat more than I do," he notes. "And this hasn't really affected their interest in boating."

Pair rescued after 4-hour ordeal on capsized boat

By ALAN PARKER
Record-Eagle staff writer

GLEN ARBOR — There were times when 19-year-old Pat Hobbins thought his fishing trip Wednesday would be his last.

Hobbins and a companion, 19-year-old Mark Alonzi, spent four hours clinging to a 12-foot aluminum fishing boat after it overturned about 11 a.m. near the center of Glen Lake in Leelanau County.

"Anytime, one of us could have been swept off by a wave," says Hobbins. "And if one of us went off, the other would not have made it."

The two were rescued by three brothers — Steve, Greg and John Plamondon — who heard the men calling for help.

Hobbins and Alonzi, who work together in a lawn maintenance business, had been fishing since about 10 a.m. They fished the north and west shores of Glen Lake and were heading back toward the south shore about 11 a.m. when a "freak wave" hit their small craft and it capsized.

"Mark got knocked in the head when it went over, but it was nothing serious," says Hobbins.

Both Maple City men are good swimmers, but they were over a mile from shore.

"At first I didn't know what to think. We panicked for a minute or so," says Hobbins. The pair clung to the boat because their flotation devices were trapped underneath it. The outboard motor was still on the transom, Hobbins says, making it tough to keep the craft level in the water. They climbed on top of the capsized boat.

"Mark was straddling the back end on his knees and I was across the front of the boat," explains Hobbins. "Right away we tried to yell to other boats nearby, but they didn't hear us."

The two started drifting, Hobbins says, but after a while it seemed like they were sitting still in the water and making no progress toward shore.

"There were times when Mark was ready to give it up, then I'd discourage him. Then I'd get depressed and he'd give me a pep talk," says Hobbins. "If it had been any other people, we probably wouldn't have made it. We've been friends for years."

Alonzi's condition deteriorated during the afternoon. Both men suffered painful cramps caused by the cold water.

"It seemed like nobody was around. We were trying to get to shore, finally we were exhausted and just laid there. Then, for the heck of it, we started yelling again, just out of the blue," he says.

Their calls were heard by the Plamondons, who were doing some construction work on the shore, according to county sheriff's deputies. The three got into a nearby boat and headed toward the capsized craft. Hobbins watched as the trio approached, but even then he wasn't sure they were going to be rescued soon enough.

"Mark was telling me he couldn't hang on anymore," says Hobbins. "His face was turning colors — yellow, purple. I was thinking, 'You better hurry up. God, I hope they hurry up and get out here.' "

The trio got Alonzi and Hobbins to shore. There they got the wet clothes off and wrapped the pair in blankets. Shortly after that, a helicopter from the Traverse City Coast Guard station arrived and took the pair to Munson Medical Center. When they were examined, Alonzi's body temperature had dropped to 92 degrees and Hobbins was at 95. Both were treated for hypothermia and sent home to recuperate.

Alonzi and Hobbins weren't in any condition to thank their three rescuers, but they plan on expressing their gratitude soon.

"We appreciate their help a lot," said Hobbins. "It's good to know that some people will still help others. They really did a super job."

FRONT PAGE 20 Oct 83

Friday, October 7, 1983 Traverse City, Michigan 49684

Record-Eagle/John L. Russell

Downed chopper

A Grand Traverse Sheriff's Department marine patrol boat tows a disabled Coast Guard helicopter across East Grand Traverse Bay Thursday afternoon after the helicopter's engine quit, causing the aircraft to drop into the water. The helicopter, which floated, was later towed to the air station. No one was injured. See page three for the story and photo.

Record-Eagle/John L. Russell

A tractor from the U.S. Coast Guard air station in Traverse City pulls a helicopter that dropped into East Bay onto a launch site on Center Road. The helicopter, equipped with wheels under its pontoons and on its tail, was rolled onto the parking lot. It's blades were folded and the aircraft was slowly towed down East Shore Road.

Helicopter engine fails; pilots safe in bay landing

By ALAN PARKER
Record-Eagle staff writer

TRAVERSE CITY — Two U.S. Coast Guard pilots escaped injury Thursday when their helicopter's engine failed and they were forced to perform an emergency landing on the waters of East Grand Traverse Bay.

Lt. Cmdr. Al Muccilli and Cmdr. Darnel Hendrickson were on a routine training flight about 1:45 p.m. Thursday when the engine failed.

"They were on a standardization and evaluation flight and during a maneuver the engine failed," according to Lt. Gary Hiatt, public information officer at the Traverse City Air Station.

The maneuver called for the engine speed to be reduced to an idle, then increased to normal operating speed, according to Hiatt. Following the idling phase, the engine would not return to normal speed and eventually failed.

An emergency throttle was engaged, but that also failed to start the engine, said Hiatt.

Finally Muccilli performed an "auto-rotation" maneuver which resulted in the craft landing gently on the bay. Large inflatable air bags helped to keep the chopper afloat until rescue units were on the scene.

Within 10 minutes a boat from the Grand Traverse County sheriff's department was at the helicopter to remove the rattled, but unhurt pilots. They were taken to shore and did not require hospitalization.

Divers from the sheriff's department were conducting a practice drill of their own nearby and were able to respond to the emergency quickly, said Lt. Tom Schmuckal of the sheriff's department.

"It took us a while to determine that no one was hurt, but that was because of all the radio communications going on," said Schmuckal.

He noted that the sheriff's department and other local rescue units practice similar emergencies a few times a year, although a downed helicopter in the water rescue had not yet been held.

The helicopter was towed to the Central Road boat ramp on Old Mission Peninsula. From the boat ramp it took about three hours for Coast Guardsmen to get the large craft back to the air station by a special aircraft truck.

According to Hiatt, the helcopter engine was slightly damaged, but the rest of the craft was intact. Extensive mechanical testing will be conducted to determine exactly why the engine failed, said Hiatt.

They Guard More Than the Coast

Inland Rescues Part of the Job For Coast Guard

By David Barber

CADILLAC — According to popular belief, they battle high winds and high seas, chase gun-toting drug smugglers and try to stem the flow of illegal aliens.

But they also tussle with small breezes and navigate little lakes in air-sea rescues. And they have been known to brave the forests to find lost hunters.

The daily routine of the men and women stationed in Michigan for the U.S. Coast Guard is not exactly glamorous, but there's an element of the unexpected involved nonetheless — especially for the "air corps."

Besides the Coast Guard lifeboat stations in West Michigan — located in Grand Haven, Holland, Muskegon, Ludington, Manistee, St. Joseph and Frankfort — there is an air station at Traverse City. The lifeboat stations are staffed by an average of 15 to 16 people, but the Traverse City air station has about 115.

Traverse City station personnel regularly make rescues in the dozens of inland lakes dotting West Michigan and have made 48 search and rescue missions this year.

They have pulled stranded snowmobilers from inland lakes — covered by thin ice during this year's mild winter — and found lost hunters in the depths of the Manistee National Forest.

Personnel from the Traverse City station recently demonstrated a typical inland-lake rescue with a Coast Guard helicopter.

With hundreds of spectators lining the beach of Lake Cadillac, a Coast Guard crew pulled David Beckwith, a Coast Guard aviations structural mechanic posing as a stranded boater, out of the water in five minutes.

Three fellow Coast Guardsmen landed the huge helicopter on the water next to Beckwith, pulled him inside a steel basket, hovered 20 feet over the water in the chopper and lifted him to safety.

"It doesn't take long," said Lt. Donald Klingenberg, 38, a pilot. "Had it been a real emergency we would have taken off from Traverse City, flown the 55 miles or so to Cadillac and had the victim out of the water in less than 20 minutes."

The chopper can "can top out at maybe 115 mph," according to Klingenberg. "And if we're on our way to rescue or pick-up we don't hold back on the throttle."

More than half the station's search and rescue missions take place inland, he said.

Lt. Mark Benjamin, 42, a pilot at the Traverse City station, said the Coast Guard often is called to assist in rescues in Northern Michigan even though the U.S. Air Force has legal jurisdiction for inland rescue in the state.

"The nearest Air Force base is in Detroit (Selfridge), so it's not too realistic to have them come up to pull a snowmobiler off a lake in Houghton or Cadillac," Benjamin said.

Besides search and rescue, Benjamin said the Coast Guard also is responsible for enforcement of laws and regulations on fishing and customs.

Personnel at the Traverse City station are on 24-hour duty, carry a list of area hospitals and are ready to respond to anything, Klingenberg said.

Recently, they even picked up a bomb-sniffing dog from Grand Traverse County Sheriff's deputies and transported him to Gladwin County Court House to search for a suspected bomb. None turned up.

"The quickest way to get the dog there was by our helicopter," Klingenberg said.

Coast Guardsman Jeff Berry talks with two comrades inside a helicopter.

"Victim" David Beckwith is pulled from the water by Berry.

Lost woman home after 30-mile walk

Oct 83
By ANDREW HELLER
Record-Eagle staff writer

MANTON — An "amazing" 82-year-old woman, lost in heavy woods near Manton this weekend, trekked over 30 miles before she was found and hoisted to safety aboard a U.S. Coast Guard helicopter.

Florence Mosher was resting at home today after her 36-hour ordeal. She apparently took a walk early Friday morning, became disoriented and walked 17 miles from Manton to Summit City in Grand Traverse County before she realized she was lost and began retracing her steps, according to a relative.

A Coast Guard helicopter, called in to aid in the search for Mosher, spotted her in heavy woods only two miles from her home at 6:30 p.m. Saturday. With the help of Wexford County sheriff's officers, Mosher was hoisted aboard the helicopter and taken to the air station in Traverse City.

Mosher's grandson, Charles Mosher, 23, said his grandmother probably would have found her own way home. "She's in great condition and she's very nonchalant about the whole thing now," he said. "She didn't think she was lost, she thought everyone else was.

"She didn't like the helicopter ride very much, but she did say she looked around and could see everything from up there. She said the (rescue) basket just came down and scooped her up."

Lt. j.g. Gary Hiatt, public affairs officer at the Coast Guard air station, said temperatures dropped into the 50s the night Mosher was missing, and "only her physical condition enabled her to survive. She's amazing," Hiatt said.

Mosher was reported missing by Charles Mosher and his mother when the two returned home from work at 7 a.m. Friday morning.

Sheriff's deputies, using six tracking dogs from four counties, traced Mosher for 17 miles Friday before losing her trail near Summit City.

Record-Eagle/Greg Johnstone

Jet engine overheats

A U.S. Coast Guard jet was the center of emergency attention Thursday afternoon when a valve malfunction caused an engine to overheat. No one was injured and damage was minimal in the incident that took place near Cherry Capital Airport shortly before 2 p.m.

Engine problem

Record-Eagle/Greg Johnstone

Firefighting crews from Traverse City Coast Guard Station were called out Tuesday morning when one of the Coast Guard's Falcon jet engines overheated. About 10:30 a.m. the plane was undergoing a routine maintenance procedure, which involved firing up the engine and taxiing the aircraft a short distance, according to a spokesman. When the plane's left engine overheated, the power was cut off. Firefighters from the Cherry Capital Airport and Traverse City also responded to the call. It was the second time in six weeks that a Coast Guard jet here has had an engine overheat.

SEPT 83

Photo story

Lt. D.J. Klingenberg walks to the Falcon jet at the USCG hangar, located at Cherry Capitol Airport.

Lt. Klingenberg discusses the flight plan with Cmdr. N. King at the Operations Center, prior to a flight to the east coast.

TC Coast Guard aviators patrol North Atlantic Ocean

Photos and text
By JOHN L. RUSSELL
Record-Eagle chief photographer

TRAVERSE CITY — The addition of Falcon fan jets has brought additional duties for men stationed at the Coast Guard Air Station in Traverse City.

Along with conducting airborne search and rescue operations over the Great Lakes, the local Coast Guard now flies weekly patrols over the North Atlantic Ocean. Spotters record the names and locations of all ships spotted and send the information to Atlantic Area headquarters, on Governor's Island in New York. The flight crews also are looking for suspected drug smugglers.

Local Coast Guard Public Affairs Officer Lt. Gary Hiatt says the patrols were assigned to relieve heavy work loads at two East Coast air stations — in Cape Cod, Mass., and Elizabeth City, N. Carolina — both of which have their own search and rescue operations as well as law enforcement patrols.

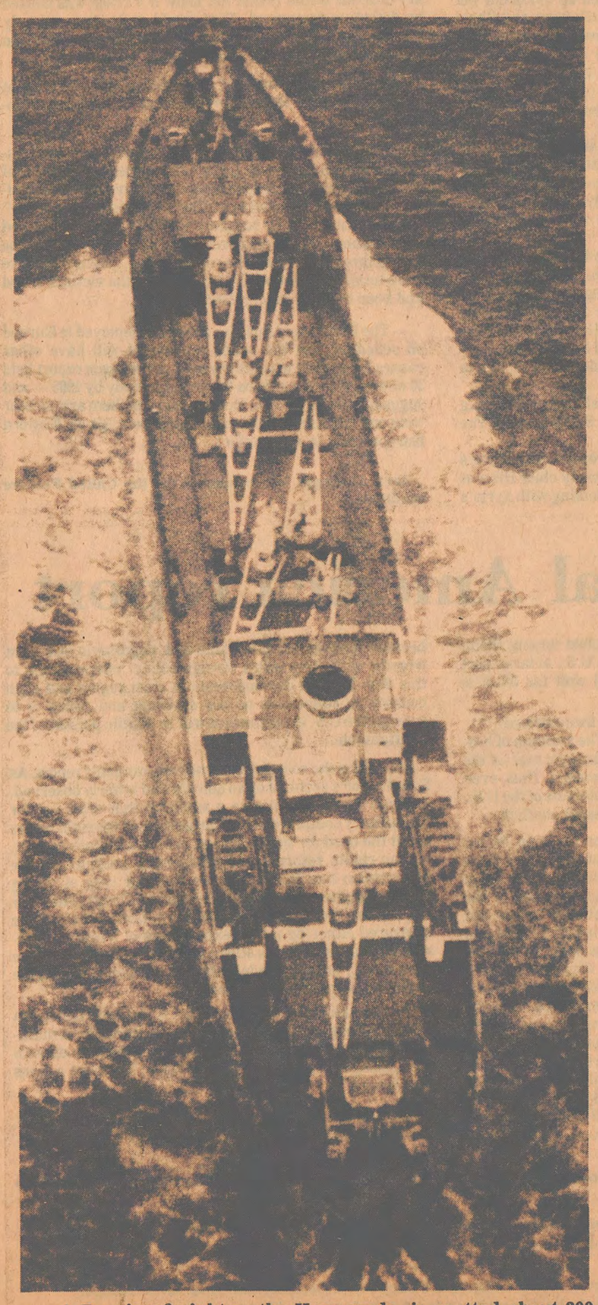
"Winter activity on the great Lakes is minimal," said Lt. Hiatt, "and our flight crews must log a certain amount of flight time each month. The crews on the East Coast have virtually no time for training. Hence, we may actually be increasing our patrol time.

"The missions are enjoyed by the (flight) crews, said Hiatt. "Each time the guys fly out there's something different."

Whales, Russian fish factory ships, and suspicious vessels all make the trips interesting, he said.

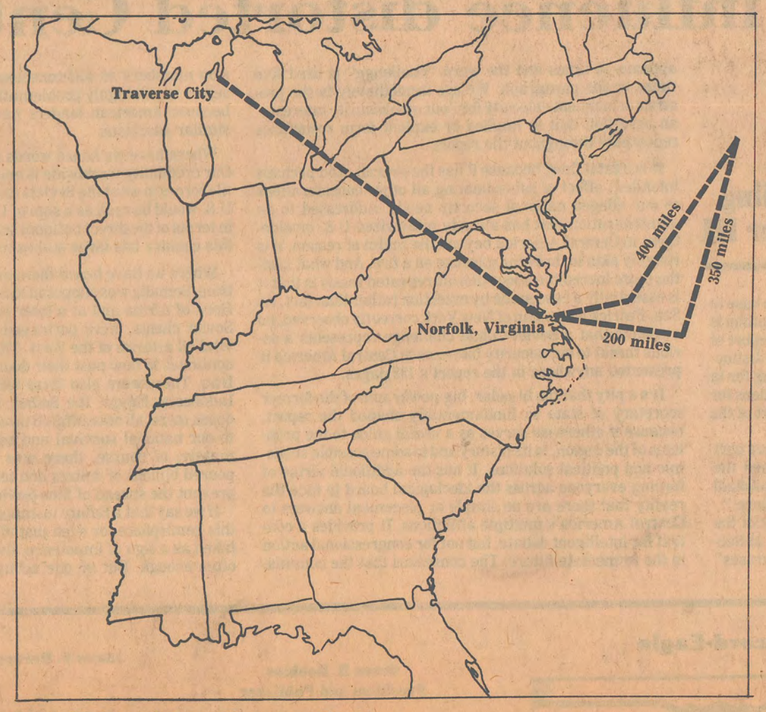
Information is exchanged daily between flight crews and Atlantic Area, with updated information exchanged during refueling stops on the Coast.

The Falcon jets have a range of 2,000 miles, and can fly to the East Coast in two hours, where they refuel and then patrol fishing and shipping areas, looking for any suspicious activity.



A Russian freighter, the Karacanda, is spotted about 300 nautical miles east of the Virginia coast.

AEC Wm. Wright, left, and ASMC KB Dalzell watch for shipping as the jet heads northeast over the Atlantic Ocean.



The flight path from Traverse City to Norfolk, Virginia, then over the Atlantic Ocean.

A lone crewman heads toward the hangar in blowing snow after a patrol.

Two Sections, 24 Pages — Wednesday, February, 1, 1984 — Traverse City, Michigan 49684

Record-Eagle/John L. Russell

Falcon Lt. D. L. Klingenberg (left) pilot, and Lt. K. P. McGonagle, co-pilot, fly a Falcon fan jet out of the Coast Guard Air Station in Traverse City, headed for a law enforcement patrol over the Atlantic Ocean. More pictures and a story on the mission are on Page 5.

Record-Eagle/John L. Russell

Top honor Petty Officer John McFadden receives the Distinguished Flying Cross during ceremonies Thursday morning at the U.S. Coast Guard Air Station in Traverse City. While stationed in Alaska in April, McFadden helped save the lives of two sailors whose boat was pitching and rolling in 60 mile-per-hour winds and 30 foot waves. McFadden, a member of a helicopter rescue crew, lowered a line on a mechanical winch to pluck the pair from the deck of a 40-foot boat. Soon after the rescue the boat slammed into rocks and sank. The award is the highest operational award presented to a guardsman.

...ous to Your Health.

The Grand Rapids Press • May 20, 1984

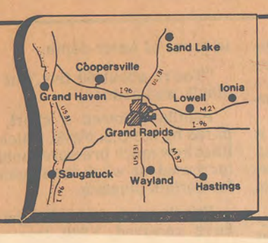
wonderland

Flight 2130:

Soaring After Drug Smugglers

turn to page 2

COAST GUARD
1447
12
Heatwave



Metro/*Flair*

The Grand Rapids Press

★★★ Tuesday, May 15, 1984

Section B

Press Photos by PATTRICK YOCKEY
Kenneth Mault rests inside Butterworth Hospital's hyperbaric chamber to ease discomfort from diving mishap.

Stricken Diver Aided by Hospital Pressure Chamber

By Elizabeth Slowik

Kenneth Mault lay sweating Monday night inside a metal and acrylic cylinder that looked like a prop from a science fiction movie.

Swaddled in blankets, the Midland County sheriff's deputy rested quietly for nearly three hours inside Butterworth Hospital's hyperbaric oxygen chamber.

"I feel pretty comfortable," said Mault, 33, despite aching joints and a severe headache characteristic of a diver's malady — the "bends." "It really doesn't bother me."

Mault felt fine by the time he got out of the chamber, said hospital spokeswoman Jane Brierley, and was released this morning.

He was one of four Midland County deputies helping Mason County Sheriff's Department divers and U.S. Coast Guard personnel in a search Monday for the body of Dow Chemical Co. executive Bob G. Caldwell, who drowned Sunday in Lake Michigan near Ludington.

Ludington deputies had requested aid from the Midland Sheriff's Department in finding Caldwell, who lives in Midland. "It's nothing unusual, we do it all the time," said Capt. William Dehn.

Caldwell, 62, general manager of the Michigan Division of Dow Chemical Co., drowned when he fell out of a boat while trying to net a fish caught by his wife, Helen, about a half mile off the Ludington lighthouse.

Mault seemed to suffer the bends after he had trouble clearing his ears on a 35-foot descent into the lake, said Midland County Sheriff's Deputy Gary Warner, another diving team member.

Mault was returned to the depth, normal procedure for divers in an attempt to correct the problem. When that decompression technique didn't work, Mault was taken to Ludington's Mason County Memorial Hospital about 3 p.m., Warner said.

The diving effort was suspended when a Coast Guard boat brought the team to shore to get Mault to the hospital, he added.

After a phone consultation with Dr. Gregory Sandman in Grand Rapids, doctors at the Ludington hospital decided Mault's condition warranted treatment in Butterworth's hyperbaric chamber.

Butterworth is one of three state hospitals which have the device, said Jane Brierly, public relations director for the hospital. Others are in Kalamazoo and Alpena.

A Coast Guard helicopter from Traverse City delivered Mault to Butterworth about 9 p.m. Monday, making the trip at an altitude of 500 feet or lower to avoid exacerbating Mault's condition.

Sandman said there was "no way to exclude" either the bends, caused by nitrogen escaping from the blood and collecting in the body's joints, or an air embolism, a bubble of air — trapped in a blood vessel — which expands as the diver surfaces, cutting off blood. In either case, Sandman said, treatment in the hyperbaric chamber helps.

The chamber, housed in a small room on Butterworth's sixth floor, is about seven feet long. Mault was placed on a gurney, then slid into a clear acrylic tube on top of the ma-

See Diver, Page 2B

U.S. Coast Guard helicopter brought Mault to Butterworth.

6 plane crash victims aided by TC Coast Guard

By ALAN PARKER
Record-Eagle staff writer

TRAVERSE CITY — Four crew members from the Traverse City Coast Guard Air Station knew they'd be working Thursday, but none expected to spend Thanksgiving in Wisconsin.

The four — Lt. Bill Biggar, Lt. Gary Hiatt, medic Bruce Jernigan and mechanic Rick Bielewizc — were called out shortly before 1 p.m. to aid in the rescue of six Wisconsin residents whose small twin-engine plane crashed shortly after taking off from Chambers Island, near Green Bay, in Lake Michigan.

"Apparently they had spent time on a deer hunting trip on the island and were returning to Green Bay when the accident took place about 12:30 p.m. our time," Biggar said. "Winds were gusting up to about 30 knots or better and they may have gotten caught in a down draft."

On the plane were pilot Terry Fitchett, 32; his cousin, James Henning, 42; Henning's sons Troy, 11, and Robbie, 12; Henning's father, Fred, 70, and Jason Henning, 12. All are Green Bay area residents, according to Coast Guard officials.

There were no serious injuries in the crash.

Petty Officer Kay Burback of the Coast Guard's Milwaukee office said a report of the crash was received at the Sturgeon Bay office some 25 miles from the island from "a guy in a boat near the airstrip on the island."

"The island is apparently deserted at this time of year," said Burback. "We just got lucky that a boater happened to be sitting there and that he had a radio, or else who knows when we would have found out about this."

The hunters also were lucky to survive the crash itself and were able to walk away from the fiery wreckage of the Piper Lance, Biggar said.

"The plane was totally demolished. It came down in a wooded area and struck trees up to 12 inches in diameter," says Biggar, who piloted the HH-52 helicopter from Traverse City on its hour-long flight to the crash site.

When the Traverse City rescue crew arrived at the crash site about 2 p.m., another rescue team from the Coast Guard's Milwaukee station had been there for about five minutes.

"When we arrived, we set down on the airstrip and the co-pilot, Gary Hiatt, and the corpsmen went in and checked out the crash site," said Biggar. "It was kind of confusing at first because most of the victims were walking around."

The two rescue crews transported all six victims to a Menominee, Mich. hospital, some 20 miles away, where they were treated for minor burns and bruises. Jason Henning was later tranferred to a Green Bay hospital with a fractured pelvis, and Fred Henning was hospitalized in Green Bay with facial injuries.

The local air crew left the scene about 4 p.m. and arrived in Traverse City about an hour later in time to have Thanksgiving dinner at the air station.

"It's amazing, because of the situation, that no one was seriously injured or killed," Biggar said. "I've never seen anything like it. I guess it was Thanksgiving."

The Associated Press contributed to this story.

SEPT 84

Sailing mishaps keep Coast Guard busy

By MIKE NORTON
Record-Eagle staff writer

TRAVERSE CITY — High winds and rough seas got a lot of recreational sailors in trouble Monday afternoon, and kept helicopter crews from the Traverse City Coast Guard air station jumping from one accident to the next.

"We've been busy all summer, but Labor Day was one of the busiest days," said Lt. Gary Hiatt, public affairs officer at the station. "There were a lot of people out enjoying their last weekend on the water, and the winds were getting up around 30 knots."

The Coast Guard was monitoring a sailboat race in West Grand Traverse Bay when it got its first rescue call at about 3 p.m. An Elk Rapids resident reported seeing a sailboat overturn in East Bay, and the Coast Guard helicopter sped to the scene — but marine officers from the Antrim County Sheriff's Department got there first and rescued the boaters.

On the way back to the race, the helicopter crew received another distress call; a 16-foot catamaran had gone over in Sleeping Bear Bay, about three miles north of Glen Haven, and two passengers were in the water. After a flight of about 15 minutes, the helicopter reached the scene and found one man clinging to the boat; his companion had swum safely to shore.

Once the two boaters had been reunited, the Coast Guard crew headed back to Traverse City — only to receive another call. A sailboat had washed up on a beach near Big Sable Point, south of Manistee, and the Traverse City station was asked to join a search for the occupants. The helicopter had to return to the station for refueling, and at about the time it reached the search area (around 5:30) the crew of the boat turned up. They had foundered in the heavy winds, but had all swum safely ashore.

At about the same time, Leelanau County authorities were called out to rescue a sailboat crew who got into trouble off Cathead Point, near Northport. The two occupants were brought in without difficulty.

Letters

RECORD EAGLE SEPT 84

Efforts appreciated

Summer is almost over, and we've procrastinated in thanking our Benzie County neighbors — strangers and friends — for the wonderful and successful effort in helping us locate our sons who disappeared July 3 on Crystal Lake. We've avoided putting pen to paper, thus avoiding more deep thought on the matter of losing a child.

It was a horrible experience, yet a rewarding one, and we want to think all those we telephoned in the wee hours and who went out into the lake in boats or around it on foot; strangers, including youngsters, who joined the search; our wonderful, compassionate Benzie volunteer rescue team; the Coast Guard helicopter crew; and last, but certainly not least, the Benzie County Sheriff's department. The response was effective and deeply sympathetic.

The sheriff's deputies were prompt, professional and concerned. Our boys were gone, the canoe was missing and there was a disturbance at the other end of the county requiring the police. We watched the juggling of patrol cars and personnel making an effort to be in two potentially-critical areas at once. This may be "the sticks" to many, but we can be proud of our local law department. Law enforcement does not always involve chasing criminals.

We're grateful to all! We're sorry for the expense, the emotional trauma and the lost sleep; but we're grateful for some lessons learned and for the warm and loving support.

Susan Koenig
for the families of
Matt Koenig and
Josh Bates

RECORD EAGLE 30 Oct 84

Coast Guard helps save leaking yacht

FRANKFORT — A 38-foot charter boat with two people aboard was rescued by the Coast Guard Monday night.

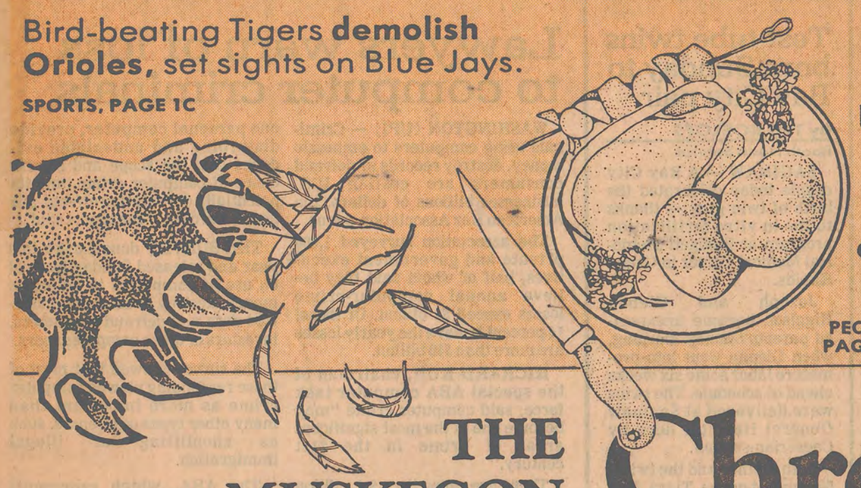
The "Patty J" was three miles offshore and 10 miles north of Point Betsie, en route from Charlevoix to Frankfort, when it began taking on water, according to a Coast Guard spokesman. About 6:30 p.m. a rescue call was received, and the Coast Guard sent out a helicopter from Traverse City and a 44-foot rescue boat from Frankfort.

Shortly after 7 p.m. a pump was lowered from the helicopter to the boat, which by then had about 3 feet of water in the bilges. The rescue boat then towed the Patty J to the Betsie Bay Marina in Elberta.

Coast Guard officials say the boat took on water through gaps in the hull. They did not know this morning who owns the boat.

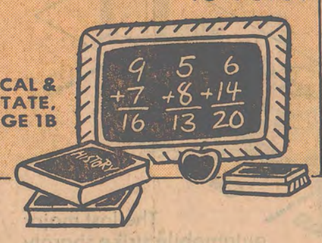
INSIDE TODAY

Bird-beating Tigers **demolish Orioles,** set sights on Blue Jays.
SPORTS, PAGE 1C



Father's Day recipes for **dear old Dad**
PEOPLE, PAGE 1D

SCHOOL ELECTIONS TODAY
Don't forget to vote.
LOCAL & STATE, PAGE 1B



Tuesday's weather:

Forecast on Page 6D.

Amusements — 2D
Ann Landers — 4D
Astrology — 5D
Births, Deaths — 6D
Business/Labor — 6B
Classified ads — 6-7C
Comics — 5D
Crossword puzzle — 7C
Editorials — 7A
For the record — 2B
Local & State — 1B
People — 1D
Regional — 5B
Sports — 1C
Television — 6D
The Polls — 6D

THE MUSKEGON Chronicle

MONDAY, JUNE 11, 1984 • 30 PAGES • 25¢

Iran, Iraq trade shellings before start of cease-fire

ABU DHABI, United Arab Emirates (UPI) — Iraq charged Iranian artillery shelled three of its towns today and said it would strike back at "selected targets" before the start of a limited cease-fire, the state-run Iraqi news agency reported.

Kuwait accused Iran of attacking one of its supertankers Sunday and said it had informed United Nations Security Council members of "this new aggression" in the 44-month-old Iran-Iraq war.

THE CEASE-FIRE agreement, announced Sunday in separate statements from Iraqi President Saddam Hussein and Iran's President Ali Khameini, was the first positive response from the Iranian regime of Ayatollah Ruhollah Khomeini to various peace overtures since the war began in September 1980.

The cease-fire, to begin at 8:01 p.m. EDT, applies to civilian targets and follows five days of cross-border artillery bombardments and air strikes that reportedly left hundreds of dead and wounded in cities along both sides of the Iran-Iraq border.

The cease-fire does not apply to the Persian Gulf where dozens of neutral oil tankers and other ships have been attacked, including the Kuwaiti supertanker Kazimah that was set ablaze Sunday.

FOLLOWING an emergency Cabinet meeting, Kuwait's Minister of State for Cabinet Affairs, Abdul Aziz Hussein, told reporters that the Kazimah was hit by an Iranian warplane.

He did not elaborate on the charge, referring only to "the Iranian air force strike on the Kuwaiti oil tanker Kazimah, which was sailing in international waters."

The chairman of the state-run Kuwait oil tanker company said the Kazimah was set ablaze in a missile attack off the northern tip of Qatar. He said no crewmembers were injured and the flames were put out. The ship, the fourth Kuwati tanker hit since March, sailed to Bahrain for repairs, the official said.

Khameini warned Kuwait and Saudi Arabia Iran would "hit them hard" if they did not stop their support of Iraq in the Gulf war.

IRAQ TODAY accused Iran of shelling three cities, including Basra, the country's second largest after Baghdad.

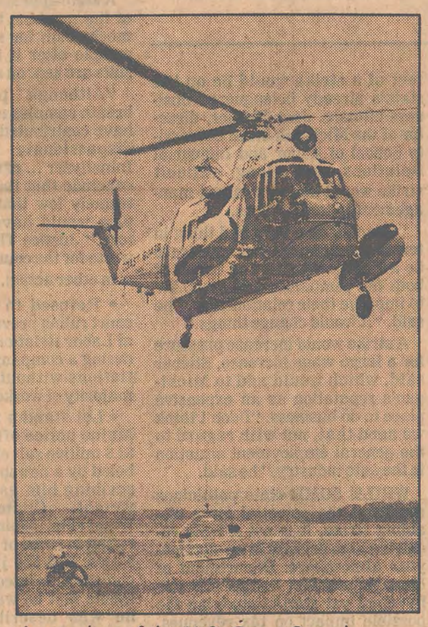
The Iraqi news agency quoted a military spokesman saying Iranian artillery lobbed 30 shells overnight at the border towns of Basra, Khaneqin and Mandali, killing at least one civilian and injuring six others.

"The shelling continued despite immediate orders to the Iraqi forces to stop shelling Iranian civilian targets following our acceptance of a proposal by the United Nations Security Council in this respect," the spokesman said.

The Iraqi spokesman said Iraq already had ordered its forces to stop shelling Iranian civilian targets in response to the appeal from U.N. Secretary General Javier Perez de Cuellar.

IN SAUDI Arabia, oil ministers from six Arab producers in the gulf approved "necessary recommendations" to ensure a free and stable flow of oil to the consuming countries, Bahraini Minister of Development and Industry Yussuf Al-Shirawi said today.

Wendy Garzelloni, 6, squints to keep out the blast of air being generated by a U.S. Coast Guard helicopter as it takes off during the Dawn Patrol Fly-in Sunday. With her are her dad, Tom, and brother, Scott, 3.



A member of the U.S. Coast Guard helicopter crew waits to be "rescued" from the grassy area between runways at Muskegon County International Airport Sunday during a Dawn Patrol demonstration.

Chronicle/JEFF SCHRIER

Up in the air ...

Cheryl Carter pokes her head out the window of the Coast Guard helicopter on display Sunday while trying out the "driver's seat." The chopper was just one of a variety of planes on display at the Muskegon County International Airport for the annual Dawn Patrol Fly-in and Airport Open House. Between 300 and 500 spectators turned out for the event. Although rain forced cancellation of a hot air balloon launch at 7 a.m., skies cleared by 11 a.m. for several demonstrations along with airplane and helicopter rides.

Violent crime dips, report says

WASHINGTON (UPI) — Violent crime declined by 10 percent last year, falling to its lowest level in six years, a Department of Justice agency said in a report released Sunday.

The department's annual National Crime Survey, released Sunday, said Americans were the victims of crime 2.9 million fewer times in 1983 than in 1982. It found record low rates for several property crimes including theft, which dropped 8 percent to the lowest level recorded in the survey's 11-year history.

THE GOVERNMENT'S survey is based on interviews with 128,000 people in 60,000 households. It is considered by many a more accurate gauge of crime in America than other surveys because it interviews the victims of crimes.

In April, the FBI issued its preliminary crime statistics for 1983, showing a similar pattern. The FBI, which bases its figures on crimes reported to police, found serious crime — including rapes, assaults, thefts and other offenses — dropped 7 percent in 1983, the biggest decline in 23 years.

Many criminologists believe the decline is due to the aging of the crime-prone, baby-boom generation. Therefore the experts also expect crime to increase again in the late 1980s and early 1990s when children of the "baby boomers" reach the crime-plagued teen-age years.

THE JUSTICE Department survey said the rate of residential burglaries declined by about 9 percent in 1983, and assaults declined 7 percent.

Steven Schlesinger, head of the department's Bureau of Justice Statistics, said the drop in victimization rates was due to several factors, including sentencing changes, shifts in population and "neighborhood watch" programs.

"The increasing willingness of judges to send convicted felons to prison, which is reflected in record-high incarceration rates, may act as a deterrent by the message it sends to potential criminals," Schlesinger said.

In a report released to coincide with the department's, the Association of General Contractors said its annual survey of contractors' losses to vandalism and theft showed a similar drop for 1983.

Computer crimes cost at least $1 billion yearly — Page 2A.

Do you feel safer from crime now than you did a year ago? Call The Polls on the Back Page of today's Chronicle.

UAW strike would cripple recovery in state economy

By DAVID WAYMIRE
Chronicle Lansing Bureau

LANSING — A lengthy UAW strike against General Motors Corp. or Ford Motor Co. this fall could damage Michigan's economic recovery and ravage the state budget, top economists and consultants say.

Consider the fallout from a 10-week strike against GM in 1970:

- Michigan lost 140,000 auto-related jobs, including many in parts supplier shops, for the better part of three months.
- State income tax receipts quickly declined more than 10 percent, and languished below normal for a month after the strike ended. The strike was blamed, in part, for forcing the first increase in the state's income tax in 1971.
- Michigan's welfare costs skyrocketed, as 100,000 strikers moved onto welfare rolls and received food stamps. The state had to hire more workers to handle extra cases.

"I would regard a strike of more

Please see STRI
Page

Wet drill *Oct 12, 84* Record-Eagle/John L. Russell

A U.S. Coast Guard crewman covers his face as he jumps into the cold water of Grand Traverse Bay. In the picture below, he swims out to a rescue raft. The procedure is part of the local air base's annual wet drills, held Thursday. About 75 air crew members familiarized themselves with rescue equipment and procedures off the Great Lake Maritime Academy dock.

CHINA'S GROWING POPULATION

1950....547 million
1955....611 million
1960....681 million
1965....736 million
1970....848 million
1975....949 million
1982..1.008 billion

Chinese government campaigns for one child per family

By ED PETYKIEWICZ
Chronicle Lansing Bureau

CHENDU, China — China's 1.1 billion residents are being blitzed with messages about birth control by a government eager to limit the population explosion.

The apparently successful campaign butts against centuries of tradition. It is being waged in speeches and on colorful billboards across the country.

"ONE HAPPY child. One happy family. Best for family. Best for country," with a massive "1" in the background and sketch of a tiny girl is a typical message on billboards across this city of almost 6 million.

Other messages depict single-child families living amid material comfort, while larger families are portrayed in hardship.

The theme of one child per family is struggling against vigorous resistance caused by culture and a budding free enterprise system that means financial incentives for larger families — especially on farms where more workers now mean more crops and more money.

Besides advertising, the government also uses more direct pressure. In some areas, parents with a single child get subsidies. A second child ends government financial aid, while a third is likely to mean a fine.

"THERE IS enormous social pressure for abortion," said Warren Cohen, a professor and China expert at Michigan State University. "In some areas, if the social pressure fails, the woman are literally carried off for abortions."

The government's efforts are sparked by growing strains on the economy, which is not efficient enough to meet the demands of a mushrooming population.

Since 1949, China's population has doubled. Almost one-fourth of the world's people live in this country, which has a land area slightly greater than the United States and cultivated farm areas that are considerably smaller.

The government's goal is for families to only have one child. The strongest resistance comes when the first child is a girl, since only a son can carry on the family name.

DESPITE SOME resistance, the campaign that has been waged in different forms over the years now seems to be working. The average fertility rate has dropped to about two children in a woman's lifetime, from an average of more than five in 1965.

The population institute's report concludes that the reduction in China's fertility rate in the last decade "is unequaled anywhere in the world."

The government's goal is to have all one-child families by the end of this century. That would even out China's population at slightly more than 2 billion.

THE BAYFIELD COUNTY
PRESS
VOL. 110 NO. 51 25c PER COPY SEPTEMBER 20, 1984

A COAST GUARD HELICOPTER visited Bayfield last week to assist the local Coast Guard unit in a training session. This picture was taken as the copter prepared to take off. Petty Officer Paul Bratti explained that take-off and landing are critical times for copters because if the engine cuts out, the vehicle could crash. Coast Guard personnel are on alert with CO-2 extinguishers in the event of a crash.

--Bayfield County PRESS Photo
By VIRGINIA BEAUCHAMP

'Copter' practices readiness

By VIRGINIA BEAUCHAMP

The block across from the Chamber of Commerce office was a very busy place last Friday when a Coast Guard helicopter landed on the empty lot about 10 a.m.

As soon as word got around that the copter had landed, spectators came and began to look over the machine. Coast Guard personnel were very courteous and permitted persons to look at the copter.

Petty Officer Paul Bratti, of the Bayfield Coast Guard Station explained that the helicopter was in Bayfield for two purposes. "The primary mission was to do a calibration for the major radio beacons used for navigation on the islands," he said.

Bratti said that there are radio beacons on Long and Devil's Islands as well as Isle Royale and their effectiveness must be checked.

"The secondary mission was to proivide a training session for our unit as well as other units in the area," he said.

Some of the skills practiced by the Bayfield unit were basket lifts from vessels, lifting injured directly off boats and simulated evacuation from boats by helicopter. "Drills were conducted with both injured and non-injured," Bratti noted.

Bratti said that in his tour of duty at Bayfield, the group has not had to call for helicopter assistance, but they have been alerted for possible call. He explained that the copter had to come from Traverse Air Base in Traverse City, MI., and it takes about four hours with two refueling stops. "We have called for a jet to assist with a search (The sailboat accident in Washburn) but it takes a jet only 30 minutes to get from Traverse," he said.

The Bayfield Coast Guard unit has 11 persons now on board. It is a 24 hour duty station with personnel in the station at all times. The unit maintains radio guard from 7 a.m. until 10 p.m., then Station Duluth takes over by monitoring all the calls from Bayfield area. "If we are needed, we are ready to go at a moments notice," Bratti said confidently.

Bratti said the station is on high readiness during the maritime season and are on call all winter. During the winter they rely on Nelson's with the ice sled to help if there is an emergency. "We can still handle anything and be ready in a very short notice as we have beepers for communication with the Nelson's," he offered.

The local Coast Guards are constantly training to be able to serve the people in Bayfield better. They have an Emergency Medical Technician on board who goes on all rescue trips and the Sheriff's Department and the Bayfield ambulance assist with transportation and

Turn to Back Page

WEATHER OUTLOOK
The National Weather Service forecast for Friday is increasing cloudiness with a high in the mid-70's.

Chamber offers costume prizes

When you think of Apple Festival, what do you think of? Maybe an apple, or maybe a worm, or an apple tree or any number of things.

Did you know that you can win a prize for putting your impressions of the festival into a costume? The Bayfield Chamber of Commerce is offering a prize for the best costume depicting the big festival to be held on October 6 and 7 this year?

All you have to do is dress up and be at the Speaker's Stand on Rittenhouse at 1:00 p.m. on Sunday, Oct. 7. Design a costume and maybe you will win a prize.

If you are not into a full costume, maybe you would like to design a hat that depicts Apple Festival. Just put on your hat and be at the same location at the same time. Your hat may win the prize.

Join the fun at Apple Festival by participating in the many contests that are being held.

Copter practices

From Pg. 1

searching and communication.

The Coast Guard is under the jurisdiction of the Department of Transportation during peace time. In wartime, it reverts to the Department of Defense. Personnel receive all the benefits of the other branches of the military service.

Boaters in the area can feel well protected by the Bayfield unit of the United States Coast Guard. Visit your local station and learn how they operate first hand.

Psychic says missing man may be near Mt. Pleasant

DEC 15, 1984

BENZONIA — An unnamed psychic believes that John Dieckman, missing since Tuesday, could be near Edmore, a small community 23 miles southwest of Mt. Pleasant, according to Dieckman's wife, Doris.

Mrs. Dieckman said the psychic told her Friday that her husband "could be under a lot of stress and with someone (unstable)."

"I won't reveal her identity," said Mrs. Dieckman of the psychic.

She said one of her friends had told the psychic of her husband's disappearance. The information has been turned over to the state police.

Mrs. Dieckman said she was waiting this morning to meet with the head of security of Pet Milk Inc. He was coming in from St. Louis, Mo., the company's headquarters. She said she thought he would be helping in a search for her husband, who is assistant plant manager of Pet's plant in Frankfort. Dieckman has worked for Pet Milk for 33 years.

The Coast Guard was expected to continue its air search this afternoon Dieckman. The search today will focus on an area between Mesick and Benzonia, officials say. The Coast Guard searched an area from Mt. Pleasant to Mesick on Thursday.

Dieckman, 55, had been in Lansing Tuesday to accept a $1,750 check on behalf of the Reye's Syndrome Society, a national organization that he helped found and now serves as executive director. He called his wife Tuesday afternoon to say he'd be home about 7 p.m., but has not been heard from since.

The 5-feet-10, 235-pound Dieckman has brown hair and blue eyes. He was driving a 1979 green buick LaSabre with license number 462 FTV.

14 DEC 84

Benzie leader disappears during trip

By MARG HIGGINS
Special to the Record-Eagle

John Dieckman helped found Reye's Syndrome Foundation after his only son and youngest child died nine years ago this week from the disease

BENZONIA — John Dieckman, 55, national director of the Reye's Syndrome Society and former president of the Benzie Central School Board, has been the object of a widespread search since he disappeared Tuesday.

His wife, Doris, reported him missing at 11 p.m. Tuesday after he failed to return to his Benzonia home from Lansing where he had accepted a check on behalf of the Society.

A Coast Guard helicopter searched the route from Lansing to Benzonia Thursday, but was grounded today because of the weather. It was expected to resume the search Saturday, weather permitting.

"He called me about 2:40 p.m. (Tuesday) from Lansing," said his wife. "He said: 'I'm leaving, mother. I may stop for gas in St. Johns. I should be home by 7 p.m. Have dinner ready.' "

About an hour later, a $15 gas purchase was made with Dieckman's credit card at a St. Johns gas station. The attendant did not remember the transaction.

Since then, no one has reported seeing or hearing from Dieckman or seeing his car, a 1979 green, 4-door Buick LeSabre, with the license 462FTV. Dieckman is 5-foot-10, weighs 210 pounds, and has brown hair and brown eyes.

"One of the firt things we did was check the main hospitals on the route, the jails and the morgue," said Mrs. Dieckman.

After receiving no new information this morning, she said she intended to hire a private investigator.

"John is a very special person. We love him dearly. We're going for broke. We've got to find him," she said. "We have reason to believe there's been foul play."

"John never picked up hitchhikers," she added. "He was cognizant of people on the roads, and knew what could happen. At this point anything is possible."

Dieckman's disappearance has stunned the community.

"I can't believe anyt hing but foul play," said Don Olgney, plant manager at Pet Milk in Frankfort, where Dieckman works as assistant plant manager. "I've known him for 30 years. Nothing at the plant was upsetting him. This is not like him."

Robert Fuska, who often drove Dieckman to work, didn't learn of his disappearance until Thursday morning. "When I was told, I was really shocked."

Fuska had taken Dieckman home from work Monday night and nothing seemed out of the ordinary, he said.

"I will never believe John Dieckman took off to avoid life," said school board member Linda Nugent.

She learned of his disappearance Thursday when called on say a prayer for him.

Continued on Page 3

John Dieckman
. . .missing since Tuesday

14 DEC 84

. . .Benzonia man missing

Continued from Page 1

"I was on the school board with him for four years. He never dodges anything. He is a straight-up person. John's a good negoitiator, a fast thinker. I don't feel he would panic. He is a very considerate person. This is totally out-of-character."

Dieckman had gone to Lansing Tuesday to accept a $1,750 donation from the Combined Health Appeal of Michigan, a group of charity agencies, for the Reye's Syndrome Society. He had the check with him when he left the meeting, but "that's been canceled.

Mrs. Dieckman said her husband had a slight cold Monday, and "I tried to persuade him not to attend the meeting. But he dold me 'I don't have a choice.' I don't like him traveling alone."

The Dieckmans helped found what was first known as the Reye's Syndrome Foundation after their only son and youngest child, John, died nine years ago this week from the disease. He was ll years old at the time.

Dieckman was the Foundation's first president and served in that capacity until last fall when he became office manager of the group's national hdeadquartres in Benzonia. He then took over as national executive director.

From 1970 until 1982, Dieckman was a member of the Benzie Central School Board, serving part of that time as president. In 1980 he received the Distinguished Service Award from the Traverse City Area Chamber of Commerce for his work with Reye's Syndrome.

Reye's Syndrome is a disease of unknown cause that normally attacks children 18 years and younger. It kills or cripples half its victims within several days by attacking the muscles, liver, brain, and kidneys. It was first recognized as a specific illness in 1963.

Staying with Mrs. Dieckman now are their daughters, Diana, a medical secretary in Grand Rapids, and Debra, a teacher with the Central Montcalm School District.

24 NOV 84

Chopper crew finds lost deer hunter

WILLIAMSBURG — A helicopter crew from the Coast Guard Air Station in Traverse City spotted a small campfire and located a lost deer hunter Saturday night in Whitewater Township.

Grand Traverse County Sheriff's Department deputies and Williamsburg volunteer firefighters had been searching for Ron Walters, 23, of Traverse City since he was reported missing about 1 p.m.

Walters had been deer hunting with his father, John Walters, 52, of Traverse City, in the Sand Lakes area, near Broomhead Road, some 15 miles east of Traverse City, when the pair became separated, according to a Coast Guard spokesman.

Missing Benzie man's body found

16 DEC 84

TRAVERSE CITY — The body of John Dieckman, 55, national executive director of the Reyes Syndrome Society, was found by state police late this morning after a 6-day search.

A state police helicopter spotted Dieckman's 1979 Buick in a deep ditch off U.S. 27 near Mt. Pleasant about 11:30 this morning, said Sgt. John Rohwetter at the Michigan State Police Post in Traverse City.

Dieckman's body was found in the car, Rohwetter said. Dieckman apparently ran off the northbound lane of U.S. 27, went into a deep ditch and hit a tree, according to Rohwetter. The car was not visible from the freeway, he said.

Dieckman's wife, Doris, reported her husband missing late Tuesday when he failed to return to their Benzonia home from a meeting at Michigan State University where he received a $1,750 check for Reyes Syndrome. He had called her to say he'd be home about 7 p.m. Dieckman is believed to have purchased gas with a credit card in St. Johns about 4 p.m.

The U.S. Coast Guard conducted an air search late last week, but high winds grounded an air search Sunday. Saturday afternoon the Coast Guard searched from Mesick to Benzonia and Thursday, from Mt. Pleasant north.

In addition to police, the Coast Guard and the head security agent of Pet Inc. in St. Louis, Mo., were involved in the search for Dieckman.

A psychic, who Mrs. Dieckman declined to name, told her that Dieckman could be at Edmore, a small town near Mt. Pleasant and could be in some kind of trouble.

Friends from as far away as Arizona and Florida, have called after reading or hearing about her husband's disappearance, said Mrs. Dieckman.

Saturday she met with the head security official of Pet. Inc. of St. Louis, Missouri. Dieckman was assistant plant manager of Pet's Frozen Foods Division in Frankfort.

"Lots of people, friends, were out looking Sunday. Nothing, just nothing," Mrs. Dieckman said earlier today.

TRAVERSE City Record EAGLE 5 Oct 1984

Coast Guard captain develops survival suit

By ALAN PARKER
Record-Eagle staff writer

TRAVERSE CITY — Air crew members who fly over open water know that their survival may depend on the type of clothing that, in an emergency, may be all that separates them and icy, bone-chilling, nerve-numbing water.

So the testing and development of a new lightweight, cold-water survival suit by Capt. Martin Nemiroff of the Traverse City Coast Guard Rescue Station has been greeted most enthusiastically by local air crews.

"I think it's great, much better than the wet suits we used to wear," says Lt. Bill Biggar.

Nemiroff, a soft-spoken physician, is a nationally-renowned expert on drownings and cold water survival. When publications such as Time, Newsweek and Readers Digest have needed background information on water tragedies or rescues, they have turned to Nemiroff for the answers to technical questions because of his solid academic background. He also is a diver and is intimately aware of the practical aspects of cold water survival.

When Coast Guard officials decided to launch an exhaustive testing program to develop better flight suits, they went to the 43-year-old Nemiroff. He was one of three doctors selected to direct five weeks of tests that were conducted last April and May in Oregon and Washington.

Nemiroff joined a Canadian doctor and one from Coast Guard headquarters to coordinate the five weeks of testing on the West Coast. During the examinations, 10,300 different temperature measurements were made. Eight different clothing ensembles were evaluated, in both rough and calm water.

People in the test suits were required to stay in cold water for as long as they could stand it, up to 90 minutes, Nemiroff says. Despite the trying conditions, no one dropped out of the program and everyone was enthusiastic about the research, he says.

At the end of the five-week period, a bright orange flight suit made of a fire-retardant material was deemed most suitable for air crew use. The Mustang MAC-10, as it is known, is manufactured by a Canadian firm and includes a number of innovative features, such as Velcro tabs on the wrists and ankles to make those openings tight.

That suit is now used by Coast Guard air crews throughout the country. In areas where water temperatures are below 60 degrees the suit is mandatory. Its use is optional for crews based at warm water sites. On Oct. 11 local Coast Guard personnel will wear the suit during a wet drill exercise at the Maritime Academy.

"The Coast Guard is constantly evaluating and re-evaluating the clothing we wear," says Nemiroff. "What we were looking for was something that was comfortable to work in, comfortable to fly a plane in, something that had some flotation and something that would protect against cold water and cold winds."

As well designed as the Mustang MAC-10 is, Nemiroff says there will be even better suits yet to come.

"I look at it as an interim suit," he says. "With all the advances in materials and designs, I expect an even better suit to be developed."

Record-Eagle/John L. Russell

Capt. Martin Nemiroff of the Traverse City Coast Guard Rescue Station models a lightweight, cold-water survival suit that he developed.

5 Oct 84

Not dead yet

Cold-water 'drownings' don't stop this doctor

By Hugh McCann
News Staff Writer

TRAVERSE CITY — A freezing 40-knot wind whipped up 10-foot waves. Hovering above in a helicopter, Dr. Martin J. Nemiroff caught a glimpse of a child floating lifeless in the roiling Alaskan waters.

She was covered with froth, her skin blue, eyes wide open.

She's dead, Dr. Nemiroff told himself, and he geared for a leap to save two adults who he believed were still alive.

BUT ABRUPTLY, he mentally changed gears.

"It suddenly occurred to me," he explains, "that here I was, the victim of the very thing I've been preaching against to doctors for years — that the classic signs of death in a drowning incident don't necessarily indicate the person is dead ..."

Having reminded himself of his own crusade not to give up, Dr. Nemiroff dived into the icy waters on that wintry day last year, saving the life of 3-year-old Misty Dawn Densmore of Kodiak, Alaska. He and crew members aboard Coast

Continued on Page 4A

Dr. Martin Nemiroff: Saving cold-water 'drowning' victims.

4-A—THE DETROIT NEWS—Friday, Oct. 5, 1984

Cold-water victims

'Drowning' victims saved

Continued from Page 1A

Guard rescue helicopters also saved the adults.

It wasn't the first time that Dr. Nemiroff brought the seemingly drowned back to life. He has been involved in at least 35 cold-water-drowning resuscitations. In his office at the Coast Guard Air Station in Traverse City, he proudly displays 10 gold seals representing the lives he personally saved.

Moreover, because he confronted the traditional medical wisdom on cold-water drowning, countless numbers of people around the world who would have died now live.

DR. NEMIROFF explains that medical schools had trained doctors, himself included, to look for the classic signs of death and then conclude that someone had died. Moreover, the old rule of thumb was that a human could not survive after being submerged in water for more than four minutes.

Dr. Nemiroff has made it his personal mission to change those views.

"I mean, we've had people who've been under for 45 minutes. Their EEG's flat. No respiration. No blood pressure. Muscles stiff. Exactly how a dead person is supposed to look," Dr. Nemiroff says. "Some of my patients had one heartbeat every two minutes. And still we brought them back."

Nine years ago, the lung specialist and self-taught scuba diver publicized his revolutionary views on cold-water near-drownings before the American Thoracic Society. Since then, he has convinced many that his optimism in the face of drowning deaths is justified.

HIS PRINCIPLES of cold-water resuscitation are incorporated in the drowning manuals of the American Red Cross, Department of Transportation, Coast Guard and National Oceanic and Atmospheric Administration. He played a key role in setting up NOAA's national emergency-consultation service for diving accidents at Duke University, Durham, N.C.

He lectures nationally and internationally to doctors and maritime authorities, and has published 32 scientific papers on drowning. Emergency rooms around the nation routinely consult him via telephone during resuscitation efforts.

Dr. Nemiroff's eminence as a drowning expert evolved out of two interests: diving and medicine. At the age of 15, he developed an interest in scuba diving after watching *Sea Hunt*, a television show about the exploits of a diver. He began teaching himself to dive in a large lake near his home in Danbury, Conn.

Years later, as a 1966 graduate of the University of Michigan Medical School, he became fascinated with cold-water drowning reports in Washtenaw County.

THE INTEREST continued to grip him during his nine years (1971-80) on the U. of M. faculty. He even got himself appointed a county deputy medical examiner for water accidents, and an electronic beeper he wore alerted him to get to the scenes of emergencies.

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His interest in cold-water drowning grew so intense that, four years ago, he left a tenured assistant professorship in internal medicine at the U. of M. to do rescue work at the Kodiak Coast Guard Air Station in Alaska, a state whose drowning statistics are about four times the national average.

Recently, he transferred to the Traverse Bay station. A captain in the U.S. Public Health Service, he is the station's senior medical officer and flight surgeon.

IN 10 YEARS of rescue work, his experiences have ranged from "very easy, effortless" resuscitations to diving underwater to pull survivors from downed aircraft.

One of his cases involved Brian Cunningham. In 1975, they plucked the 18-year-old from a frozen Michigan pond after he had been under for 40 minutes, so they didn't intend to revive him.

Brian's eyes were fixed and pupils dilated; he had no pulse and wasn't breathing. Yet, when they placed him in the rescue vehicle, he belched. His rescuers, including Dr. Nemiroff, immediately started to resuscitate him. It took two hours of cardiopulmonary effort and 13 hours of breathing assistance.

Eventually, the young man returned to Jackson Community College, where he maintained a 3.2 grade-point average.

DR. NEMIROFF stresses that "clinically dead" cold-water drowning victims can be very much aware of what's happening around them.

"After (resuscitations), we've had them tell us what went on in the emergency room," he says. Consequently, "We are very encouraging during resuscitation. We talk to them all the time."

That encouragement starts the moment a chopper crew sights bodies in the water. "'We see you!' we shout over the bullhorn. 'We know where you are! You're a survivor!'

"We don't allow any negative talk in the emergency room — like: 'He isn't going to make it.' No profanity. Everything's upbeat: 'You're going to make it.'"

WHEN COLD WATER (below 70 degrees Fahrenheit) touches face, Dr. Nemiroff explains, the shock triggers a phenomenon called "the mammalian dive reflex." The reflex, discovered in seals and whales in the 1930s, automatically stops the breathing and shunts most of the blood to the brain, heart and lungs. Also, the water chills the body, slowing its metabolism.

Those two factors preserve normal brain function far beyond four minutes, Dr. Nemiroff says.

Dr. Nemiroff says "there's lots of opposition" to his theories, because "there is an occasional patient that remains brain-damaged after resuscitation.

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This big helicopter from Coast Guard Air Station at Traverse City was a welcome sight when it landed on the island to take an injured man to a mainland hospital.

Paul Gardner of Lake Leelanau, left, chats with Orville McQueen as the latter waits for a Coast Guard helicopter to rescue him from South Fox Island for hospital treatment of a mangled hand.

Weather helped deer outwit hunters

Nov 29, 84

By GORDON CHARLES
Record-Eagle outdoor editor

CHARLEVOIX — You can always expect the unexpected during deer season. If the whitetails don't furnish the surprises, something else always will.

That was proved again during the opening days on South Fox Island, a 5½-square-mile chunk of real estate lying 20 minutes from Charlevoix by air. Hunters who have never been there tend to view it as a place with so many deer that it is something like shotting fish in a barrel. Ha!

Deer on South Fox are fulltime residents and they have the capacity to make hunters look like dummies. During the two cold, wet, windy opening days of the gun season, it worked out exactly that way.

Paul Gardner of Lake Leelanau was on his first hunt to the island. He saw a doe and twin fawns the first day. There were 11 of us hunting that section where huge bucks have been taken in past seasons. This time ten of us saw not a single deer! Amazing, yet not really, considering the weather that day and during the first half of the second day.

It was pretty much the same over the whole island. The buck pole at Keith Chappel's deer camp had five bucks hanging the first night. On an average first day there are usually 14 to 16 rack bucks hung up. Weather can toss a curve like that at part-time hunters after full-time deer.

Keith said he had never seen such a slow opening day in his many years on the island. It was easy to believe that. Things began to pick up after the weather moderated but final figures won't be known until after the gun season ends Nov. 30, statewide.

"Horseplay" and deer hunting usually don't mix but this year they did with some interesting results. Longtime island hunter Ron Reamer of Lapeer likes to get out and going early so he packed a lunch the night before and left it outside the bunkhouse. So did some of his friends. That was a mistake.

During the night two horses owned by Keith came visiting. Attracted by the smell of a few apples down under, they ate their way through sandwiches, cookies and other staples, leaving a shambles of the brown bag lunches. So much for the planned early start!

The real excitement, though came when Chicagoan Orville McQueen mangled his hand when a heavy steel door was caught by the wind at the mess hall and slammed. Two fingers were nearly severed and the only chance to save them was to get him to a hospital. It was dark, however, so no planes could be flown to the island's sod airstrip.

Keith keeps a radio-phone handy for such emergencies, though, and he called the Coast Guard Air Station at Traverse City. They responded by sending a helicopter for Orville and got him to a hospital. At last reports it looked like the fingers would all be save.

Like I said: "You can always expect the unexpected during deer season." And, that holds true no matter where you might hunt!

Holiday

Greetings

TRAVERSE City Record EAGLE 5 Oct 1984

Coast Guard captain develops survival suit

By ALAN PARKER
Record-Eagle staff writer

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Record-Eagle/John L. Russell

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Continued from Page 1A

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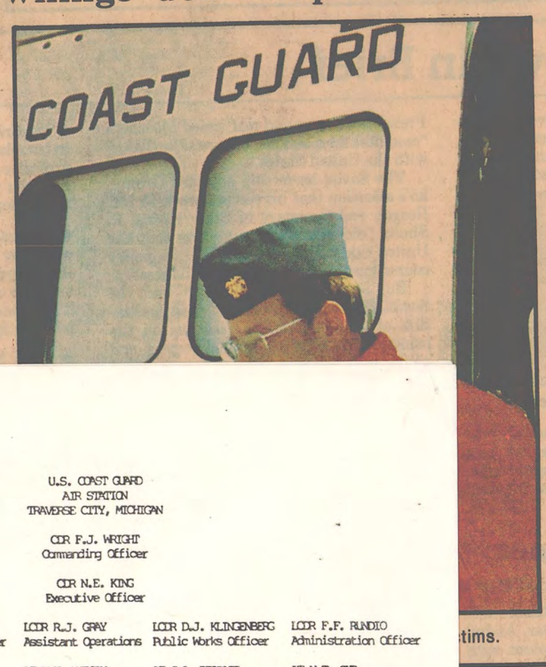

tims.

U.S. COAST GUARD
AIR STATION
TRAVERSE CITY, MICHIGAN

CDR F.J. WRIGHT
Commanding Officer

CDR N.E. KING
Executive Officer

CDR G.P. O'BRIEN Operations Officer	CDR R.C. GRAVINO Engineering Officer	LCDR R.J. GRAY Assistant Operations	LCDR D.J. KLINGENBERG Public Works Officer	LCDR F.F. RUNDIO Administration Officer
LT M.E. BENJAMIN NAFA Officer	LT G.M. BOWLBY Personnel Officer	LT W.H. MORGAN RW Training Officer	LT J.A. PEOPLES Assistant Public Works	LT N.T. OHR Flight Safety Officer
LT G.R. SCHLABAUGH Special Services	LT J.P. CURRIER AED (RW)	LT W.M. BIGGAR RW Training Officer	LT P.L. BLAIR AED (RW)	LT K.P. MCDONAGLE AMO
LT D.R. WRIGHT Communications	LTJG G.E. HYATT Education	LTJG T.W. THIELE New/Flight Services	LTJG S.M. HICKOK Ground Safety Officer	CWO3 G.W. DEVALK Supply Officer
CWO2 R.J. BLINCK Avionics Maintenance	CWO2 P.J. KLEIN Aircrew Training	CAPT M.J. NEMIROFF Flight Surgeon	CDR M.R. CIRULIS Senior Dental Officer	LCDR B.C. BURSAW Dental Officer

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YN1 M.P. MILLIGAN
YN2 B.E. MAYLOCK
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MK1 A.L. KOHL
BM2 W.M. GLENN
DC2 D.W. VACURA
BM3 J.K. BROWN
MK3 M.J. MCGLOIN
MK3 C.E. RADER
BM3 J.A. SELL
SN K.M. BERGIN
SN M.C. CREVIER
SN W.J. DENHARTOG
SN B.C. EICHENHOFFER
SN C.R. HAWLEY
FN R.D. KALLAITSA
SN D.C. KROLL
SN B.A. MCDONALD
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ADC D.B. BELL
AEMC K.B. DALZELL
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AIC B.P. PHILIPPY
AT1 T.J. BACKERS
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AE1 A.L. CARLQUIST
AT1 A.J. DAVERN
AT1 D. GUITH
AE1 A.C. JOHNSON
AE1 M.J. NOLAN
AD1 D.E. REEVES
AT1 W.D. RHODES
AM1 J.R. RULL
AD1 H.E. SANDERS
AD1 M.P. SCHENK
AM1 G.E. TERRY
AD1 G. WYMAN
ASM2 J.P. BAKER
AM2 D.J. BECKWITH
AE2 J.T. BERRY
AM2 K.C. BLUMERICK
AM2 T.V. BRECHBILL
AM2 D.W. CARNAT
AD2 G. CONNOLLY
AEM2 E.A. HAMLIN
AT2 D.M. KELLY
AD2 J.M. MCFADDEN
AEM2 J.J. SCHILL
AE2 R.J. STEFANICK
AD2 M.E. STODDARD
AM2 R.N. WEST
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AD2 R.S. WINN
AE3 M.G. BELISLE
AD3 R.A. BIELEWICZ
AD3 E.J. BOGGS
AE3 L.J. COUCH
AD3 W.L. ENTRIKEN
AD3 S.E. FAIRBEE
AD3 M.J. GAUTHIER
AT3 T.W. HELLMAN
AD3 M.D. HILLARD
AT3 D.V. HISSOM
AD3 B.T. KELLY
AE3 F.L. PANSIER
AT3 T.W. SHELTON
AM3 D.R. SOMMERS
AE3 D.K. STALLKNECHT
AE3 D.L. SZILASI
AE3 S. VARCO
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AM2 C.A. HIDAY
QM2 T.A. DILLMAN
AM3 W.J. CANNON

SUPPLY DEPARTMENT

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SS1 F.Q. ANLOAGUE
SK1 C.D. DILLOWAY
SK2 S.C. BRIDGE
SK2 M.D. BUNKER
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SK3 D.R. BEAL
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HS2 J.P. TYRON
HS3 R. CIARRONI
HS3 M.E. MEYER
HS3 D.W. PETERSON
HS3 R.G. SLABINSKI

This big helicopter from Coast Guard Air Station at Traverse City was a welcome sight when it landed on the island to take an injured man to a mainland hospital.

Paul Gardner of Lake Leelanau, left, chats with Orville McQueen as the latter waits for a Coast Guard helicopter to rescue him from South Fox Island for hospital treatment of a mangled hand.

Weather helped deer outwit hunters

Nov 29, 84

By GORDON CHARLES
Record-Eagle outdoor editor

CHARLEVOIX — You can always expect the unexpected during deer season. If the whitetails don't furnish the surprises, something else always will.

That was proved again during the opening days on South Fox Island, a 5½-square-mile chunk of real estate lying 20 minutes from Charlevoix by air. Hunters who have never been there tend to view it as a place with so many deer that it is something like shotting fish in a barrel. Ha!

Deer on South Fox are fulltime residents and they have the capacity to make hunters look like dummies. During the two cold, wet, windy opening days of the gun season, it worked out exactly that way.

Paul Gardner of Lake Leelanau was on his first hunt to the island. He saw a doe and twin fawns the first day. There were 11 of us hunting that section where huge bucks have been taken in past seasons. This time ten of us saw not a single deer! Amazing, yet not really, considering the weather that day and during the first half of the second day.

It was pretty much the same over the whole island. The buck pole at Keith Chappel's deer camp had five bucks hanging the first night. On an average first day there are usually 14 to 16 rack bucks hung up. Weather can toss a curve like that at part-time hunters after full-time deer.

Keith said he had never seen such a slow opening day in his many years on the island. It was easy to believe that. Things began to pick up after the weather moderated but final figures won't be known until after the gun season ends Nov. 30, statewide.

"Horseplay" and deer hunting usually don't mix but this year they did with some interesting results. Longtime island hunter Ron Reamer of Lapeer likes to get out and going early so he packed a lunch the night before and left it outside the bunkhouse. So did some of his friends. That was a mistake.

During the night two horses owned by Keith came visiting. Attracted by the smell of a few apples down under, they ate their way through sandwiches, cookies and other staples, leaving a shambles of the brown bag lunches. So much for the planned early start!

The real excitement, though came when Chicagoan Orville McQueen mangled his hand when a heavy steel door was caught by the wind at the mess hall and slammed. Two fingers were nearly severed and the only chance to save them was to get him to a hospital. It was dark, however, so no planes could be flown to the island's sod airstrip.

Keith keeps a radio-phone handy for such emergencies, though, and he called the Coast Guard Air Station at Traverse City. They responded by sending a helicopter for Orville and got him to a hospital. At last reports it looked like the fingers would all be save.

Like I said: "You can always expect the unexpected during deer season." And, that holds true no matter where you might hunt!

Two Sections, 24 Pages — Saturday, March 16, 1985 — Traverse City, Mich. 49684

record-Eagle/John L. Russell

Ice tests

The U.S. Coast Guard ice breakers Biscayne Bay (foreground), Mackinaw (center), and Mobile Bay break ice in the Straits of Mackinac Wednesday, testing their ability to perform together. Shipping on the Great Lakes officially opened Friday, and the ice pack in the upper lakes is minimal, with spring winds and warm weather reducing the pack daily.

Record-Eagel/John L. Russell

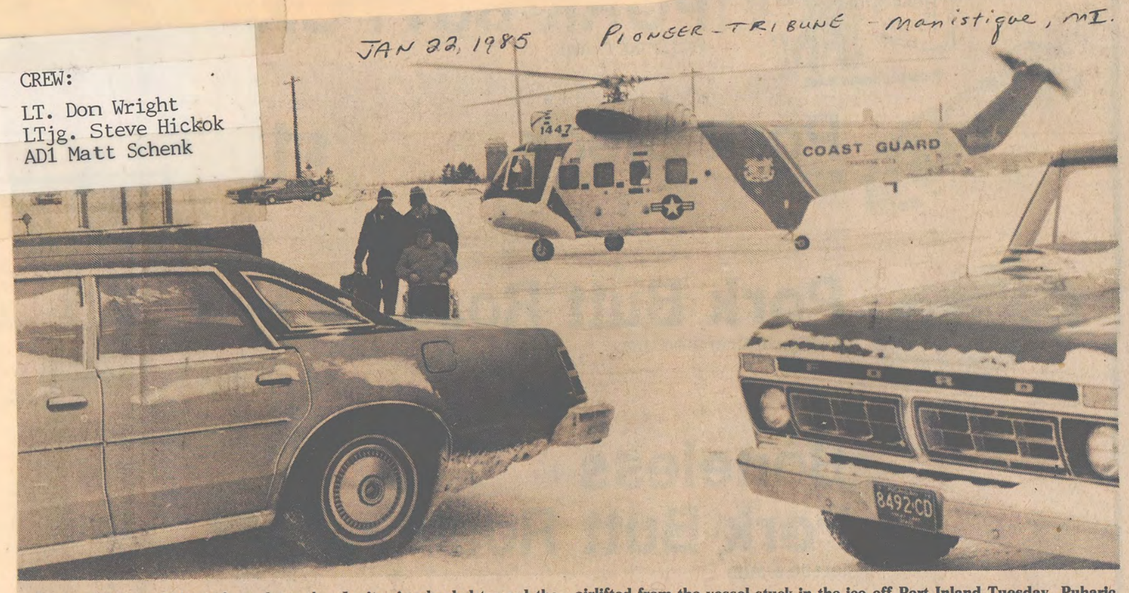
3 April 85

Escape tests

A U.S. Coast Guard pilot emerges from underwater during testing of a new emergency life vest at the Waterfront Inn pool Tuesday. Called a Underwater Escape Re-breather, the device, which includes a radio transmitter and signal flare, allows a crew member of a downed helicopter more than two minutes of air to breathe in the event of a crash-landing in water. Designed by Coast Guard Capt. Martin Nemiroff, the unit was used by 48 air station personnel under the supervision of instructors from the Coast Guard training facility in Mobile, Ala.

CREW:
LT. Don Wright
LTjg. Steve Hickok
AD1 Matt Schenk

JAN 22, 1985 PIONEER-TRIBUNE - Manistique, MI.



Seaman Thomas Puharic from the tanker Jupiter is wheeled toward the emergency room entrance at Schoolcraft Memorial Hospital after being airlifted from the vessel stuck in the ice off Port Inland Tuesday. Puharic was having trouble breathing, but was later reported in good condition.

Coast Guard aids ailing seaman

A Coast Guard helicopter plucked an ailing seaman from an ice-bound tanker at the top of Lake Michigan and delivered him to Schoolcraft Memorial Hospital in Manistique Tuesday morning.

Thomas Puharic of Pittsburgh, Pa., an engineman on the tanker Jupiter, was having trouble breathing when the ship radioed for assistance.

He was reported in good condition Tuesday afternoon after emergency treatment at the hospital.

The request for aid came to the Coast Guard station at Sault Ste. Marie at 8:10 a.m.. The rescue helicopter, based at Traverse City, was airborne at the time and diverted to the scene, but ran into icing problems over Beaver Island and had to change course to the Pellston Airport, where it refueled.

The aircraft found the Jupiter just off Port Inland, 22 miles east of Manistique. Heavy ice had prevented the ship from going into the harbor there.

Petty Officer First Class Paul Avenson of the Soo Coast Guard station said the Jupiter was one of four vessels still plying the Great Lakes in mid-winter. The Jupiter, the tug Barbara Andrei, and the tankers Amoco Michigan and Eastern Shell continue to sail after most other ships put up for the winter, carrying cargo from Sarnia, Ont. to Cheboygan, Ludington, Traverse City and Chicago.

In brief

20 APRIL 85

From staff reports

Bodies of 2 brothers recovered

ODEN — The bodies on two teen-age brothers from Oden were found in about 10 feet of water in Crooked Lake, north of Petoskey, Friday.

Sgt. Thomas Hansen of the state police post in Petoskey said the bodies of Brett Ian McIsaac, 18, and Christian Craig McIsaac, 16, were recovered around 1 p.m.

Hansen said the brothers were reported missing by their mother Tuesday morning. They were last seen alive at 10:30 p.m. Monday. A Crooked Lake resident discovered the overturned 12-foot rowboat the brothers had apparently taken out Tuesday.

Hansen said the apparent drownings are still under investigation.

Cmdr. Bob Gravino of the Coast Guard air station in Traverse City said helicopters helped search the lake Tuesday, Wednesday and Thursday.

THE RECORD-EAGLE
FRIDAY, APRIL 19, 1985 3

Seaman listed in stable condition

TRAVERSE CITY — A helicopter from the U.S. Coast Guard Rescue Station in Traverse City flew out to a ship in Lake Michigan this morning to transport a seaman suffering severe chest pains to Munson Medical Center.

At 6:15 a.m. local Coast Guard officials were called by the Coast Guard Group at Sault St. Marie which had picked up a radio call from the Myron C. Taylor, a merchant vessel located about 10 miles northeast of North Manitou Island, according to Lt. Bill Biggar.

By 7 a.m. a helicopter had arrived at the ship, lowered a corpsman, and hoisted Robert Lijewski back to the aircraft. By 7:30 a.m., Lijewski was back at Traverse City and transported to Munson Medical Center where he was in stable condition, Biggar said.

Davis vows to fight Coast Guard budget cuts

By MICHAEL FLAHERTY
Ottaway News Service

WASHINGTON — The $5 million in budget cuts the Reagan administration is proposing for 13 Great Lakes Coast Guard search and rescue stations, including the station at Frankfort, "aren't going to happen," Rep. Bob Davis, R-Gaylord, said Wednesday.

"There are 174 search and rescue stations in the U.S. and all of the cuts in the search and rescue budgets are coming from 13 stations on the Great Lakes," Davis said. "I'm upset about that. We're going to fight those cuts and we think we can stop them."

Davis, the ranking Republican on the Coast Guard Subcommittee of the House Merchant Marine and Fisheries Committee, met with Coast Guard Commandant James Gracey this week to discuss the proposed cuts.

According to Davis, Gracey said the Coast Guard did not recommend the cuts at the Great Lakes stations and that the cuts were directed by President Reagan's Office of Management and Budget as part of the administration's fiscal 1986 budget plan which must be approved by Congress. The Coast Guard announced last week that it would trim 150 positions from 13 of the Great Lakes 39 search and rescue stations, including nine full-time positions at Frankfort. The Frankfort station has two rescue boats, and maintains the Point Betsie lighthouse.

The station's senior officer said last week that the level of rescue operations would be maintained by employing eight to 10 Coast Guard reservists during the busy summer months, and by employing helicopter crews from the Traverse City Coast Guard station during the off-season.

Davis said the Coast Guard already has taken its share of budget cuts, with a loss of 2,000 people in the last four years.

"The Coast Guard always takes a bath," he said. "It's the only branch of the service that does what it is supposed to do. It does not lobby for funds and doesn't come crying (to Congress) for money like the other agencies do."

As a result, however, the Coast Guard gets the short end of the stick during budget battles, Davis said.

The proposed cuts, which include closing nine Great Lakes search and rescue stations and trimming the personnel at four others, would take effect Oct. 1, if Congress does not intervene. However, Davis said congressional hearings on the proposed cuts will be held next week.

"We're going to try to restore the entire $5 million," Davis said. "The $5 million isn't a lot of money compared to the entire ($2.5 billion) Coast Guard budget. But it's a heck of a lot of money on the Great Lakes. A life on the Great Lakes is just as valuable as a life on the ocean."

Local news

THE RECORD-EAGLE
THURSDAY, FEBRUARY 14, 1985 3

Teen snowmobilers escape from icy waters

11 FEB 85

By MATT ROUSH
Record-Eagle staff writer

TRAVERSE CITY — Aided by a U.S. Coast Guard helicopter, four Traverse City teens escaped serious injury Saturday when their snowmobiles went through the ice on the east end of Brown Bridge Pond in East Bay Township.

And one of the teens, 18-year-old David Scott Grosart, said today that he has a simple message for snowmobilers.

"Don't go out on the ice," he said.

Grosart was driving one of the two snow machines that plunged through the ice about 7 p.m. Saturday.

Grosart said he was following a sled driven by a friend, Eric Dick, 16, when he saw Dick's snowmobile "poke a hole" in the ice about 30 feet from shore.

"I tried to turn, but I couldn't" on the slick surface, he said. "So I gunned it, because I wanted to get through to shore. But we hit that hole and everything broke away."

Grosart and his girlfriend, 17-year-old Kristine Martek, were tossed into the icy water. Just ahead of them, Dick's snowmobile broke another hole — sending him and his passenger, Jill Yeager, 18, into the pond, too.

"I heard it start to crack and told Eric," Yeager said. "He heard it, too, but by then it was too late. He gunned it and tried to make it to shore. We didn't make it."

Grosart said everyone was screaming, and that he and Martek didn't know if their friends had gone under. He said it was difficult getting out of the water.

"We didn't get up on top right away — it kept breaking away," he said.

Eventually he and Martek were able to "shimmy up on the ice" by placing their arms flat on the surface and slowly kicking themselves up, keeping their weight evenly distributed, rather than trying to grab the edge with their hands.

Grosart estimated that he and Martek were in the water "under a minute."

Yeager said that getting up on the ice "took awhile, because most of the ice was broken where the snowmobiles went through."

"It was scary mostly because it was so cold, and my clothes were so heavy and I thought I'd drag under," Yeager said. "But you didn't have enough time to think about it."

Grosart and Martek got out first and were able to crawl, and finally walk to shore. Then Dick maneuvered his body onto a thin area of ice between the two holes, crawling away flat on his stomach. In the process of getting out of the water, Grosart said he lost one of his boots.

"I couldn't walk at all, because my foot was just froze," he said. So Yeager and Dick hiked a mile and a half to a home on Brown Bridge Road to call for help.

"It was terrible," Yeager said of the hour-long hike through knee-deep snow.

"We didn't know what we were going to do, because there's no places around there at all," Grosart said. "Me and Kris just waited in the woods. We thought they were just going to go get some sleds and just come back for us, but. . .then there were helicopters and all this."

A Coast Guard helicopter airlifted Grosart and Matek to the Coast Guard Station about 8 p.m. All four were taken to Traverse City Osteopathic Hospital where they were treated for hypothermia and released.

Coast Guard Lt. Pat Blair said Grosart and Martek were "obviously very cold, but they were in good stable condition when we transported them."

Authorities said both snowmobiles are still in the pond, in about 10 feet of water.

Coast Guard to begin groundwater cleanup

By KAREN WILSON
Record-Eagle staff writer

Groundwater will be pumped through large activated carbon filters that should reduce pollution to less than one part per billion

TRAVERSE CITY — U.S. Coast Guard officials will begin an effort this week to contain and clean up contaminated groundwater on Air Station property near Cherry Capital Airport.

Starting Friday, polluted groundwater will be pumped through large activated carbon filters that are expected to reduce the contamination to less than one part per billion.

The effort will not clean up groundwater in the nearby Avenue E neighborhood, but will prevent contaminated water from leaving Air Station property, Coast Guard officials said.

Jet aircraft fuel was discovered to be leaking from underground tanks south of the hangar building by Coast Guard officials in February. That problem has been compounded by apparent leaking of motor fuel from somewhere on Cherry Capital Airport property. The motor fuel leak was discovered about two weeks ago as Coast Guard officials checked monitoring wells installed on Air Station property.

Airport manager Steve Cassens said this morning that the Coast Guard claims that a fuel leak is coming from airport property but he has seen no proof of that.

"They've told us they've monitored some benzene levels in their wells and they suspect something is coming over from the airport side of the fence," Cassens said. "There's only been very preliminary testing so far. We're listening to them and we're willing to do whatever we need to do."

Lt. Dave Young said the jet fuel leak on Coast Guard property is coming from three of four underground fiberglass tanks installed about seven years ago. He estimated that a couple of gallons of fuel are leaking from the tanks each day. Those tanks will be removed, and Coast Guard engineers are working on developing some type of aboveground tanks "so this won't ever happen again," Young said.

The jet fuel leak was discovered during routine checking of monitoring wells put down as part of a groundwater study begun when residential wells in the Avenue E area were found to be polluted with aviation fuel several years ago.

Young said there are now several hundred monitoring wells on Coast Guard property and along Parsons Road and in the Avenue E neighborhood.

The Coast Guard has drilled 15 wells that make up an "interdiction field" along its eastern property line. Those wells run across the underground plume and are expected to capture contaminated groundwater from both fuel leaks before it leaves government property, Coast Guard officials said. The water will be pumped through four 20,000-pound activated carbon filters at 235 gallons per minute and the cleaned water will be discharged into the city sewer system.

Commander John Sammons of the Coast Guard's District Office in Cleveland said he has no idea how long the clean-up effort will need to continue. Sammons said whatever action the Coast Guard takes must not get in the way of search and rescue operations because the Coast Guard Air Station in Chicago is targeted to close in October, leaving Traverse City as the only air station on the Great Lakes.

Groundwater contamination in the Avenue E neighborhood was discovered during the summer of 1980. The Coast Guard and the Environmental Protection Agency paid for city water connections to 102 homes in the area in an effort to remove a health threat.

State Attorney General Frank Kelley filed a lawsuit against the Coast Guard in 1983. That suit is pending in federal court. A pretrial hearing is scheduled for mid-June.

Record-Eagle/John Russell

Wells lining the eastern fence of Coast Guard Air Station property will be used starting Friday to stop the flow of contaminated water off of government property. The polluted water will be pumped to four large activated carbon filters which will remove contaminants.

TRAVERSE CITY Record Eagle
ALL-AMERICA CITY ★★1983-84★★

Tomorrow: Cloudy High: 60 — Details Page 2

Two Sections, 28 Pages — Monday, April 15, 1985 — Traverse City, Mich. 49684 — Copyright© 1985, The Record-Eagle — 30 Cents

Coast Guard station to close

8 FEB 85 DAILY PRESS Escanaba, MI

CLEVELAND (AP) — The Coast Guard said it will close or cut operations at 13 Great Lakes stations, including Marquette, to save the federal government money.

The changes will take effect before Oct. 1 and will save $5 million in operating costs while eliminating 150 military positions, said Rear Adm. Arnold M. Danielsen, commander of the 9th Coast Guard District.

He said search and rescue operations at the stations will be consolidated and only slight increases in response times should result.

A spokesman for U.P. Rep. Bob Davis in Washington said the congressman will express his displeasure with the plan to Admiral James Gracey, Coast Guard commander, on Monday. The plan will have to be approved in Congress and Davis says he doen't plan to let that happen, his spokesman said. Davis is the ranking member on the Coast gurad subcommittee.

The closings will affect Air Station Chicago and the Ashtabula, Ohio; Harbor Beach, Holland, St. Clair Shores and Marquette, Mich.; North Superior, Minn.; and Sheboygan, Wis., stations.

Record-Eagle/John L. Russell

Mock disaster — **An Antrim County Sheriff's Department diver leaps from a hovering U.S. Coast Guard helicopter into chilly Torch Lake Saturday morning during a mock drowning drill off Alden. In the training exercise, divers had to rescue a boater clinging to an overturned boat and another person trapped underneath.**

20 April 85

Plane down on Beaver Island; 7 feared dead

By MATT ROUSH
Record-Eagle staff writer

BEAVER ISLAND — Seven people are believed dead following the crash of a twin-engine plane on Beaver Island Friday night.

The plane left Holland, Mich., at 8:45 p.m., according to a Federal Aviation Administration spokesman. The plane's flight plan listed six people aboard. However, the Charlevoix County Sheriff's Department told FAA officials that the crash had resulted in seven deaths.

The Charlevoix County Sheriff's Department would not discuss the accident with a Record-Eagle reporter. The FAA was withholding victims' names pending notification of relatives.

Helicopters from the Coast Guard Air Station in Traverse City spotted the wreckage in a heavily-wooded area about one mile south of Beaver Island Airport at 9:50 this morning, Coast Guard Cmdr. Bob Gravino said. He said ground parties reached the scene shortly thereafter.

Gravino said the aircraft, a two-engine Cessna 310, was enroute from Holland to the island under instrument flying conditions, and was about four minutes' flight time from the island when FAA radar in Minneapolis lost contact around 10 p.m.

An FAA official said the pilot swithched from instrument flight to visual flight about a minute before the scheduled landing.

Two helicopters began the search for the plane at 6:30 this morning.

Local authorities also checked the Grand Traverse area's small airstrips this morning before the wreckage was found.

Gravino said Beaver Island, northwest of Charlevoix in Lake Michigan, has two airstrips. He said the manager of Welke Aviation, which maintains an airport near St. James on the island's north side, reported hearing the sound of an airplane south of St. James, apparently near Beaver Island Airport. Gravino said the manager said he heard sounds like a plane landing and taking off again.

Gravino said several island residents in St. James also said they heard an airplane overhead between 10 and 10:30 p.m. Friday.

Gravino said conditions were "kind of foggy" on the island Friday night, and speculated that the pilot could not spot the airstrip.

FAA investigators from Grand Rapids were at the scene of the crash this morning and National Transportation Safety Board investigators from Chicago were on their way, FAA officials said.

Record-Eagle/John L. Russell

Ruth Anne Bodus gives her 10-year-old son, Jonathan, a hug after rescue.

'Copter ride 'funnest part' of being lost

By MATT ROUSH
Record-Eagle staff writer

GLEN ARBOR — Ten-year-old Jonathan Bodus thought he was headed for an ice cream cone after he got back from a trek across the Sleeping Bear Sand Dunes.

Instead, he got a ride in a Coast Guard helicopter, a rest break in an ambulance, and a lot of attention from Leelanau County sheriff's deputies, park rangers, firemen and his family.

The Bodus family of Cedar went to the dune climb off M-109 around 6 p.m. Monday for a little hike. Leonard and Ruth Anne Bodus and their five sons, plus one of the boys' girlfriend, trudged from the climb to Lake Michigan.

"We didn't realize how far it was," said Mrs. Bodus of the 1½-mile walk to Lake Michigan.

On the way back to the parking lot, the family got spread out, Mrs. Bodus said. And Jon got off the trail and lost his way.

"I thought I wasn't too far off the trail. I thought I could get back," a dry-throated Jon croaked, while resting in the back of an ambulance Monday night.

Once he knew he was lost, Jon turned back west toward Lake Michigan, trying to find the spot at the base of the dune where his family had been. From there, he figured he could find the trail again.

Jon said he was scared at first that he wouldn't get back to his family. But once he walked back to the lake, he was no longer frightened.

In the meantime, the rest of the family was back at the parking lot. They reported Jon missing to the Leelanau County Sheriff's Department around 9 p.m.

A Coast Guard helicopter from the Traverse City Air Station arrived at the dunes about 9:30 p.m. and found Jon about 15 minutes later, officials said. Volunteer from the Empire and Glen Arbor fire departments ha begun assembling search parties in case the helicopte didn't find Jon by nightfall.

"I had found the trail again and started coming back and when I was about halfway back, the guys in th helicopter found me," said Jon, who is finishing th fourth grade at Cedar's Holy Rosary School. "The circled around and took off, and I just kept walking Then they came back again and picked me up."

Mrs. Bodus said she kept the rest of the family going on the long march back by telling them they were going to get ice cream at the end of the walk.

"Needless to say we're not going to go get any ice cream," she said with a laugh Monday night.

And the helicopter ride?

"That was the funnest part of the whole thing," Jon said.

TRAVERSE CITY Record Eagle
ALL-AMERICA CITY ★★1983-84★★

Tomorrow: Partly sunny High: 70 — Details Page 2

Four Sections, 32 Pages — Tuesday, May 28, 1985 — Traverse City, Mich. 49684 — 1985, The Record-Eagle — 30 Cents

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Officials probe Beaver Island wreckage site

By MATT ROUSH
Record-Eagle staff writer

ST. JAMES, Mich. — Authorities this morning completed their on-site investigation of an airplane crash on Beaver Island Friday night that killed seven Allegan County residents.

Investigators from the Federal Aviation Administration and the National Transportation Safety Board spent Sunday sifting through the charred wreckage of the twin-engine Cessna 310.

Evidence at the scene indicated the aircraft was heading southeast — away from Beaver Island Airport — when it crashed into several trees, flipped over and burst into flames just after 10 p.m.

The crash occurred about a mile southwest of the airport on a small, heavily-forested knoll surrounded by swamps. The site was about a half-mile inland from the shore and about a half-mile from a sharp bluff that separates the low-lying beachfront area from the island's higher ground.

Charlevoix County Sheriff George Lasater identified the victims as Dr. Steve Zonnebelt, 33, a vascular surgeon and chief of surgery at Holland Community Hospital; Dr. Eli Coates, 49, a family practicioner specializing in industrial medicine; Richard Wierenga, 41; Wierenga's son, William, 6; Robert Vandermullen, 35; Linda Vandermullen, 33; and their son, Joshua, 6.

Deputies said Zonnebelt was piloting the plane at the time of the crash. Lasater said no results from the investigation are expected soon.

"It'll probably be 30 days before the FAA gives us any indication at all," he said. "Anything at this point would be conjecture."

The plane left Tulip City Airport in Holland at 8:45 p.m. Friday en route to Beaver Island under instrument flying conditions, the FAA said. It was about four minutes' flying time from the island when it dropped off the FAA's Minneapolis radar. About a minute before the scheduled landing, the pilot cancelled the instrument flight plan, indicating he apparently had the airstrip -- which has remote-radio-controlled runway lights — in sight. Minneapolis' last contact with the plane came at 10:05 p.m., officials said.

Beaver Island Fire Chief Tim McDonough said several of the island's 350 year-around residents heard an airplane overhead around 10 p.m. Friday. A few residents also saw a bright flash, and some searched the woods that night, McDonough said. But there were

Continued on Page 9

Record-Eagle/Matt Roush

Investigators survey the wreckage of the twin-engine Cessna 310 that crashed on Beaver Island Friday night.

. . . Wreck site probed

Continued from Page 1

thunderstorms west of the island in Lake Michigan that night, and residents weren't sure if the flash were a crash or lightning, he said.

FAA and NTSB investigators arrived on the island about 6 p.m. Saturday.

Helicopters from the U.S. Coast Guard Air Station in Traverse City and Beaver Island firefighters spotted the wreckage at 10 a.m. Saturday after a four-hour search.

NTSB air safety investigator Ed McAvoy said the plane's flight plan indicated it carried about 80 gallons of fuel when it crashed. The plane burst into flames on impact, but the surrounding forest didn't catch fire.

Wreckage was scattered over an area about the size of a football field, with the nearly-intact engines well forward of the rest of the wreckage. The fuselage was flipped upside-down in two major pieces, with gauges, radios, other electronic equipment and air manuals scattered around it. The force of the impact lopped off a foot-thick tree at ground level.

The bodies were airlifted off the island to Charlevoix Airport about 3:30 p.m. Saturday and taken to Winchester Funeral Home in Charlevoix.

McAvoy said the plane's engines would be torn down in an attempt to determine whether mechanical trouble caused the crash.

McAvoy said Zonnebelt was an instrument-rated pilot and co-owner of the plane. Officials said weather conditions were slightly hazy and foggy at the time of the crash.

The Associated Press also contributed to this report.

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Detroit Free Press

Section A, Page 3 | SECOND FRONT PAGE | Sunday, April 21, 1985

lottery extra

Friday's number, 097, was never drawn before.

Lottery line 1-976-2020

Officers' wives support one another

By MIMI MOYA
Record-Eagle staff writer

TRAVERSE CITY — The Coast Guard Officer's Wives' Club of Traverse City is proud of the yearly charitable contributions it makes to the community, but its primary goal is to make the transition and relocation process for its members as easy as possible.

Focus on clubs

"We are a support group. We look after one another and reach out to greet new people who share common problems," said Mary Jane Currier, club president.

The association of officer's wives, whose husbands are assigned to the United States Coast Guard Air Station, Traverse City, was formed 28 years ago. Current membership is 40, with about 15 members who are wives of retired officers, according to Currier.

Retired wives sponsor the final luncheon of the year in May and are an important part of the group, she said.

Besides Currier, present officers are: honorary president, Jackie Wright; vice-president, Pam King; secretary, Martha Klingenberg; and treasurer, Kathy Blunck.

Dues are $5 a year and meetings are held monthly either at a member's home or at a local restaurant, Currier said.

The club's major fund-raiser, held every year is a Christmas auction at the Air Station where homemade and purchased items are auctioned off to members, spouses and guests.

About $1,000 generally is raised from this event, Currier said, and in the spring the group decides on where to disperse this money into the community.

Each member may submit her choice of a particular charity and the group then votes on these choices, said Currier.

"There are so many needs in the community," she said. "We try not to give to the same organization every year."

Mary Jane Currier
. . . club president

This year, the group is donating a rocking chair to the Emergency Shelter of the Women's Resource Center, a check to the Northern Michigan Educational Center for Life for the purchase of a slide projector and money to the Make-A-Wish Foundation.

Contributions in past years have gone to public television, a day care center for abused and neglected children and the Michigan Association for Emotionally Disturbed Children.

For many years, the group has been actively involved with the Arnell Engstrom School at the Traverse City Regional Psychiatric Hospital.

"We are committed to the boys there and feel very strongly about it," said Currier. The club has purchased special items for the school, such as fishing gear and bicycles, and throughout the year puts on holiday parties at the facility.

Each May, the boys are invited to a cook-out at the air station, where they are given a special tour of the installation.

Gifts are given to each boy on his birthday, and Currier said these have included T-shirts, baseball hats and gym bags, all with the Coast Guard insignia.

The Coast Guard wives also participate in community activities such as the Cherry Festival Bed Race and the Northwestern Michigan College Barbecue Cake Walk, to which they donate about a dozen cakes each year decorated with the Coast Guard logo.

Besides the annual auction, another club social function that includes spouses is a progressive dinner held every year.

Currier and her husband, Lt. John Currier, have been in Traverse City for the past year and a half. Before this assignment they were stationed at Cape Cod and Alaska, where Currier also was involved in wives' club activities.

"I'm a firm believer in the club," she said. "It is an automatic group of friends."

In some other locations, more emphasis is placed on raising money, but in the Traverse City area, the philosophy is different, Currier said.

Many members already are busy with various community endeavors, and many of them have full- or part-time jobs or are in school.

"We don't want it to be a stressful time for them," she said. "Our club seems to work best with a relaxed and social feeling. We try to keep it fun."

7 on plane killed in crash landing on Beaver Island

Free Press Staff and wire services

BEAVER ISLAND — Searchers Saturday found the bodies of seven people killed in the crash of a twin-engine private airplane in a heavily wooded area of Beaver Island in northern Lake Michigan, Coast Guard officials said.

Bob Gray, officer on duty at the Traverse City Coast Guard Station, said a helicopter search party found the wreckage of the Cessna 310 scattered over 200 yards. It was about a mile south of the St. James Airport at the northern end of the island, he said.

The plane was en route Friday night to Beaver Island from Holland, Mich., he said.

Names of the victims were being withheld until relatives were notified.

Mort Edelstein, Federal Aviation Administration public-affairs officer in Chicago, said two of the seven victims were doctors. There also was a man, his wife and two children aboard, along with the pilot. He said the plane left Holland about 7:45 p.m. and crashed at 11:07 p.m.

BEAVER ISLAND is about 20 miles northwest of Charlevoix in Lake Michigan.

The Coast Guard said the pilot told the FAA in Minneapolis Friday night that he had the St. James Airport in sight and was preparing to land. Residents reported seeing the plane overhead but said it did not land.

Gray said the plane was assumed to have landed.

"Around 5:30 a.m. we had a report it was down and launched a helicopter shortly thereafter and searched the vicinity of both airports," he said. "About 8:30 we launched a second helicopter to join the first one and at about 9:50 a.m. they located it about one mile southwest of the airport in some woods."

13 MAY 85 RECORD EAGLE

Man rescued after kayak accident

TRAVERSE CITY — A 27-year-old man was pulled from cold Lake Michigan waters by a Coast Guard helicopter Sunday night after his kayak overturned in rough seas.

Bill Waite, address unknown, was treated for hypothermia at Traverse City Osteopathic Hospital and released. He had spent an hour and a half clinging to his boat in the water between South Manitou Island and the Leelanau County coastline before he was rescued.

According to Coast Guard reports, Waite and a friend were trying to paddle their 17-foot kayaks from South Manitou to Glen Haven Sunday evening, but were turned back by rough weather. About halfway back, Waite's boat was swamped. His friend returned to the island and called the Coast Guard air station at Traverse City. A helicopter was dispatched about 8 p.m., and found Waite after a brief 15-minute search.

Bodies of 2 brothers recovered

ODEN — The bodies on two teen-age brothers from Oden were found in about 10 feet of water in Crooked Lake, north of Petoskey, Friday.

Sgt. Thomas Hansen of the state police post in Petoskey said the bodies of Brett Ian McIsaac, 18, and Christian Craig McIsaac, 16, were recovered around 1 p.m.

Hansen said the brothers were reported missing by their mother Tuesday morning. They were last seen alive at 10:30 p.m. Monday. A Crooked Lake resident discovered the overturned 12-foot rowboat the brothers had apparently taken out Tuesday.

Hansen said the apparent drownings are still under investigation.

Cmdr. Bob Gravino of the Coast Guard air station in Traverse City said helicopters helped search the lake Tuesday, Wednesday and Thursday.

20 MAY 85

Detroit area man drowns in Glen Lake

LELAND — A 34-year-old Huntington Woods, Mich. man drowned in Leelanau County's Little Glen Lake Saturday after his 12-foot aluminum boat capsized.

Two other men in the boat made it to shore.

State police from the Traverse City post said the body of Keith Thomas Sanders was recovered by divers from the Grand Traverse County Sheriff's department at 8:22 p.m., about 3½ hours after the boat capsized.

Troopers said the boat overturned in about 20 feet of water in the northeast corner of the lake near the Glen Lake Narrows after Sanders stood up in it.

Police did not have the names and hometowns of the two men in the boat with Sanders. Both were able to swim the to shore with the assistance of neighbors, troopers said. They were treated and released at Munson Medical Center.

Troopers said they also did not know whether the trio was fishing when the accident occurred or whether Sanders was a non-swimmer.

Divers were assisted by a helicopter from the Coast Guard Air Station in Traverse City, a Leelanau County Sheriff's Department marine patrol boat, and the Glen Arbor Rescue Squad.

Clearing the record

This space is reserved for correcting errors that appear in the Record-Eagle news columns. We urge readers to report factual errors they find by calling 946-2000. Ask for the news desk.

12 JUNE 85 Duluth, MN.

Federal House comes to rescue of Coast Guard with $5 million

WASHINGTON (AP) — The House voted Tuesday to set aside $5 million to avert proposed Coast Guard budget cuts that would have closed or reduced services at 13 search and rescue stations on the Great Lakes, including the one in Grand Marais.

On a voice vote, the House added the money to a supplemental appropriations bill for the current fiscal year at the urging of Rep. Robert Davis, R-Gaylord, Mich., and Rep. Gerry Studds, D-Mass.

"I think the stations will remain open," predicted Davis. "I don't think we'll ever have this problem again."

Davis said the Office of Management and Budget "really did a silly thing" when it tried to exact all of $5 million in desired Coast Guard savings from reductions at search and rescue stations in the Great Lakes region rather than across the country.

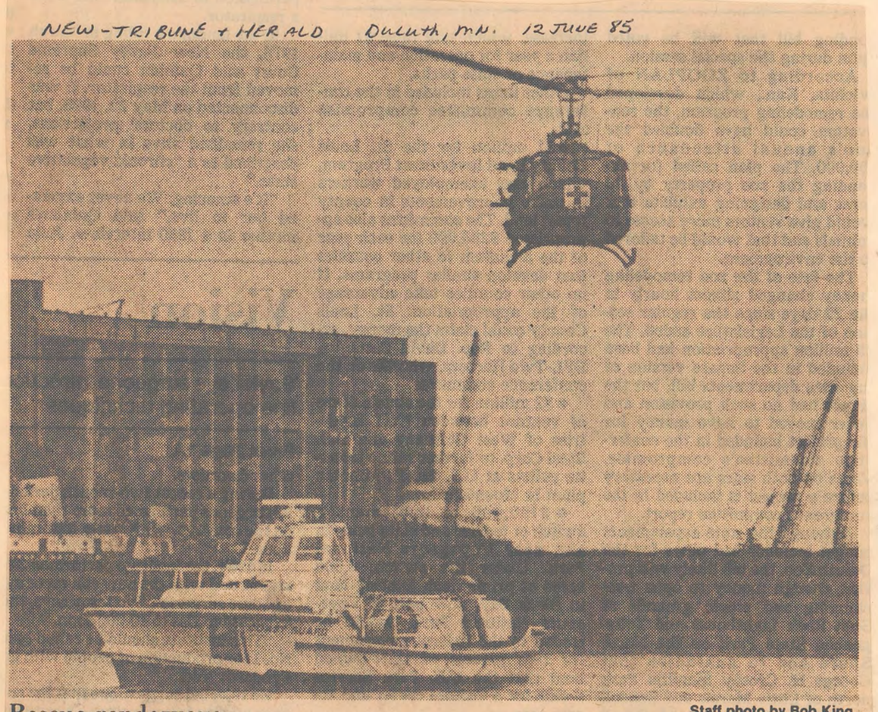
Davis noted that some Great Lakes stations didn't perform as many rescues as do some stations on the ocean, but added: "A life saved in a rural area is just as important as one in a city."

President Reagan had proposed eliminating the Coast Guard dollars in his budget for the upcoming fiscal year. The money earmarked by the House in the supplemental bill for this year can be spent next year to ensure the stations stay open at least through September 1986, Davis said.

The planned Coast Guard cutbacks had drawn widespread protest from legislators and residents of affected Midwestern areas, who claimed it was unfair to single out the Great Lakes region for the budget cuts, and warned that the reductions would endanger the lives of boaters in the area.

Stations that would be closed under Coast Guard plans were at: Harbor Beach, Mich.; St. Clair Shores, Mich.; St. Clair Flats, Mich.; Marquette, Mich.; Grand Marais; Ashtabula, Ohio; Sheboygan, Wis.; Air Station at Chicago; and Holland, Mich. Operations would be reduced at Bayfield, Wis.; Marblehead, Ohio; Frankfort, Mich.; and Alexandria Bay, N.Y.

NEW-TRIBUNE + HERALD Duluth, MN. 12 JUNE 85



Rescue rendezvous Staff photo by Bob King

Grain elevators owned by Cargill Inc. form the backdrop for a joint rescue maneuver between the South Dakota National Guard and Coast Guard Group Duluth Tuesday. Helicopter crews with the National Guard sharpened their expertise in hoisting injured personnel from aboard ships during the exercises off Park Point. Thirty National Guard members will complete the last of a three-day training exercise with the Coast Guard today, said Senior Chief Petty Officer William Alexander.

13 MAY 85 RECORD EAGLE

Old Kent Bank branch robbed

By RICK HAGLUND
and ALAN PARKER
Record-Eagle staff writers

TRAVERSE CITY — Police officers from around the state were searching today for two men who robbed the Giantway branch of Old Kent Bank this morning.

An undetermined amount of cash was taken in the robbery, which occurred at 9:15 a.m. One of the suspects was carrying a large-caliber, long-barrel handgun, but no shots were fired and no one was injured in the incident, according to police.

A Michigan State Police tracking dog, a Coast Guard helicopter and dozens of officers searched a half-mile area around the Giantway Plaza this morning for two men thought to be in their 20s.

At an 11 a.m. press conference, police said the two men left the bank on foot, but later may have fled the area in a vehicle.

"There's no evidence that they're still within a half-mile area" near the bank, said Traverse City Police Lt. Larry Fleis.

No roadblocks were set up but police agencies around the state were notified of the bank robbery.

Witnesses described both men as being between 5-foot-8 and 5-foot-10. One of the men had dark, curly hair. The other, thought to be armed, had brown, curly hair and was unshaven, according to the police description. He was seen wearing a dark jacket and a baseball cap.

The robbery occurred about 15 minutes after the bank opened for business. Four employees and three customers were in the bank at the time, according to police.

"They told everybody to stay still," said Fleis. "One went to the money and then they both left." Neither of the men were wearing masks, according to police.

Fleis said one of the employees triggered an alarm after the men left. When police arrived all seven people in the bank appeared "visibly shaken," Fleis said.

The bank was to be closed for the rest of the day, but was scheduled to reopen Tuesday, police said.

James Haberlein, Old Kent senior vice president of operations at Old Kent was at the branch bank this morning, attempting to determine the bank's loss in the robbery. He said he could not release any details of the incident this morning.

But Haberlein did say that it may have been the first robbery in the 129-year history of the bank, which is

Continued on page 3

Record-Eagle/Greg Johnstone

Police confer outside the site of this morning's bank robbery on Munson Avenue.

. . .TC bank robbed

Continued from page 1

Traverse City largest financial institution.

"Maybe we were (robbed) in the Bonnie and Clyde days, but I doubt it," he said.

Police said the thieves put the money in two pillow cases, one white and one a blue, flowered print.

The men ran out the front door of the bank and were seen by witnesses running up a hill behind the bank, toward the Cherry Capital Airport. Tracking dogs were used to follow their path and officers did door-to-door checks of residences in the area.

In their search of the area, police detained several people for questioning. They stopped an orange van on Airport Access Road, which had been seen parked in the area at the time of the robbery. And officers also held two men at the Traverse City State Park, who were sitting in a parked car. The occupants of both vehicles were later released, though.

Police also said they didn't think this morning's robbery was related to a theft of a Michigan National Bank automatic teller machine at Tom's Food Market at Acme Sunday night.

Opinion

Coast Guard stalling on Avenue E pollution

Forum

After reading the story concerning Avenue E pollution, I agree with Thomas L. Washington; the Coast Guard has been stalling since they started spending taxpayers' money to determine how to clean up the pollution.

Back in early 1983 the Coast Guard was spending more than $200,000 of taxpayers' money and not admitting that they were the cause of the pollution — a delay tactic.

In February, 1983, I read a letter sent from Cmdr. John Sammons to Thomas F. Schimpf, assistant attorney general, dated Feb. 10. It read in part: "This is not meant to imply that we are denying or accepting any responsibility at this time."

I wrote to Sammons and asked why he was spending $200,000 of the taxpayers' money trying to find out how to clean up the pollution on Avenue E when he had not accepted responsibility for it. A few days later I received a call from Cmdr. Morgan of the Traverse City Coast Guard station asking me if I would meet with Sammons. A date and time were set.

I was waiting in Morgan's office when Sammons walked in. I was introduced to the commander and he said, "Is this what you want?" He handed me a Coast Guard newsletter stating, "The Coast Guard accepts responsibility for the Avenue E pollution."

The Coast Guard then proceeded to pay the remaining 38 home owners for the hookups that the Environmental Protection Agency Superfund refused to pay — because these homes were receiving city water and they no longer were faced with a health hazard.

I guess I was wrong to think that after the hookups were paid for the Coast Guard would then pay for the mains. Some of the owners still are paying for the mains, plus 8 percent interest. One of them has passed away and I am sure her heirs could use the money.

The article also said that the Coast Guard began an effort to contain and clean up the ground water on its property. I know of three dumps on the Coast Guard property, and I have reason to believe there are more. The delay tactic by the Coast Guard could be because they feel that if they clean up the dumps and ground water on their property, perhaps in time nature will clean up the 4300 feet of pollution on Avenue E. Then in a year or two they could prove that there was none; all of it would be in the bay. This could be the reason for the delay tactic.

This would not release the Coast Guard from paying for the mains and being responsible for correcting the high cost of city water the home owners have to pay. Because of the high cost of water, some of them still are using their wells for watering their lawns and gardens. Whatever the reason for the delay, it is the home owner who is suffering. The pollution of Avenue E is coming from the Coast Guard property.

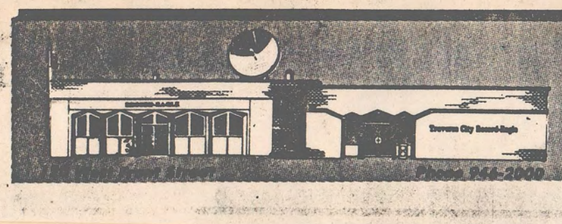
The Coast Guard owes the home owners for 8,830 feet of mains at $8.50 a foot plus interest. It's about time they, having accepted responsibility for the pollution, start paying for the mains and doing something about the high cost of city water. Why are they wasting the taxpayers' money with this delay tactic?

About the author

Frank Averill, who resides in Davisburg, formerly lived on Avenue E and says he still is owed $850 for mains. He will be moving back to Traverse City this summer.

About the forum

The forum is a periodic column of opinion written by Record-Eagle readers in their areas of interest or expertise. Submissions, which should be limited to 1,000 words, may be made to the editor. Please include biographical information and a photo, if available.



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CHANGE OF COMMAND CEREMONY

June 20, 1985

United States Coast Guard Air Station
Traverse City, Michigan

SEQUENCE OF EVENTS

Arrival of Official Party

Military Honors
for
Rear Admiral Arnold M. Danielsen
Commander, Ninth Coast Guard District

Posting of Colors • National Anthem

Invocation
Eric D. Fenton, Chaplain, Captain
United States Air Force Reserve

Inspection

Remarks
Rear Admiral Arnold M. Danielsen
Commander, Ninth Coast Guard District

Commander, Francis J. Wright Jr., U.S. Coast Guard
Commanding Officer, Coast Guard Air Station
Traverse City, Michigan

Change of Command
Commander Carl H. Pearce relieves
Commander Francis J. Wright Jr. as
Commanding Officer, Coast Guard Air Station
Traverse City, Michigan

Remarks
Commander Carl H. Pearce, U.S. Coast Guard

Benediction

Retire the Colors

Official Party Departs

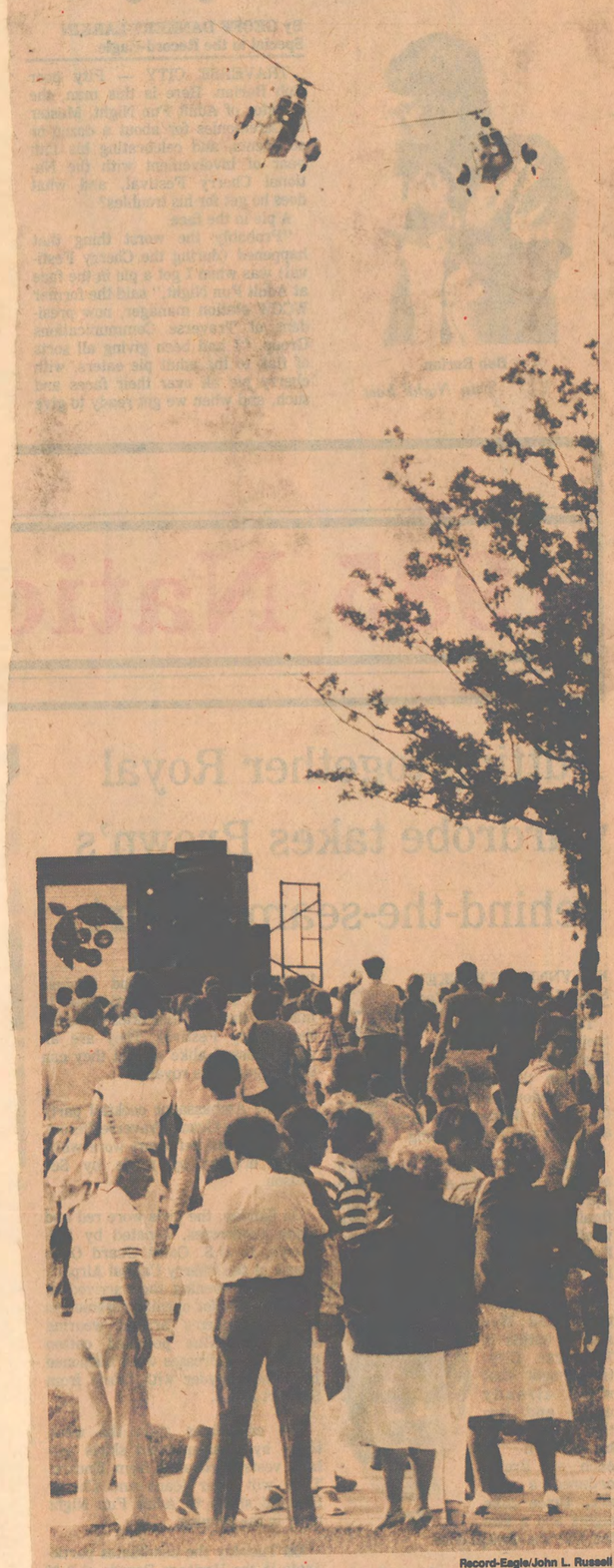
Command change

Traverse City Air Station Cdr. Jim Wright receives the Coast Guard Commendation Medal from 9th District Rear Admiral Arnold Danielson as Wright's wife, Jackie, watches during change-of-command ceremonies Thursday. Wright received the medal because of his work on the groundwater contamination problems in the East Bay area. Wright retires June 30 and is being relieved by Cdr. Carl Pearce (above).

Record-Eagle/John L. Russell

8 July 85 Record EAGLE

National Cherry Festival

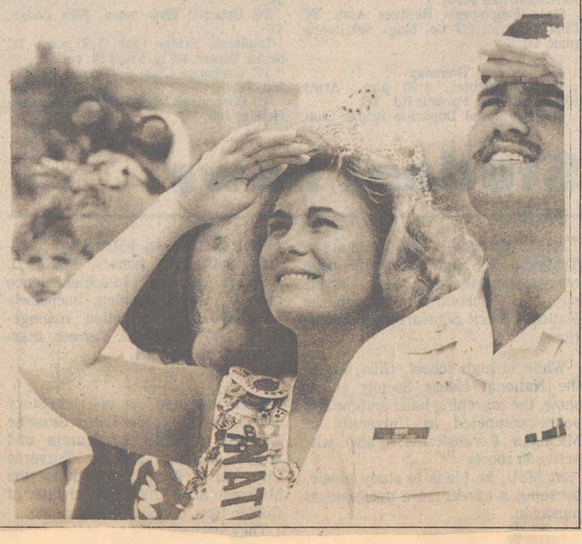


Festival jumpers

8 July 85

Record-Eagle/John L. Russell

National Cherry Queen Kimberlee Broome (below) watches as a member of the Screaming Eagles jump team parachutes to the ground Sunday afternoon. The jump team performed at the U.S. Coast Guard Open House, which traditionally marks the opening of the Cherry Festival.



Record-Eagle/John L. Russell

Criss-cross

Opening ceremonies for the 59th Annual National Cherry Festival celebration get underway Sunday evening as a pair of U.S. Coast Guard helicopters criss-cross in the sky above the tent area.

COMMANDER FRANCIS JAMES WRIGHT JR.
UNITED STATES COAST GUARD

Commander Francis J. Wright Jr. graduated from the Coast Guard Academy in June 1965. He served aboard the CGC PONTCHARTRAIN until January 1966 and than was stationed aboard the CGC MINNETONKA until February 1967. Following completion of flight training in 1967, he served at Coast Guard Air Stations Port Angeles, WA; Aviation Training Center Mobile, AL; Air Station Kodiak, AK; and an assignment at Eighth Coast Guard District, New Orleans, LA. Prior to assuming command of CG Air Station Traverse City, Commander Wright served as Operations Officer, Air Station Kodiak, AK. Commander Wright will be retiring from the Coast Guard effective 30 June 1985.

Commander Wright is married to the former Jacqueline Arline Hall of Chatham, New Jersey. They have three children; Patrick, Thomas, and Andrew.

COMMANDER CARL H. PEARCE
UNITED STATES COAST GUARD

Commander Carl H. Pearce was born into a Coast Guard family in Staten Island, New York, and graduated from the Coast Guard Academy in June 1965. He served for 18 months aboard the CGC CHINCOTEAGUE, homeported in Norfolk, Virginia. Following completion of flight training in January 1968, he served operational aviation tours at CG Air Stations San Diego, CA; Kodiak, AK; and Cape Cod, MA. Commander Pearce also served as Chief, HH3F Training Branch, CG Aviation Training Center, Mobile, AL. His most recent assignment was Executive Officer, CG Air Station, New Orleans, LA.

Commander Carl H. Pearce is married to the former Eva Elizabeth Bentley of Coolidge, Arizona. They have two sons; Michael and David.

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Rear Admiral Arnold M. Danielsen
Commander, Ninth Coast Guard District

Posting of Colors • National Anthem

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8 July 85 Record EAGLE

National Cherry Festival

Record-Eagle/John L. Russell

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Opening ceremonies for the 59th Annual National Cherry Festival celebration get underway Sunday evening as a pair of U.S. Coast Guard helicopters criss-cross in the sky above the tent area.

Monday, July 8, 1985 — Traverse City, Mich. 49684
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30 Cents

Record-Eagle/John L. Russell

A very junior pilot — 2½-year-old Ryan Davis, son of Robin and Mike Davis of Traverse City — tries his hand at the controls of a Bell Ranger II helicopter. The chopper, owned by Consumers Power, was one of many aircraft displayed Sunday at an open house at the Traverse City Coast Guard Air Station.

Cherry Festival rolls into high gear

TRAVERSE CITY — The 59th annual National Cherry Festival got under way Sunday in grand style.

Beginning with an all-day open house at the U.S. Coast Guard air station, the festival rolled into high gear by mid-afternoon.

Events included the annual festival canoe race, won for the second consecutive year by Tim Kozelko and Dan Hintz in the elite class.

Other opening-day events included the bike tour, Cherry Pit Rugby Tournament and musical entertainment by the Schussy Cats and the Golden Garter Revue.

Later in the afternoon, after dozens of youngsters competed in the big wheel races, official festival opening ceremonies took place at the tent area at the foot of Union Street.

Festival officials have another big day of activities planned for later today.

Here are a few of the highlights:

- Breakdancing with the "T.C. Breakers" beginning at 3 p.m. at the tent area.
- Traverse City All-Americans singing group performs at 6:40 p.m. at the tent area. The group is composed of vocalists from the Traverse City High School Music Department.
- Adult Fun Night, including the cherry pit spit and cherry pie eating contests, 7-8:30 p.m. at the tent area. National Cherry Queen Kimberlee Broome and members of her court will be featured guests.
- The Golden Garter Revue performs, 8:30-10:15 p.m., at the tent area.

1985 COAST GUARD OPEN HOUSE

SUNDAY, JULY 7, 7 a.m.-3 p.m.

The Confederate Air Force Ghost Squadron will have on display a WWII-era Messerschmitt ME-109 fighter and an AT-6 "Texan" advanced allied trainer.

Schedule of Events

7:00-3:00	STATION OPEN HOUSE
7:00-12:00	CIVIL AIR PATROL BREAKFAST
9:15-9:30	PARACHUTE JUMP — SCREAMING EAGLES PARACHUTE TEAM FROM 101st AIRBORNE DIVISION, FT. CAMPBELL, KY., U.S. ARMY
9:30-10:00	K-9 DEMO
10:15-10:45	HU-25 & HH-52 SEARCH AND RESCUE DEMO
11:00-12:00	QUEEN AND COURT TOUR
11:15-11:30	PARACHUTE JUMP
12:00-12:30	K-9 DEMO AIR FORCE TEAM
1:30-2:00	HU-25 & HH-52 SEARCH AND RESCUE DEMO
2:00-2:15	PARACHUTE JUMP
2:30-3:00	K-9 DEMO
3:00	OPEN HOUSE CLOSES
7:00	HH-52 FLY-BY (FLIGHT OF 2) WITH CGC MESQUITE OPEN AIR ASSEMBLY AT CLINCH PARK

Refreshments Sold on the grounds.

The Traverse City Area Remote Controlled Airplane Club will be providing demonstrations throughout the event.

Local U.S. Army Reserve Unit will have several vehicles on display.

Record-Eagle/John L. Russell

Open house Spectators stand in line to tour the inside of an Air Force cargo plane Sunday at the U.S. Coast Guard open house. The annual open house marks the beginning of the National Cherry Festival.

8 July 85 Record Eagle

Elderly boater towed to shore

9/24/85

TRAVERSE CITY — An unknown boater on West Grand Traverse Bay was assisted by the U.S. Coast Guard rescue helicopter Tuesday when high waves and gusting winds made it difficult for him to row to shore.

At 10:10 a.m. the helicopter crew saw an elderly man in a rowboat adrift off Lee Point in Leelanau County, according to Lt. Cdr. David Elliott. The three-man crew of Lt. John Byczek, Lt. JG Steve Hickok and air crewman Bill Rhodes lowered a line to the man, who appeared to be about 80 years old, said Elliott.

The helicopter then slowly towed the small rowboat and the man about 400 yards to shore. After determining that the man was unharmed, the helicopter left the scene, said Elliott.

Michigan State Police and Leelanau County deputies said they had no records of the incident.

3 rescued on bay in storm

By KAREN NORTON
Record-Eagle staff writer

TRAVERSE CITY — A man and two teen-agers were rescued unharmed from their disabled boat in high winds and thunderstorms Monday night following a three-hour search by local police and the Coast Guard.

Carmon Lee, 51, his 14-year-old son, Steve, and Brad Geiger, 15, all of Traverse City, were spotted in their 21-foot aluminum pleasure boat about four miles north of Marion Island about 11 p.m. by a Coast Guard helicopter.

The helicopter crew radioed Grand Traverse Deputy Tom Bensley who headed north in the sheriff's boat in 4-foot waves to reach the trio. He delivered them to Clinch Park Beach. The boat was expected to be recovered today.

According to reports, Lee and the two boys went fishing Monday afternoon and were in West Bay near the mouth of the Boardman River when the propeller fell off the boat's motor.

Southwest winds of about 40 mph pushed the boat out into the bay. The trio was reported missing about 8:30 p.m. by Carmon's wife, Bathsheba.

Leelanau deputies and Traverse City police started shore searches for the missing boat and a Coast Guard helicopter crew began an air search about 10 p.m. The helicopter crew spotted the boat an hour later.

"We didn't see him with the searchlight, but as we were going over he signaled us with what looked like a lighter he was waving back and forth," said helicopter pilot Lt. Greg Bowlby. "If there's a moral to the story, it's take a flashlight with you even if it is 8 in the morning."

Steve said the three huddled in the boat's cabin waiting to be rescued.

"It was really rough. We just had to sit there," he said this morning.

Mrs. Geiger said her son, Brad, arrived home "scared, cold and seasick."

"He said he had tried to sleep down in the cabin but the waves were so rough they threw him way up against the ceiling," she said. "He said he's not going out on that bay again."

She said she'll be glad when September is over. So far this month, her husband has died, one of her other sons was in an accident and Brad was reported missing on West Bay.

"I thought for sure they were goners," Mrs. Geiger said.

The search for the missing boat was the second rescue mission performed Monday by the Coast Guard helicopter team of Bowlby, Lt. Bill Biggar and Petty Officer Jim Popiel.

About 6:45 p.m. the crew flew over Lake Michigan to the Sturgeon Bay ship channel entrance to transport an injured merchant marine to land. Bowlby said a crewman on the Sparrow's Point had fallen and suffered numerous fractures and head injuries.

The crew lowered Dr. Martin Nemiroff to the ship and then hoisted the doctor and the sailor to the helicopter. Bowlby said the injured man was in critical but stable condition and was transported to an ambulance in Menominee, Wis.

Monday 9-24-85

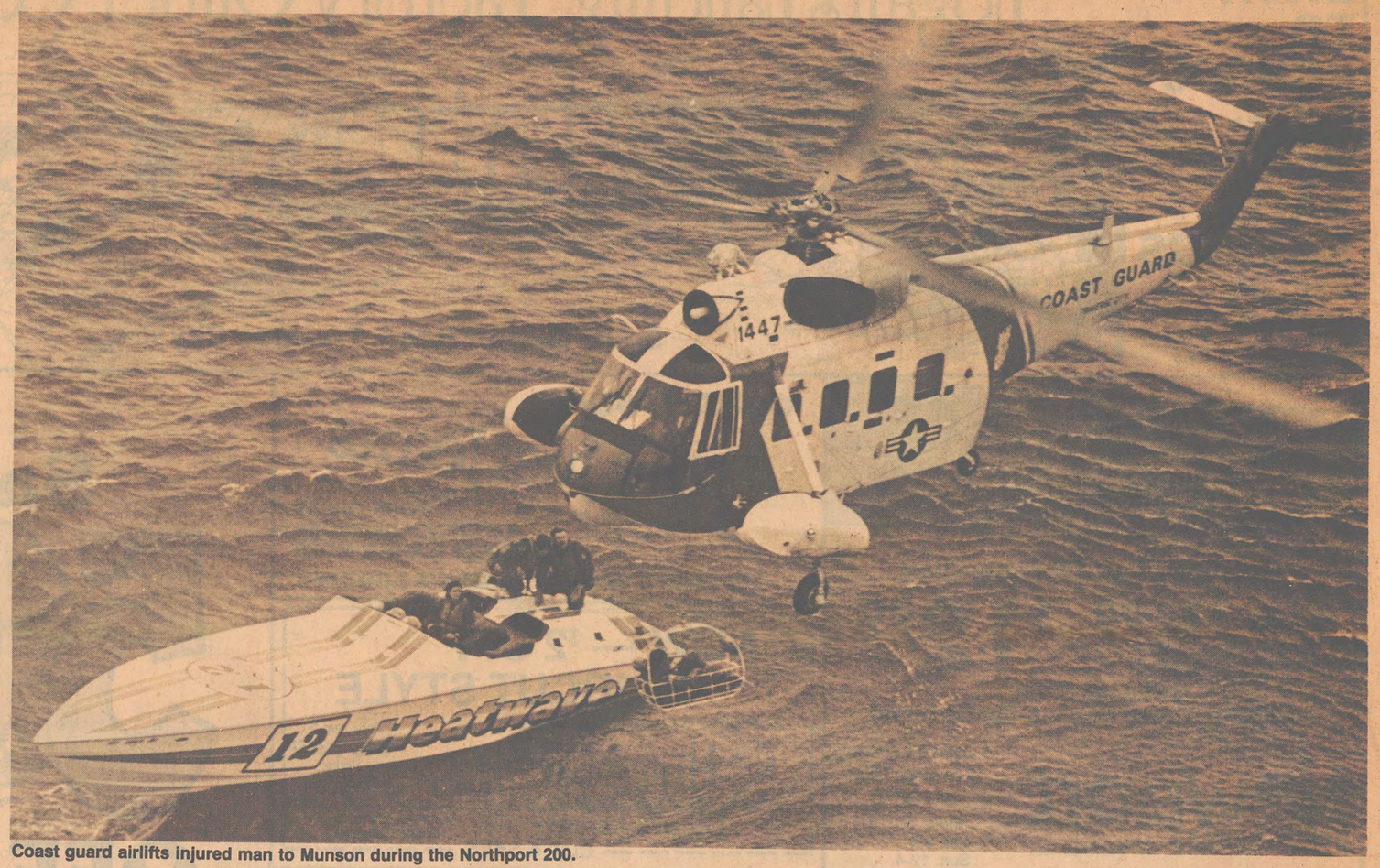
The coast guard is practising, just in case

Helicopter pilot Jim Peoples (above) shows the boat crew how the rescue basket operates in a briefing before the exercise. Out on the river (right) a crew member is lifted up off the deck, in a simulated rescue, and pulled up into the helicopter.
Below the powerful, and versatile, helicopter that does the job.
On the cover, a boat crew member is hoisted up into the helicopter, hanging over the St. Mary's River in a horsecollar-type lifejacket.

Photos by Stan Stratichuk

Photo by Dan Pavlik

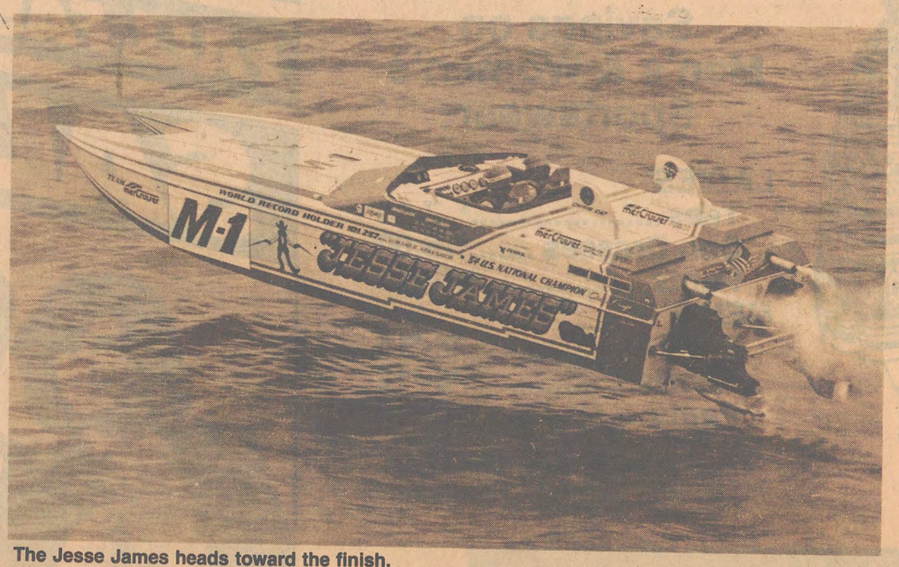
Record-Eagle photos
by
Chief Photographer
John L. Russell



Coast guard airlifts injured man to Munson during the Northport 200.

Inspecting damaged prop.

Efforts to tow the damaged Gentry Eagle to shallow water failed.



The Jesse James heads toward the finish.

Workers aid Bob Elliot who was injured when his boat overturned.

The Gentry Eagle is recovered.

A crew member inspects boat after it is recovered.

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THURSDAY JANUARY 9, 1986 | 118TH YEAR, NO. 6 | 8 PAGES | 35¢

Rescue

Guard picks snowmobiler off ice

By JIM DALGLEISH
Tribune Staff Writer

CHEBOYGAN—The Coast Guard used a helicoptor to rescue a Bois Blanc Island man who was stranded on the ice between the island and Cheboygan Wednesday afternoon.

Jim Rogers, 40, owner of the Bois Blanc Tavern, said that he was snowmobiling to the island when the section of ice that he was on broke off, leaving him stranded for approximately three hours.

An unidentified resident of the Pries Landing area spotted Rogers on the ice and called the Cheboygan County Sheriff's office shortly after 11 a.m. and deputies reported to the scene at approximately 11:30 a.m., a Sheriff's spokesman said.

The Coast Guard station in Sault Ste. Marie received a phone call from the resident 12:16 p.m. and dispatched the helicopter from the Coast Guard's Traverse City air station and a 14-foot boat from the St. Ignace station. The boat could not be used because of the conditions, Coast Guard Chief Petty Officer Terry Roe said.

Meanwhile, the sheriff's deputies called Robert Henderson of the Air Patrol.

"They (the deputies) asked me if I would locate the stranded person so the Coast Guard could find him quicker," Henderson said.

Henderson said that Joe Komsin, of Mackinac Island, who had flown into the City-County Airport from St. Ignace approximately at the same time that the deputies called, flew to the scene rather than wait for Henderson to warm up his plane.

The spokesman at the air station said that the chopper arrived an hour ...er at the scene and was able to ...nd on the ice and pick up Rogers.

Rogers said that he was all right ...nd that the time he spent on the ice "wasn't bad." Rogers was wearing a ...nowmobile suit.

Rogers said he was stopping occasionally to check the thickness of the ice as he snowmobiled to the island; he said the ice was approximately three inches thick.

The Coast Guard officially closed the channel between Bois Blanc and the mainland to shipping two weeks ago to allow the ice to form so islanders can get to Cheboygan for mail and supplies on snowmobiles.

Despite the closing, a boat went through the channel last week and broke the ice, forcing Monday's mail to be delivered by airplane.

A Coast Guard spokesman in Sault Ste. Marie said that the channel closing, "is broadcast to mariners every day; two or three times a day."

Rogers said that the date on which the channel freezes, "Varies from week to week, month to month," but it's usually frozen by next week.

Tribune photos by Jerry Pond and Jim Cohoe

ON ICE—Bois Blanc Island resident Jim Rogers was snowmobiling home when the ice covering the channel between the island and Cheboygan broke up, leaving him stranded. Above: circle shows Rogers ...nd the Coast Guard chopper picking him up. In front of him is a dark strip of open water; behind him are the trees of Bois Blanc Island. On shore in the foreground is the Coast Guard rescue squad from St. Ignace. Left: chopper takes off with Rogers, while the snowmobile remains on the ice. Right: Rogers at City-County Airport after the rescue.

It is my solemn privilege to be here today to present a memorial for a fallen comrade whose ties were close to both the Coast Guard — his career — and the Air Force, with whom he flew here.

This memorial is a living one — it has a voice of its own. Jack Rittichier's life was dedicated to flying and to saving lives, and he spoke eloquently of it. He was attempting a rescue at the time an enemy shell found his aircraft. And his memorial also has to do with saving — not lives, but spirits, hopes and faith in men and all creation. The memorial which we of Squadron One present to the Air Force Chapel is a bell, a ship's bell, and now a chapel bell.

This bell springs from two traditions: the sea and the soul; the body and the spirit.

Bells on ships for centuries have struck the hours of the watches, tolling the lives of seafaring men. They have rung to summon the crews to challenge fire and tragedy. And they have rung through gloomy fog to notify others and ensure safe anchorage. They are worn proudly by all the varied ships of the Coast Guard.

For just as many years or more, bells have also served the edifices of faith and worship. They have tolled the hours of man's passing through eternity. They have summoned him to search his spirit, to live by faith and honor, to mourn and to rejoice, to accept the dole of fate and challenge the hand of tyranny. They have rung through dark years as a reminder of those higher hopes which war and tragedy cannot still. And they have rung in joy when the darkness lifted, when the men and ships and planes came home.

This bell will be the voice of those who have gone before us, calling us to strive for a world even better than the one they paid so dearly for. This bell will be the voice of those yet to be, praying that, in their day, man is no longer his own most dedicated enemy.

For this bell has something in common with a man. Man is made of common stuff. But no amount of systematic research can reveal fully the secret of life or the special touch of man's extraordinary genius.

A bell is only base metal. But an ancient art transforms it into the trumpet of an angel. The hand of man ruled by his incredible mind forms this metal to sound sweet chimes at his bidding. No science can exactly explain the nature of the bell's sound — it belies prediction and betrays the faint mark of providence.

Jack is gone, his glory written in letters in the sky. And, even when the memory of this man, this conflict and these times is faded from the pages of life's history, bells will sound the echo of the higher hopes, the ideals and dreams of freedom for which men fought and died.

"And they shall beat their swords into plowshares . . ." and their cannon into bells, to noise about the glory of the coming day.

6 July 1968

Captain John M. Austin, Commander, Coast Guard Squadron One, on the presentation of a Coast Guard bell to the Air Force Chapel, Da Nang, Republic of Vietnam, in memory of Lieutenant Jack C. Rittichier, U.S. Coast Guard.

KIA 9 June 1968