

# Focus

Photos and text  
by Brian McMillan

Page 8  
The Daily Mining Gazette  
Tuesday, November 7, 1989

## Flying fish



**ARRIVAL** — Two U.S. Coast Guard HH-3F amphibious helicopters assigned to Traverse City Air Station arrive at Ontonagon County Airport to begin loading 6,300 brook trout destined for Mirror Lake, high in the Porcupine Mountains.

ONTONAGON — Recently, on invitation of the Michigan Department of Natural Resources fish biologist Bill Deephouse, we had the opportunity to witness a truly unique exercise in restocking fish in Mirror Lake, located deep in the Porcupine Mountains.

Traverse City, approximately 6,300 seven-inch brook trout were planted in the lake, which is 15 miles from the park headquarters at an elevation of 1,532 feet. Use of these amphibious craft not only gave the crews required training experience, but gave new meaning to the words "Flying fish."



**FISH TRUCKED** — A Department of Natural Resources truck from the Marquette hatchery carrying the approximately seven-inch long trout pulls alongside the craft as preparations are made to begin the delicate transfer.



**TRANSFER BEGINS** — DNR personnel quickly move to begin loading the small fish to a large tank aboard the waiting helicopter.



**CRAFT HISTORY** — The HH-3F amphibious helicopters from Traverse City used in the operation were placed in to service sometime in the 1970s and are primarily used for search and rescue work around the Great Lakes and elsewhere. Similar craft also assigned to Traverse City were used extensively in relief efforts following Hurricane Hugo.



**PASSING NET** — DNR fish biologist Bill Deephouse, right, carefully and quickly passes a net filled with brook trout to DNR field technician Ed Pearce, who then places them in an oxygen-rich holding tank aboard the helicopter.



**LIFTOFF** — Loaded and ready for takeoff, the two HH-3F Coast Guard helicopters prepare to depart for a 15-minute flight to Mirror Lake, high in the Porcupine Mountains.



**AIRBORNE** — The twin engine craft speeds quickly over the remote countryside to deliver its fragile cargo of 6,300 brook trout. This photo was taken from a second aircraft with the photographer harnessed at the cargo door.



**ARRIVAL** — Descending to the center of the lake, the amphibious craft actually lands upon the water to begin the final stage of its mission.



**TOUCHDOWN** — The last of the trout hit the water of the 40-foot deep Mirror Lake.



**AFLOAT** — Once upon the water, the helicopter acts much like a boat. Pearce now begins releasing the fish into their new home. The lake was previously planted in 1987.

# Daily Globe

## Fish fly to home in Porkies

By MARK ESPER  
Globe Staff Writer

ONTONAGON — Two U.S. Coast Guard helicopters — usually reserved for search and rescue missions — took part in an unusual exercise Tuesday to "rescue" fishing prospects at remote Mirror Lake in Porcupine Mountains State Park.

The Department of Natural Resources enlisted the Coast Guard's help to airlift 6,300 speckled trout fingerlings to Mirror Lake, which is not accessible by motor vehicle from the ground.

The "fish-lift" was staged from the Ontonagon County Airport Tuesday, where two Coast Guard choppers from the Traverse City Air Station rendezvous with a DNR tanker truck loaded with fish from the Marquette Hatchery.

Bill Deephouse, DNR fisheries biologist at the Baraga District Headquarters, noted that when Mirror Lake was planted two years ago, DNR personnel had a very difficult time transporting the fingerlings to the remote lake.

This year, after hearing about Coast Guard involvement with planting fish at other remote lakes in the Upper Peninsula, Deephouse contacted the Coast Guard in Traverse City and arranged the airlift.

Coast Guard officials say they benefit from the training provided by the exercise, and it also helps their helicopter crews get familiar with the area, to improve their response if they are called out in an actual emergency.

DNR officials noted that the three log cabins on Mirror Lake are heavily used throughout the year, and fishing pressure on the lake is substantial.

"If we can maintain a quality fishery in Mirror Lake, it will just add to the enjoyment of those staying at the cabins," Deephouse said.

(See—COAST, Page 7)



Flying fish!

A U.S. Coast Guard helicopter hovers above Mirror Lake in the Porcupine Mountains Wednesday, while taking part in a "fish-lift" to restock the lake with brook trout. The Department of Natural Resources, with help from the Coast Guard, conducted an air drop of about 6,300 trout fingerlings in the lake.

Mark Esper/Daily Globe

## Second Section

### Coast Guard, DNR conduct fish-lift



A U.S. Coast Guard helicopter, loaded with speckled trout fingerlings, flies over the Porcupine Mountains enroute to Mirror Lake, where 6,300 trout were planted in a "fish-lift" project Wednesday.

### Mirror Lake restocked in trout air drop

Continued from page 1  
Deephouse noted the DNR annually plants hundreds of lakes with millions of fish, but Coast Guard assistance is required only for a few of the most remote fish plantings each season.

During Wednesday's fish planting, the trout fingerlings were loaded into an oxygenated water tank aboard one helicopter, while a second chopper was used for reconnaissance and as a platform for news photographers.

The choppers landed on the surface of Mirror Lake, where the fingerlings were quickly jettisoned, before the helicopters refueled at the Gogebic County Airport in Ironwood, and returned to Ontonagon.

Deephouse noted the operation Wednesday went very smoothly and he hopes the Coast Guard can be persuaded to take part in similar projects in the future.



Bill Deephouse, biologist with the Department of Natural Resources, prepares to load thousands of speckled trout fingerlings aboard a U.S. Coast Guard helicopter, to be transported for planting at Mirror Lake in the Porcupine Mountains.



Leaving behind a lake freshly stocked with speckled trout, the Coast Guard helicopter stirs up the water of Mirror Lake as it departs the Porcupine Mountains Wednesday.



As the Coast Guard helicopter touches down on the surface of Mirror Lake, in the heart of the Porcupine Mountains Wilderness State Park, DNR personnel quickly jettison the chopper's load of thousands of trout fingerlings.



TAKING LEAVE — A Coast Guard helicopter lowers a basket to retrieve ship's logs and records left behind when the captain of the 180-foot cutter

Mesquite ordered his crew to abandon ship. (Gazette photo by Roger Komula)

## Captain: Cutter in race with winter

By ROGER KOMULA  
Gazette writer

**COPPER HARBOR** — The stern of the 180-foot grounded Coast Guard cutter Mesquite shifted seven degrees when a new position reading was taken Thursday, according to Coast Guard officials.

"At this point they don't feel there is any danger of the ship sinking into deeper water," said Petty Officer Frank Jennings from the Coast Guard Ninth District office in Cleveland.

Officials said additional anchors were attached to the ship and helicopter crews removed ship's logs and other secret or "highly pilferable" materials from the cutter on Thursday.

The Mesquite was racing against winter storms when it ran aground, said the disabled ship's captain.

"We were under a time crunch. We needed to get this done and get back to our own work on Lake Michigan. At this time of year, we're under the gun," said Lt. Cmdr. J. R. Lynch, 34.

The ship's crew was working around the clock, removing buoys as soon as it could reach them and resting during travel time, Lynch said. He added that he didn't think the pace led to the 2:30 a.m. Monday accident.

Lynch said he was in the mess hall and another officer was in control of the ship at the time the mishap occurred. He declined to name the person.

Coast Guard officials said Navy divers examining the interior of the ship Wednesday and Thursday found the center diesel fuel tank had been punctured upon impact.

"There was nothing detected bubbling up from the hull. Since diesel fuel is lighter than water, the water rushing in must have displaced the fuel," Jennings said.

"The starboard and port fuel tanks were intact. Any fuel is confined within the ship; there was no pollution detected outside the hull, no sheen on the water," he added.

Jennings said officials won't know how much fuel the ship was carrying until ship logs are examined.

An oil containment boom borrowed from the Upper Peninsula Power Co. was placed around the ship Thursday afternoon as a precaution.

The 46-year old ship normally tends buoys in Lake Michigan, but was assigned to Lake Superior after the cutter Sandew of Duluth, Minn. was pulled for maintenance.

The ship was due to return to Charlevoix in two days when it hit a rock ledge just off Keweenaw Point near Copper Harbor and grounded in 12 feet of water.



## Mesquite oil leak toll unknown

By JACKIE TOMCHAN  
Managing Editor

**BOUGHTON** — One of the Mesquite's three fuel tanks cracked when it ran aground near Copper Harbor Monday and may have leaked from 200-1,000 gallons of oil into Lake Superior, a congressman's office says.

The oil was a No. 2 diesel oil and probably has been washed into the lake by now, U.S. Rep. Bob Davis' office said Thursday.

According to Davis' office, a small leak was visible from the air Monday, but couldn't be spotted Tuesday or Wednesday.

A state Department of Natural Resources official said the oil is not the type that would create environmental damage.

Davis and Ninth Coast Guard District Commander Adm. Richard A. Applebaum will be in the area Monday to view the Mesquite. Davis' office said this morning.

The congressman is concerned and wants to see what the damage is, according to a Davis aide.

The 180-foot Mesquite, with a crew of 53 aboard, ran aground in 12 feet of water at 2:30 a.m. Monday while checking a buoy at Keweenaw Point near Copper Harbor. The area has since been closed to unauthorized boat and air traffic.

The Gazette asked Davis, who serves on the House's Merchant Marine and Fisheries Committee, for information on the incident after the Coast Guard declined to provide certain details, including the names of the crew members injured and confirmation on reports of an oil leak.

According to Davis' office, the injured were Petty Officer Allen L. Johnson, Petty Officer Leonard Varisco and Petty Officer Gene Gray.

Davis aides said a fourth officer, Chief Warrant Officer James Phinias, also complained of an apparent stress-related problem. Johnson was listed with a bruised

arm, Varisco with chest pains and Gray with a foot injury. They were treated and released from Portage View Hospital and have since been transported with the most of the rest of the crew to Traverse City.

The congressman's office said it did not have the hometowns of any of the men and was not able to obtain information on how the three were injured or where they were on the cutter when the incident occurred.

Davis has already discussed the incident twice with Coast Guard Commandant Adm. Paul Yost, the congressman's office reported.

"He was concerned about making sure everyone's all right and making sure there's no pollution," the Davis aide said.

Davis' office said the cutter was equipped with three fuel tanks, with a total capacity of 16,000 gallons.

"One tank holding No. 2 diesel oil is cracked and may have leaked 200 to 1,000 gallons. We stress this is an estimate and it's very difficult to tell

precisely what the damage is," the aide said.

The Coast Guard has offered differing accounts of the leak, stating Tuesday that there was a minor leak, and later that there hadn't been.

According to the aide, Davis was assured by the Coast Guard that the type of oil involved in the leak is a light oil that tends to break up easily.

Jack Rydquist with the DNR's regional office in Marquette offered that same assessment Thursday. "It's so light, it's more like water, unlike crude oil, which is like syrup," he said.

Davis' office said a commercial tug, the Anglican Lady from Sault Ste. Marie, Ontario, was supposed to arrive at the scene Thursday to unload the remaining oil.

The aide said he did not expect to see the incident investigated by Congress unless evidence of wrongdoing surfaced. The Coast Guard is currently conducting its own investigation, with a report expected within a month.



Life-saver; Commander Drew Gerfin congratulates Lt. j.g. Bob Yerex during a ceremony Thursday.

## Coast Guard honors 13 for rescue work

By LORRAINE FINLEY  
Record-Eagle staff writer

**TRAVERSE CITY** — Thirteen people at the Traverse City Coast Guard Air Station were honored this week for saving nine lives in three separate search and rescue missions in 1988.

The first rescue was Sept. 4, 1988, when two people didn't return home from a fishing trip on Lake Huron. A crew of six men from Traverse City found the men clinging to their overturned fishing boat with slight cases of hypothermia. Lt. j.g. Bob Yerex said. The six crewmen — Cmdr. Tom Walters, Lt. j.g. Scottie Womack, AE1 Chris Stanley, AT3 Mustafa Bokhart, HS2 Ron Slamon and ASM2 Robert Todd — received a commandant letter of commendation.

On Nov. 17, 1988 a crew of five rescued a 15-year-old Mackinac County boy who did not return

home from a hunting expedition for two days. The crew found him at dusk and hoisted him to the helicopter. Yerex said. A commandant letter of commendation was given to Cmdr. Tom Walters, Lt. j.g. Scottie Womack, AD3 Bob Bane, AE2 Keith Hoback and ASM2 Dawn Murray.

The third incident occurred Nov. 24, 1988 when a six-passenger, single-engine plane crashed in the Upper Peninsula near Marquette. A five-man crew spotted a flare from the plane and flew overhead until a ground crew could get to the scene. Because of adverse weather conditions, the pilot had to fly 200 to 300 feet above ground in cloudy conditions. Lt. Cmdr. Lloyd Spence and Yerex received a Coast Guard achievement medal while AM3 Keith Hoback, ASM3 Kevin Peterson and AM3 George Marinkov received commandant letters of commendation.



Checking it out: Girl Scouts from a number of northwest Michigan communities get an up-close look at a Coast Guard helicopter during a visit Saturday.

## Scouts explore planes, trucks

By LORI A. HALL  
Record-Eagle staff writer

**TRAVERSE CITY** — Pilot John Chemacki helped 8-year-old Haley Koop into the cockpit of Northflight's emergency rescue helicopter.

"Learn how to be a pilot real young," Chemacki said, as he explained the purpose of dials on the helicopter's instrument panel.

Koop, of Traverse city, was among about 175 Junior Girl Scouts who spent Saturday exploring planes, helicopters, ambulances and fire trucks at the Garfield Township Volunteer Fire Department and U.S. Coast Guard Air Base.

The fourth- through sixth-grade students came from

northern Michigan troops from Petoskey to Frankfort to Cadillac, said event organizer Sandy Sudekum. The scouts worked to earn aerospace and science-and-action badges.

"This is cool," said Melanie Hook, 10, of Traverse City. "I want to be everything I'd like to be the ambulance driver because you'd be helping people."

Hands-on workshops included fingerprinting, ham radio operations and building a glider. The scouts also toured the Coast Guard Air Base and Cherry Capitol Airport control tower. Female police, pilots and rescue workers told the scouts about their jobs.

"We never did stuff like this in Girl Scouts," said Julie Challenger, 21, an emergency

medical technician with the Long Lake volunteer fire department.

Challender showed scouts inside an ambulance and explained how rescue crews use different medical tools. She asked a group if they had ever seen the patches and electrodes placed on people's chests when their hearts stop.

"This can start somebody's heart up, kind of like when you jump start a car," Challenger said.

"Like on TV," one scout said. The scouts also took turns using fire extinguishers to put out a fire in the parking lot.

"It was weird," said Kati Glass, 10, of Traverse City. "I made a weird noise. Shhhhhhhhhhh. It was a bunch of yellow steam."

# Woman pilot flying high at Coast Guard Air Station

By WILLIAM SCOTT  
Record-Eagle staff writer

TRAVERSE CITY — In flight suit and helmet, Lt. j.g. Kathy Stearns can't be distinguished from her fellow helicopter pilots at the Coast Guard Air Station.

That's exactly what she wants. Stearns, 26, is one of only 17 women among roughly 800 pilots in the U.S. Coast Guard. She has been stationed at the Traverse City Air Station since October. She said she never set out to break ground in a male-dominated job. She just wanted to fly.

And that's what she does. As a co-pilot, Stearns routinely helps fly each of the three 22,000-pound H-3 helicopters at the air station. In a little more than two years, she hopes to earn the title aircraft commander, like 11 of the 14 pilots currently stationed here.

Cmdr. Tom Walters, operations officer at the station, said there are six enlisted women at the station in cooking, clerical, medical and administrative jobs.

Fresh out of flight school — a "nugget" in Coast Guard parlance — Stearns said her transition into the crew has been smooth.

"I've had zero problems here," she said. "A lot of people have come forward to say something

positive like, 'I think it's real neat that you're here.'"

Cmdr. Dennis Bosso, executive officer at the station, said Stearns didn't expect or receive any special treatment.

"She's a pilot and an officer. We expect every bit as much from her as we do from any other officer, and we get it," Bosso said.

He said Stearns graduated near the top of her flight-school class in Pensacola, Fla., and was highly recommended.

"Regardless of whether she's a female, you always want to get someone at the top of the class," he said.

Stearns works a full week as a flight services officer, updating schedules, flight plans and flight charts. She also works a 24-hour shift every three or four days, on call at the station for an emergency search or rescue.

On round-the-clock shifts she doesn't have special sleeping quarters, and she wakes up 15 minutes early to shower and dress before everyone else.

Stearns said the other pilots may have had to adjust to the idea of flying with a woman, but she understands.

"The thing is, I've never flown with a female before either," she said.

Born in Gaylord and raised in Lansing, Stearns graduated from the University of Michigan with a degree in biology. She tried to find a field in the Navy that would allow her to use her degree, but after a recruiter took her on a flight in a T-34 turboprop, she knew she wanted to fly.

She joined the Navy, but was medically discharged from officer candidate school with a slight case of anemia. She was free to rejoin once she cleared up the anemia, but then she learned that Coast Guard pilots go through the same flight school. That and the fact that the Coast Guard is an active service convinced her to join.

She doesn't regret her decision, saying she is treated more fairly by the Coast Guard and its officers. For one thing, she said, no job is off limits to women.

"I could fly any plane anywhere, and could possibly command a ship, whereas in the Navy that's out of the question," she said. "They're real restrictive in what we can do."

She was also better received by her peers in the Coast Guard, where the pilots are less "macho," she said.

"These guys to me are a lot easier to deal with," she said.



Flight report: Lt. j.g. Kathy Stearns files her flight report prior to a recent trip to Lake Superior in a Coast Guard helicopter.

Wednesday, March 21, 1990

THE DOOR COUNTY ADVOCATE—STURGEON BAY, WISCONSIN

Section 1—Page 3



Chief David Willoughby of the Canal Station Sturgeon Bay and Sheriff Charles Brann prepare for an interagency helicopter flight to survey the peninsula shoreline and ice conditions surrounding the Door County. Also

on the flight were Fire Chief Joe Scharfenberg, members of the media and Lt. Bruce Ross of the Mobile Bay. —Advocate photo by Linda Adams



This helicopter from Coast Guard Air Station Traverse City (MI) made a historic landing at the Sturgeon Bay Canal Station Monday

morning to pick up passengers participating in an interagency preparedness operation. —Advocate photo by Linda Adams

## Spring thaw sparks inter-agency flight aboard Coast Guard helicopter

By LINDA ADAMS

Tuesday is the official first day of spring and though it comes on the heels of four consecutive days of record breaking warm temperatures the crew of the Coast Guard Cutter Mobile Bay had its work cut out as the icebreaker left the city dock for the initial spring ice-breaking tour.

Lt. Bruce Ross, skipper of the Mobile Bay, accompanied by Chief David Willoughby of the Canal Station, Sheriff Charles Brann and Fire Chief Joe Scharfenberg made two tours by Coast Guard helicopter Monday morning first to survey the city's waterfront and then a second, longer flight to scout ice conditions. The flight also afforded an opportunity for interagency emergency services planning pertaining to water rescue and fire fighting.

The helicopter from Coast Guard Air Station Traverse City made an historic first-ever landing at the Canal Station to pick up passengers for inspections of the city waterfront and the peninsula shoreline and a look at the ice conditions facing the Mobile Bay.

CDR Tom Walters, the Coast Guard's most decorated helicopter pilot, headed the flight crew that took passengers from the Canal, up to Escanaba, MI, and as far east as the Mackinaw Bridge, over the Straits of Mackinac.

"There is an ice bridge running from the Green Bay to the Door peninsula," Lt. Ross said after the flight. "North of Chambers Island there is almost all open water and south of Sturgeon Bay the water is open but near Sturgeon Bay it is pretty thick."

With the Soo Locks opening Wednesday the pressure on commercial shipping will determine whether the Mobile Bay is sent to Lake Superior where the CGC

Mackinaw is already enroute. When the Mobile Bay left the city Tuesday it was not known whether she would be out for a day or several weeks.

"We found from the flight that between Lansing Shoals and the Mackinaw Bridge the area was covered with shifting ice," Ross explained. "Depending on the wind it could be a potentially dangerous situation—if the wind shifts it could trap a ship."

He also anticipates there could be a problem situation in the Whitefish Bay area and St. Mary's River.

According to figures Ross has compiled, "This past year from February 1989 until February of 1990 has been busy for the Mobile Bay."

The Mobile Bay broke more ice in the first two months this winter than in all the previous years.

While Lt. Ross was busy studying ice conditions Monday, the rest of the passengers aboard (excluding the media) were intent on scouting potential safety hazards to aid in developing co-operative emergency services programs for Door County.

"We want to plan ahead so if some problem arises we will understand each other's capabilities," Chief Willoughby explained.

He calls the flight operations Monday "an interagency water preparedness effort at planning."

also says the Coast Guard will be working on cooperative programs involving the Power Squadron and the Coast Guard Auxiliary.

Also new this year is a Coast Guard weather information line. The phone number is 743-1888.

"As recreation on the waterfront becomes more and more important to Sturgeon Bay we will see more of the impact the Coast Guard has on this community," Willoughby says of his work to coordinate Monday's interagency flight.



Lt. Bruce Ross of the Coast Guard Cutter Mobile Bay.

"We need to plan for the future in terms of safety as well as recreation needs. I think the interagency cooperation is working well," Willoughby says.

Sheriff Brann agrees with Willoughby that the flight Monday was invaluable.

"I welcomed the opportunity to go and see firsthand from the air what conditions we have down there on the ice," Brann said. "It gives us a different perspective from the air than from shore and we know that we have to be ready to take faster action because the ice isn't stable and can move quickly."

"It gave me a better perspective of things we will have to deal with

looking forward to the cooperative training programs ahead.



11/3/89

U.S. Coast Guard Air Station

Enclosed find pictures from a recent fish planting trip that included a joint effort by your officers and our fisheries employees. It was quite an exciting experience. I hope we will get to do it again in the future. Thank you for making it possible.

Sharon L. Babbitt  
Fisheries Technician  
Marquette State Fish Hatchery







United States Department of the Interior

NATIONAL PARK SERVICE

ISLE ROYALE NATIONAL PARK  
87 NORTH RIPLEY STREET  
HOUGHTON, MICHIGAN 49931



IN REPLY REFER TO:

April 2, 1990

A3815  
(ISRO)

*H* 4/10/90

Cdr. A. L. Gerfin  
U.S. Coast Guard Air Station  
Traverse City, Michigan 49684

Dear Commander Gerfin:

Enclosed is a large photograph which illustrates the U.S. Coast Guard's support for our remote air quality monitoring program at Isle Royale. The helicopter support simply makes the program possible. Ironically, the photograph was taken by a fixed wing aircraft involved in our wolf-moose research program.

The small polaroid shots also illustrate how we have incorporated the helicopter-support photograph into an exhibit sign to be mounted on Ojibwa Tower. The wayside sign includes both text and the photograph which describes our combined effort. Hence, hundreds of park visitors, especially back-packers, will learn of the joint USCG-NPS efforts in monitoring air quality.

Thank you for your helicopter support. We look forward to working with you in the future.

Sincerely,

(for) *Timothy Croll*

Stuart L. Croll  
Chief, Visitor Services and  
Resource Protection  
906-482-0986

Enclosure



# 1,400 marijuana plants uprooted

Area officials say crop worth \$900,000

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TRAVERSE CITY RECORD-EAGLE  
WEDNESDAY, JULY 18, 1990 3A

# Bulletin

The U.S. Coast Guard Magazine

September 1990

## In the News



An H-3 crew offloads marijuana plants captured in Wild Locust '90. A joint effort between Air Station Traverse City and a local narcotics team resulted in the discovery of 1,470 marijuana plants in two fields near Traverse City, Mich., July 17. The marijuana was worth an estimated \$1 million. Photo by SSC Fred Heck

WILLIAM SCOTT  
Record-Eagle staff writer

TRAVERSE CITY — Narcotics investigators pulled up more than 1,400 marijuana plants worth nearly \$1 million from two different plots Tuesday.

Lt. Steve Rankens, commander of the Traverse Narcotics Team, said investigators spotted the patches, one near Williamsburg and another in Leelanau County's Bingham Township, from a U.S. Coast Guard helicopter.

Both plots were on private property, but Rankens wouldn't say whether investigators had any suspects.

One plot, in a wooded area about a quarter-mile off Baggs Road near Williamsburg, yielded 1,007 well-tended plants 6 to 7 feet tall, Rankens said. The plants had an estimated street value of \$700,000.

"After we realized the amount of plants that were in the area, everybody was pretty happy about it," Rankens said. He did not know whether that was the largest single marijuana harvest in this area.

The plants were growing in clumps in a wooded area, he said. Groups of plants were tied together to support each other.

The Leelanau County patch, 200 yards off Bingham Road, had 468 lower-quality plants worth an estimated \$200,000.

The plants were probably intended for local sale, he said. The harvest will eventually



Pot plants: Lt. Steve Rankens, commander of the Traverse Narcotics Team, displays some of the 1,007 marijuana plants found in a plot off Baggs Road near Williamsburg Tuesday.

be burned in an incinerator.

The helicopter search was part of a cooperative effort between the Coast Guard and the drug team to look for marijuana plots that have been reported by citizens, Rankens said.

He said investigators can

spot them from the air because of their distinctive shade of green.

"They don't really blend with any other plant," he said.

The Coast Guard and drug team first made aerial surveys last year and will do it again if

they receive more tips, he said.

Many of the marijuana patches are reported by citizens on a toll-free tipster hot line. He said anyone with information about marijuana or other drugs being grown, made or sold should call the hot line, 1-800-338-0TNT (0868).

### Pot plants pulled

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TRAVERSE CITY RECORD-EAGLE  
MONDAY, JULY 30, 1990 3A

## 2 men airlifted to TC hospital

TRAVERSE CITY — A Traverse City U.S. Coast Guard helicopter responded to two medical emergencies within an hour of each other off Beaver and North Manitou Islands Sunday night.

A Coast Guard crew airlifted Gene Osterlund, 54, from Beaver Island to Traverse City about 8 p.m. Osterlund was suffering from possible suppressed spinal injuries, said Commander Larry Manthei. Manthei did not have details on how the injuries were sustained.

Forty-five minutes later the crew airlifted Bernard Kornhaker, 65, who was suffering from chest pains, from his 36-foot sailboat about a half mile from North Manitou, Manthei said.

Both men were taken to Munson Medical Center in Traverse City where Osterlund was listed in fair condition and Kornhaker was in good condition this morning, a hospital spokeswoman said.



### THE RIGHT WAY

To tie up a boat to the slip is just one of the skills taught to the E.C. Grace Memorial Harbor employees during a day-long workshop last Saturday. Special skills were taught by officers from the Coast Guard station in Traverse City. Lifesaving, knots, fire-fighting, and many other necessary skills, including clear communication with boaters, were included in the seminar.

### Body found

MUD LAKE — The body of a Kearsarge man reported missing Saturday was found Sunday following a nightlong search, according to officers at the state police post in Calumet.

Police said Norman Arvid Huhta, 77, of Kearsarge, went to his camp at Mud Lake on Saturday and was reported missing at 10:15 p.m. Police found Huhta's truck and dog at the camp, but no sign of him.

A tracking dog from the state police post at Negaunee was brought in and the search continued through the night.

At about 7 a.m. a U.S. Coast Guard search and rescue helicopter from Traverse City arrived and found the body at 8:50 a.m., collapsed on the shoreline, police said.

Police said Huhta apparently broke through the ice about 20 feet out and made his way back to shore, breaking the ice in front of him as he moved through the shallow water.

Houghton County Medical Examiner Dr. David Gilbert said the cause of death was a heart attack.



## Happy landing in Cedar Springs

Students and teachers gather around a U.S. Coast Guard helicopter that landed Tuesday morning on the playground of Hilltop Elementary School in Cedar Springs. The chopper, based in Traverse City, flew to the school to help fifth-grade students who are studying aviation. Pilot Jim Reed talked with students and showed them through the craft.

## Rescuers appreciated

Early afternoon July 11 I watched an effort to find a sole snorkeler on Cedar Hedge Lake in Interlochen. Participating in the search effort were Green Lake Township Emergency Medical Services, a North Flight helicopter, the sheriff's department, a U.S. Coast Guard helicopter and various other volunteers. As a 13-year-old lake resident, I felt a great deal of security and safety to know these community services in Grand Traverse County responded to the scene so quickly.

As the female snorkeler casually swam past our dock, my mom, a neighbor and I waited for the sheriff on a Jet Ski to ask us if we had seen any other swimmers. We knew then that this swimmer had been alone snorkeling around the island. This is a reminder that it is a good safety measure to always swim with a buddy.

I was glad to know the swimmer was safe and the search efforts were discontinued. What a good feeling to know that the call by the viewer to shore was answered so quickly.

Bradley Schulz  
Interlochen





# National Cherry Festival '90



TRAVERSE CITY RECORD-EAGLE  
WEDNESDAY, JULY 11, 1990 1C



Record-Eagle/Kristine Dittmer

On guard: Members of the Coast Guard Air Station march in the Heritage Parade, which honored the 200th anniversary of the Guard.

TRAVERSE CITY RECORD-EAGLE  
SUNDAY, JULY 13, 1990 7A



Record-Eagle/Kristine Dittmer

## Milk melee

Crews of Milk Carton Regatta entries from the Traverse City Holiday Inn and the U.S. Coast Guard air station battle for position during a design division heat of the race Saturday.



1-2



1-12



1-F



4-13



5-8



2-1



# Helicopters: Key ingredient for search and rescue

By KENN WROBLEWSKI

"We're always on the watch for those in distress, and there's people out there who always need assistance," said Commander Drew Gerfin, Jr., chief of helicopter operations at the Coast Guard Air Station in Traverse City. The air station maintains three Sikorsky CH-3E amphibious helicopters manned by a staff of 14 pilots and 60 air crewmen, and total personnel numbering 120 active-duty Guardsmen. "We're unique to other branches of the service, in that we fly and maintain the aircraft we fly," said Gerfin, "and we are capable of responding to duty through the entire Great Lakes region...from Duluth, Minn. to New York."

Air Station Traverse City handles between 170-200 search-and-rescue calls in the average year, with its primary missions being law enforcement, aids to navigation, and marine and environmental pollution surveillance. "It's a multitude of missions, really, everything from boating mishaps, missing persons during hunting season, to air-to-air or air-to-hospital life-flight operations when normal services can't handle it during inclement weather conditions," said Gerfin. The Sikorsky CH-3E helicopter is quite a workhorse for the Coast Guard air station. The aircraft weighs 11-tons and has a maximum speed of 142-knots, "or about 160 miles-per-hour," said



A crewman's helmet and radio gear await the next air mission, that may be anywhere down the coastline of Lake Michigan.

Gerfin. The chopper has a range of 600-miles (six hours of fuel) and a lifting power—utilizing its on-board sling—of 5,000-pounds.

"But, the fuel wouldn't take you very far with that weight," added Gerfin, saying that top-optimum weight would be around 2,000-pounds.

The crew aboard a CH-3E consists of the pilot and co-pilot, a navigator and a radioman, plus a rescue swimmer, and a medical corpsman.

"We train ourselves, naturally, and also train other agencies involved in our operations, such as the Dept. of Natural Resources, the Parks Service, Michigan State Police, and local sheriff's departments and police."

Gerfin said. "The activity runs in spurts. During the winter, we respond to many ice-related accidents and lost snowmobilers. And, of course, starting in the spring, we get a number of boating accidents."

A new piece of high-tech gear now aboard the CH-3E's will make the job of finding those in distress a little easier—the FLIR system—or, Forward-Looking-Infra-Red equipment.

"We've been training with it (FLIR) now for six-to-eight months," said Lieutenant Rocky Nelson, pilot of a CH-3 that recently took this reporter and News Advocate chief photographer, Bob Paetschow, for an aerial tour of Manistee County and the Lake Michigan shoreline. "Basically, FLIR will detect any object that puts out a different heat differential than surrounding ground or a body of water," said Nelson.

"It will actually outline the form, of say, the body of someone lost in the woods or a swimmer in the water. And the outline will show up on our computer monitor aboard the craft," added Nelson.

Air Station Traverse City is one of only three helicopter-equipped stations in the Great Lakes region; the other two being based in Detroit and Chicago which fly HH-65A choppers with a much shorter range than the Sikorsky CH-3E.

"I'm very proud of our record here at the station. We've got some super people," said Gerfin.



The Sikorsky CH-3E chopper is a workhorse for the Coast Guard. Weighing 11-tons and having a range of 600-miles, it can cruise at a maximum speed of 142-knots, or 160 miles-per-hour.

Photos by

Bob Paetschow



The cockpit of the Sikorsky CH-3E helicopter, that carries a crew consisting of a pilot and co-pilot, navigator, a radioman, and a rescue swimmer and corpsman.



Lieutenant Rocky Nelson points out the Sikorsky's new FLIR system—Forward Looking Infra-Red rescue equipment—which detects heat differentials and can be monitored by a computer onboard the chopper.

TRAVERSE CITY RECORD-EAGLE  
TUESDAY, AUGUST 28, 1990

## Four rescued from lake

TRAVERSE CITY — The U.S. Coast Guard rescued four sailors after their evening cruise ended on the rocks in Lake Michigan. The sailboat Easy Rider ran aground on rocks just north of Point Betsie near Frankfort about 11 p.m. and began taking on water, said Cmdr. Larry Manthei, operations officer of the Coast Guard Air Station in Traverse City. The boat was more than 100 yards offshore in water about 14 feet deep, Manthei said. A helicopter from the air station and a 44-foot boat from the Coast Guard station in Frankfort went to the scene and two crew members boarded the sailboat, Manthei said. They discovered and patched a 2-inch hole on the bottom of the boat, he said. The Coast Guard then escorted the sailboat to shore. Manthei said the names of the sailboat's occupants were unavailable, but the boat was owned by Bernard Kriss of Hazelcrest, Ill.

TRAVERSE CITY RECORD-EAGLE  
SATURDAY, SEPTEMBER 15, 1990 3A

## Wind surfer creates a scare

TRAVERSE CITY — Doug Schierer didn't expect many people to notice when he went wind surfing in blustery East Grand Traverse Bay Friday night. People noticed. Grand Traverse County sheriff's marine officers, called out for a possible drowning, found Schierer of Traverse City floating slowly to shore with his disabled sailboard. "I was only out there a little while," said Schierer, of Traverse City. "But there's a little plastic thing I forgot to put on the mast, and the mast filled up with water." Unable to hoist the mast and sail from the water's surface, Schierer just waited to float to shore, pushed by strong northwest winds. Someone at Reflections Restaurant noticed that Schierer was in the water and reported it to authorities about 7:30 p.m. Five minutes later, Grand Traverse County dispatchers called out the sheriff's marine patrol for a possible drowning. A helicopter crew from the U.S. Coast Guard Air Station flew in to assist. Searchers found him quickly, but by that time Schierer said he was almost to shore.



Fire destroys boat in Grand Traverse Bay

Record-Eagle/John Russell



Above: Lt. Dan Yagle stands on the pier at Clinch Park Marina waiting for water as an 18-foot power boat owned by David and Jan Bates of Vernon burns Saturday afternoon. Left: Firefighters watch as a Coast Guard helicopter tries to create waves to push the burning boat toward shore. Below: Jan Bates watches as Yagle pours water into the burned out hull. There were no injuries. The fire started in the engine shortly after the boat pulled away from the marina. The boat was not insured.









# Coast Guard station's chopper fleet upgraded



Coming to TC: An HH-60J "Jayhawk" helicopter.

By WILLIAM SCOTT  
Record-Eagle staff writer

TRAVERSE CITY — Helicopter pilots at the U.S. Coast Guard Air Station here will be flying sportier models starting next May. Three \$10.5 million HH-60J "Jayhawk" helicopters will replace the air station's larger, slower H-3 "Pelicans," said Coast Guard spokeswoman Lt. Kathy Stearns.

The Pelicans, built in the late 1960s, have been at the Traverse City air station since April 1986, when they replaced two jets and three smaller helicopters.

The Jayhawk is identical to the Army Blackhawk helicopter and the Navy Seahawk. It is made by Sikorsky Aircraft Division of United Technologies Corporation. Although one of the new helicopters will be in

the area briefly in January for winter weather testing, all three will arrive in May and the pilots will begin training on the new models.

The changeover will be complete by fall 1991, two years ahead of schedule, Stearns said. Traverse City will be only the second air station in the country to receive the new choppers.

"It's going to be a lot of fun," said Stearns, who is a pilot.

The Jayhawk flies at a top speed of 190 mph, 30 mph faster than the old H-3, and features state-of-the-art computers and a navigational system guided by satellites.

It doesn't float like its predecessor and it can only carry six rescues compared to 12, but it can complete any mission the H-3 flies, Stearns said. The new Jayhawk can stay airborne just as long and can land and take off from Coast Guard cutters, something the H-3 can't do, she said.

## Ex-TC officer on next space shuttle flight

By WILLIAM SCOTT  
Record-Eagle staff writer

TRAVERSE CITY — In three weeks, Commander Bruce Melnick, once stationed at the Traverse City Coast Guard Air Station, is scheduled to head into space to help launch a satellite that will explore the sun. Friends and former coworkers here will be with him at Cape Canaveral, Fla., in spirit if not



Melnick

in person Oct. 5, when the space shuttle Discovery is scheduled to blast off.

He is the only astronaut to come from the Coast Guard.

"It's nice to say you know an astronaut," said Coast Guard Lt. Cmdr. William Biggar.

Biggar and his wife, Connie, received an invitation this week, at Melnick's request, from the National Aeronautics and Space Administration to attend the shuttle's launch. He and Melnick worked together in 1986 and 1987 at the air station and remain friends. Melnick was an operations officer while here.

The Biggars don't think they will make the trip, but another couple, Jim and Terri Glenn, also invited to the launch, are

still trying to see if they can go. Terri Glenn and Melnick's wife, Kay, both nurses, worked together at Traverse City Osteopathic Hospital.

"Sooner or later, we knew Bruce was going on a shuttle, but it came a lot sooner than we anticipated," Jim Glenn said. "Even if we didn't see the shuttle (launch), it'd be nice to see Kay."

Melnick, 40, is a mission specialist for the shuttle trip. His job is to help launch the sun probe Ulysses while the shuttle is in orbit. His main job is to operate the robot arm that will separate the probe from the shuttle, Jim Glenn said.

Melnick will also spacewalk outside the shuttle, if necessary,

to solve any mechanical problems in the Ulysses launch, Glenn said.

Ulysses will first travel away from the sun to Jupiter, using that planet's strong gravitational pull as a "slingshot," sending the probe toward the sun and out of the plane of earth's orbit to explore the sun's north and south poles.

NASA has only a 19-day "window" to launch Discovery. If the shuttle doesn't take off by Oct. 23, NASA will have to wait 13 months for the right planet alignment to send Ulysses.

Interest is high at the air station in Traverse City.

Continued on PAGE 4A

## ... Ex-TC officer on shuttle

Continued from PAGE 1A

"Everybody is kind of following him and waiting for him to go up," said Lt. j.g. Kathy Stearns, public affairs officer at the station.

Cmdr. Larry Manthei, who worked with Melnick when both were stationed in Cape Cod, Mass., in the late 1970s, said he hopes to go to Florida to watch the launch.

"It's the culmination of an awful lot of effort on Bruce's part," Biggar said. He added

that Melnick is under "added pressure" by being the Coast Guard's only representative in the space program.

But Jim Glenn said Melnick is taking it well. He called his friend two months ago, worried that a 3½-month delay in the launch of the shuttle Columbia might jeopardize Discovery's flight. Melnick assured him that because of the crucial "window," his was the only shuttle mission not affected by the delay.

"He was quite confident," Glenn said.

TRAVERSE CITY RECORD-EAGLE  
THURSDAY, OCTOBER 4, 1989 3A

## TC Coast Guard sets rescue mark

TRAVERSE CITY — U.S. Coast Guard helicopter crews set a record for searches and rescues from the Traverse City Air Station in the fiscal year that ended Sunday, officials said.

The crews went on exactly 200 searches and rescues, easily breaking the previous record of 178 set last year.

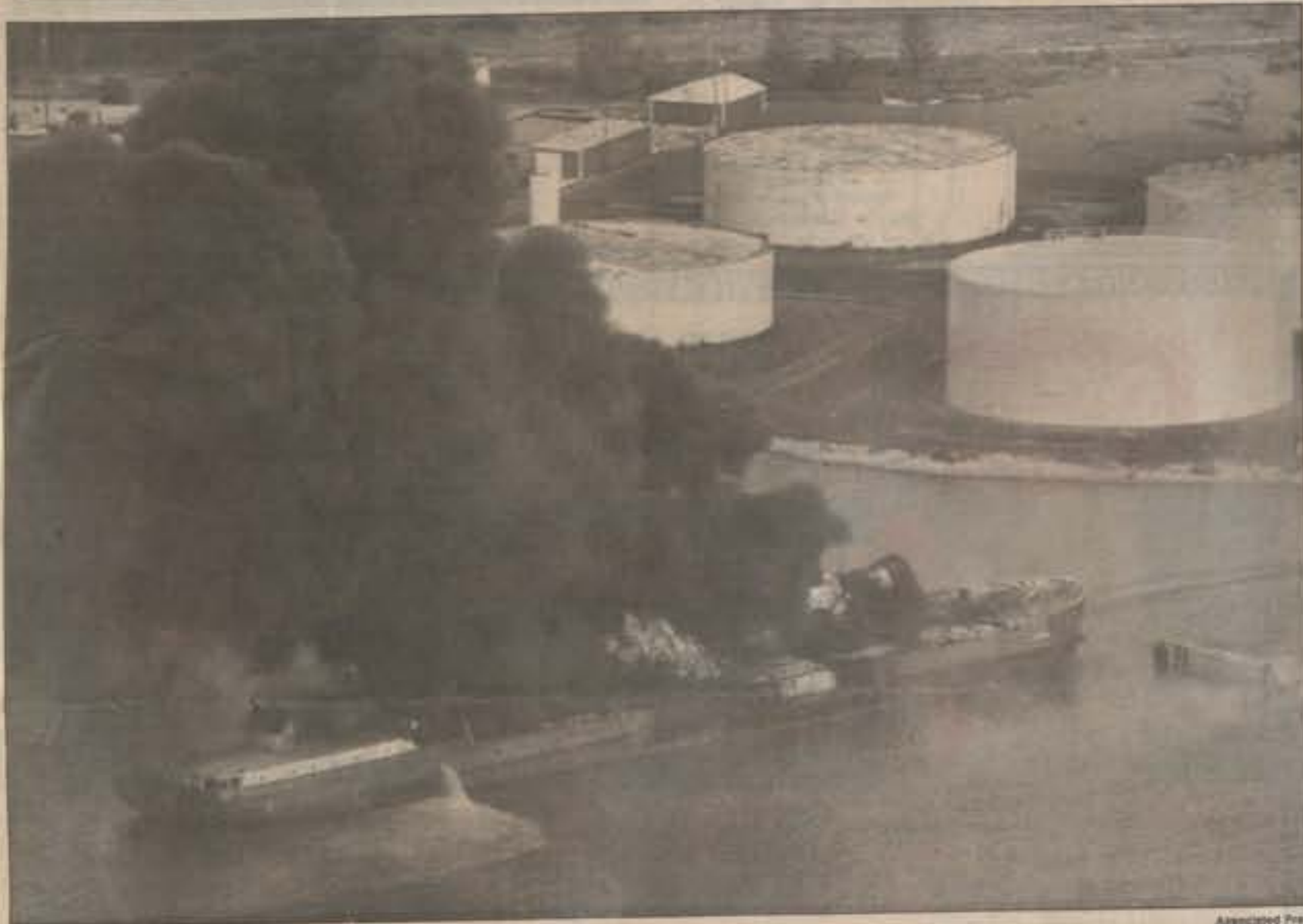
The Traverse City crews were also credited with saving 33 lives and \$408,000 during the year that started Oct. 1, said public affairs officer Lt. j.g. Kathy Stearns.

The "saves" included transporting critically ill or injured people to hospitals, rescuing stranded boaters from overturned boats and picking up a lost hunter suffering hypothermia, Stearns said.

She said the increase in missions is the result of an infrared radar camera that helps spot lost hikers and hunters by detecting the heat from their bodies.

Four sections, 28 pages

Monday, September 17, 1990



Stricken ship: The tanker Jupiter burns on the Saginaw River just north of downtown Bay City on Sunday. The Total oil tank farm is seen in the background.

## Tanker blast injures 18 in Bay City

BAY CITY (AP) — A gasoline tanker ship that exploded in the Saginaw River, leaving one crew member missing and several injured, continued burning early today, sending continuous billows of black smoke over the water.

The 392-foot tanker erupted in flames Sunday as it pumped gasoline into storage tanks by the river and burned through the night. The sixth and final gasoline compartment blew up this morning, he said.

"It was like a big torch straight up," Assistant Bay City Fire Chief Lloyd Trask said.

Authorities may try to extinguish the fire with foam from barge or aircraft, said Robert Nelson, state police spokesman. A strategy session was scheduled for late morning.

"If you make a mistake trying to put it out you run the risk of a hot flash and another explosion," Coast Guard Cmdr. Thomas Daley said.

The ship is intact and no fuel is leaking into the river, Nelson said. It may have undergone structural damage and could buckle, he said.

A parade of cars crept by since Sunday, drawn by a column of black smoke that shadowed parts of Bay City during the day and was easily seen from Flint, 40 miles

south. Bay City is a city of 40,000 located on Lake Huron's Saginaw Bay about 100 miles northwest of Detroit.

Gov. James Blanchard visited the site and declared an emergency to free up state aid and assistance.

U.S. Rep. Bill Schuette, R-Sanford, said he asked Environmental Protection Agency chief William Reilly Sunday night to immediately assess the situation. Schuette said his staff also asked the Secretary of Transportation's office to look into the cause of the explosion.

The initial blast came about 8:45 a.m. Sunday as the M.V. Jupiter, owned by Cleveland Tankers Inc., unloaded unleaded gasoline it had picked up in Sarnia, Ontario, into storage tanks at Bay City's Total Refinery Dock Facility.

The tanker was docked at the Total marine terminal in Traverse City on Aug. 22, said terminal manager Tom Wressell. He said the tanker stops in Traverse City to unload oil about twice a year and was one of the safest tankers he's seen.

"I was very surprised," he said. "It had a very conscientious crew. I feel bad about it."

The ship was moored at a Bay City pier jutting into the river. It had pumped about 30,000 barrels of its 54,000-barrel cargo

into a white pipeline leading to the storage tanks ashore when the blast occurred, said Dan Lacey, spokesman for Ashland Oil Inc., parent company of Cleveland Tankers.

Investigators speculated that the wake of a passing ship could have parted some of the Jupiter's mooring lines and its gasoline connection, spilling fuel that ignited to cause the blast.

A six-person helicopter crew from the Traverse City Coast Guard Air Station transported six barrels of fire retardant to the scene Sunday and flew local fire officials over the tanker for an aerial view, said Lt. Rocky Nelson.

Nelson, who was in the Traverse City crew, said he could see the smoke when the helicopter was 55 miles away.

"The fire probably covered two-thirds of the ship, and the fire was a minimum of 100 to 150 feet high at times," he said.

Mike Revard said his wife, Pamela, snatched up their 5-month-old son, Matthew, and ran from their house a few blocks from the river when she heard the explosion. "It shook the pictures on the walls," Revard said.

"It just about blew the door off," said John Anderson, standing on a porch a few doors away.

## New 'copters qualify

In response to a recent letter from William Martin about the new Jayhawk helicopter upgrades for our air station in Traverse City:

My first guess would be that Mr. Martin is neither a boater nor a pilot who flies across Lake Michigan. My second guess is that he has never spent more than a few minutes in very cold water. If either were true, Mr. Martin would be very glad to see these newer, faster machines in the air.

I could discuss the effects of hypothermia or the results of oxygen starvation on a drowning victim, but Mr. Martin sounded so knowledgeable about air/sea rescue and Munson's aviation facilities, I'll assume he knows all about it. (For those who don't, it can be summed up this way: Seconds can make the difference between life, death or simple existence in a vegetative state.)

The Sikorsky aircraft our Coast Guard personnel fly are vintage 1968. That means they were designed in the late '50s and early '60s. I think 22 years of service from any machine is getting more than our money's worth — especially when the lives of the crewmen and rescuees are at stake. Mr. Martin should know about the hundreds of

hours a year Coast Guard pilots and crew fly to remain qualified for air/sea rescue.

You can't just get a helicopter, hop in and expect to rescue someone. At night, offshore, there are no visible reference points, no horizon to gauge altitude. It can be extremely dangerous business. It requires extensive training, dedication to duty and, at times, a willingness to put your life on the line for a stranger in trouble. Traverse City is fortunate to have an air station so close to home.

I was in Coast Guard aviation from 1978 to 1986. I crewed on the older (no longer in service) H-52s. In the Coast Guard, if you fix 'em you fly 'em. Unlike other services, the Coast Guard expects its aviation people to be self-sufficient — no separate flight crews and maintenance crews. If the Coast Guard adopted the idea of sealed-bid maintenance, I'm sure they'd have people lining up to fly rescue missions on a helicopter repaired by the lowest bidder. Go ahead and put the new helicopters on a purely financial basis, but there are literally thousands of people in America, alive today because of the U.S. Coast Guard, who'll tell you to find another ax to grind. Semper paratus!

Tim Watson  
Traverse City

...TC couples watch shuttle blastoff

Continued from PAGE 1A

Biggar said the weather was perfect for the launch. "There was not a cloud in the sky over the launch area," Biggar said. "There was a rain shower over the recovery field, and they just waited as a precaution for it to clear." "It was a picture-perfect launch." The invitation to the Traverse City couples got them in to a special viewing area with friends and family of the crew members. "The area we were in was on the Banana River — a causeway — with an unobstructed view of the launch," Biggar said. "It's a pretty impressive setup they have — with a running commentary over loud speakers." "It was impressive. I'd recommend it to everybody." Meinick is the first astronaut selected from the U.S. Coast Guard. On the Discovery flight, he is one of two astronauts designated to perform a spacewalk

during the mission should an emergency arise. Meinick said he first wanted to be an astronaut as a youth when he watched Alan Shepard become the first American to fly in space. "But I didn't think it was a realistic goal," Meinick said. Meinick was born in New York City, but he grew up in Clearwater, Fla., where he graduated from Clearwater High School. After earning a bachelor's degree in engineering from the Coast Guard Academy, he was assigned as a deck watch officer aboard a cutter. Sixteen months later, he went to Navy flight training. He earned his wings in 1974 and a master's degree in aeronautical systems from the University of West Florida a year later. He worked as a Coast Guard rescue pilot and an operations officer before being selected as an astronaut. Meinick and his wife Kay is married and has two children.



Discovery crew: Members of the crew of the space shuttle Discovery walk out of checkout building at Cape Canaveral early Saturday morning before being launched into space. They are: Left, pilot Robert Cabana; center, front to rear, mission specialists Bruce Meinick, William Shepherd and Tom Akers; and right, commander Richard Richards.

TC couples call friend's launch 'picture-perfect'

From staff and wire reports

CAPE CANAVERAL — The ground shook under clear blue skies early Saturday as two Traverse City couples watched friend Bruce Meinick rocket into orbit aboard the shuttle Discovery. The 40-year-old Meinick, a commander in the Coast Guard who was stationed at the Coast Guard Air Station in Traverse City in 1986 and early 1987, is a mission specialist on the Discovery. He invited Coast Guard Cmdr. William Biggar and his wife Connie and Jim and Terri Glenn of Traverse City to Florida to watch the launch with Meinick's wife Kay. "We were close — probably within three miles of the launch field — and it was complete with the earth shaking at liftoff," William Biggar said in a call to Traverse City Saturday morning. "We could still see the shuttle for a good three minutes after the launch," he said.

Continued on PAGE 7A

New Coast Guard helicopter is a bargain despite cost

William Martin's Sept. 25 letter to the editor deserves a response so readers are not misled by some misconceptions about what is done at the Coast Guard Air Station. I am responding not for the Coast Guard officially, but personally. As a taxpayer I share Mr. Martin's concern about the cost of replacing the H-3 helicopter. However, when you look at the multimission capability of the aircraft and the cost of even the North Flight/Munson helicopter, it looks like a bargain. The primary mission of the Coast Guard Air Station is search and rescue. Not only does it serve the Traverse City area, but the three helicopters serve the entire Great Lakes, from New York to Minnesota. This requires an aircraft with a range not available in any smaller, less-expensive helicopter. If every local mission was an immediate rescue, the suggestion to perform these rescues with the Munson helicopter would be good. However, most maritime rescues require a lot of search time, and this drives up the cost considerably. Their helicopter would have to be



Jim Reed

equipped with a hoist, and their crew would have to be trained to perform rescues over water. This is significantly more difficult than hoisting over land. The cost of such training is substantial. Their helicopter is extremely well-equipped for the medical mission but has no room left for equipment needed to rescue someone from the water. If each hospital-based helicopter around the Great Lakes were sized and equipped for maritime and medical rescue, the cost would exceed the Coast Guard expenses at Traverse City. The North Flight/Munson helicopter is an outstanding example of professional Emergency Medical Services helicopters located in many large

cities. Traverse City is truly fortunate to have this service. U.S. Coast Guard helicopters and hospital-based helicopters complement each other; the U.S. Coast Guard cannot compete, by law, with these operations. The costs of supporting hospital-based helicopters is the burden of those who pay medical insurance and medical bills. Many Coast Guard rescues do not fall neatly into medical insurance categories. In order to implement Mr. Martin's suggestion, local communities would have to support these operations through additional taxes or subscription fees. Currently, the U.S. Coast Guard serves anyone in distress over water and assists local rescue agencies in searches over land. All taxpayers share the burden of providing rescue services throughout the coastal United States. Weather restrictions placed by the FAA on EMS helicopter operations do not apply to the Coast Guard, whose pilots and aircraft are certified for instrument conditions. The air station is occasionally called to perform medical transports for hospitals around the Great

Lakes. The additional cost of providing an all-weather helicopter and crew would be a substantial burden to hospitals. This extra capability is one of the reasons our helicopter costs as much as it does. Coast Guard helicopters can land at Munson, but most cases can be handled just as safely by landing at the air station and transporting to the hospital by ambulance. If time is critical to the patient's survival, you can be assured the H-3 or H-60 will land at the hospital. In addition to search and rescue, the Coast Guard performs many other missions with the helicopter. It is involved in the national war against drugs, working with law enforcement agencies throughout the Great Lakes states and Canada. Lighthouses, weather stations and navigational aids require frequent maintenance, and the Coast Guard provides transportation to the crews that maintain them. A lot of the cargo transported is too large to fit in smaller, less expensive helicopters. If there is a pollution incident we are a part of the response team. During the M/V Jupiter fire in Saginaw, barrels

of foam not immediately available locally were transported to fight the fire. Because the helicopter has multimission capabilities it is initially expensive, but it will serve the public very well for the next 20 years. Mr. Martin's suggestion of contract aircraft maintenance has merit but neglects some important facts. The men and women who maintain the aircraft are highly trained but not highly paid. They are professionals who not only fix the aircraft but fly as crew members as well. As a result the maintenance is outstanding. They work an average of 68 hours a week. When the weather is really bad they put their lives on the line to rescue someone who, all too often, is in distress because of poor planning, negligence or blatant stupidity. In my 14 years of flying for the Coast Guard I have lost too many friends who were trying to save people who could have prevented their distress with some good judgment. To replace these dedicated people with contract personnel would be difficult. While many of the air station crew took offense to Mr. Mar-

tin's letter, I am glad he cared enough to express his opinions and gave me the opportunity to clarify some misconceptions I am sure others also had about the aircraft. I, too, would like to see our government spend less to provide the services it does. However, the H-60 appears to be the most economical choice available for the missions Americans have asked the Coast Guard to do. About the author Jim Reed is a lieutenant commander, pilot and aviation engineering officer at the Coast Guard Air Station in Traverse City. A 1974 Coast Guard Academy graduate, he has been a search and rescue helicopter pilot for the Coast Guard since receiving his wings from Navy flight school in 1978. About the forum The forum is a periodic column of opinion written by Record-Eagle readers in their areas of interest or expertise. Submissions of 900 words or less may be made to Mike Ready, editorial page editor. Please include biographical information and a photo, if available.



Cheering a colleague: Coast Guard personnel cheer the landing of Discovery this morning while watching a large-screen television in the enlisted men's club at the Traverse City air station. Astronaut Bruce Meinick, who was stationed in Traverse City in 1986 and 1987, became the first Coast Guardsman to fly in space during the four-day mission.







VERN & FRAN BERNARD 1/31/90  
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 RECEIVING THANKS FROM COAST GUARD

Wednesday, January 30, 1991

## TNT drug unit confiscated more pot, less cocaine in 1990

By WILLIAM SCOTT  
 Record-Eagle staff writer

TRAVERSE CITY — The Traverse Narcotics Team nabbed more suspected drug dealers in 1990 than in 1989, seizing half as much cocaine but three times as much marijuana.

Lt. Steve Rankens, the drug team's commander, said that doesn't mean drug trafficking is up in the region.

"I don't think the problem is any worse, it's just that we're more successful," Rankens said.

TNT opened 109 new cases in 1990, compared to 103 in 1989. Officers arrested 110 suspected dealers in 1990, 21 more than the year before.

In 1990, they seized 695 grams

of cocaine and 3,203 pounds of marijuana, compared to 1,500 grams of cocaine and 1,192 pounds of marijuana in 1989.

Agents also seized \$57,449 in cash and \$236,650 worth of property in 1990 compared to \$6,430 in cash and \$25,250 in property the year before.

Rankens attributed part of the increase in arrests and marijuana seizures in 1990 to a larger federal grant that allowed TNT to hire more investigators. He declined to say how many officers are on the team.

A new 24-hour drug tip hot line, installed in August, also helped, Rankens said. At least one anonymous tip last fall led officers to search for a marijuana field from a U.S. Coast

Guard helicopter.

"And we got it," Rankens said.

The hot line, 1-800-338-0TNT, is for anyone who suspects illegal drug activity, from growing marijuana to selling drugs, Rankens said.

Rankens said part of the team's success is the pressure it puts on drug dealers, who know undercover officers are out there and are forced to be more cautious about who they sell to. He wouldn't say whether that increased caution, in turn, hampers the officers' efforts to make drug buys.

The drug team can claim the cash and property if a circuit

Continued on PAGE 8A ▶

## Indoor marijuana operations seized

TRAVERSE CITY — Narcotics officers seized two indoor marijuana-growing operations this week, one each in Grand Traverse and Benzie counties, and arrested two men.

Traverse Narcotics Team officers executed a search warrant Monday night at the home of Paul Groesser, 28, 426 N. Monroe St., and seized 40 marijuana plants and growing equipment, Traverse City police said.

Groesser was charged with manufacturing marijuana and was arraigned today in 96th District Court. If convicted, he could face up to four years in prison and a \$2,000 fine.

On Tuesday, TNT officers and Benzie County sheriff's deputies raided a trailer and seized an unspecified number of marijuana plants.

The trailer's owner was also charged with growing marijuana and is being held in the Benzie County Jail, deputies said.

The suspect's name is being withheld until his arraignment Thursday in 85th District Court. No other information was available.

## ...More pot, less cocaine seized

Continued from PAGE 1A

court judge determines that it was obtained through illegal drug sales.

One of the most notable cases of 1990 was the arrest of John Stuart Corpe of Traverse City, who police officials described as a major marijuana dealer.

When they arrested Corpe at

his home last January, they seized more than \$26,000 in cash, 30 one-pound bags of marijuana, plus his house, gold and silver coins and ingots, seven automobiles and a variety of stereo equipment.

Corpe later pleaded guilty to selling marijuana and was sentenced to 2½ to 4 years in prison. The cash and most of his property was eventually for-

feited to the drug team.

The Traverse Narcotics Team investigates drug trafficking in Antrim, Benzie, Grand Traverse, Kalkaska, Leelanau and Missaukee counties. Officers are loaned from sheriffs' and police departments in the area, and the team's expenses are paid by federal grants and forfeited cash and property.



Fishing with  
 Captain Rast  
 Summer 1990



Record-Eagle/Greg Johnson

New addition: A Jayhawk helicopter, left, and an H-3 Pelican fly over West Grand Traverse Bay Monday.

## Jayhawk joins Coast Guard fleet

By WILLIAM SCOTT  
Record-Eagle staff writer

TRAVERSE CITY — A Jayhawk joined two Pelicans and a visiting Dolphin in the sky over West Grand Traverse Bay Monday afternoon.

The four U.S. Coast Guard helicopters flew in formation for about an hour to showcase one of the three Jayhawks, a Sikorsky HH-60J helicopter, that will replace the slower H-3 Pelicans at the Coast Guard Air Station in Traverse City.

The Jayhawk is the Coast Guard's version of the Army Blackhawk and the Navy Seahawk, now being used in the Midwest for rescues, operations behind the front lines and to track submarines.

The Jayhawk "can do everything the H-3 can do except land on water."

Scottie Womack

It flew into town Sunday for a few days of winter-weather testing, officials said. The helicopter and two others, each costing \$10.5 million, will return permanently in June.

The Dolphin, based in Chicago, was in the area, returning from a mission, and joined the other choppers Monday afternoon.

The Pelicans, built in the late 1960s, have been at the air station since 1986, when they replaced two jets and three smaller choppers.

proved technology over the Pelicans, said Lt. J.G. Scottie Womack, who flew the new helicopter from Mobile, Ala., where he was trained to fly it.

"It can do everything the H-3 can do except land on water," Womack said.

It can also land on Coast Guard cutters, which the larger Pelican couldn't. The Jayhawk's tail and blades also fold for more compact storage in limited space, Womack said.

"The biggest drawback is interior space, but you rarely need all the room that's in the

H-3," he said.

Womack and Lt. J.G. Dennis Dickson will teach the 15 Traverse City pilots during six-week courses in Alabama.

Although the Jayhawk is smaller and about 30 mph faster than the Pelican, there's not much difference in the way it flies, Womack said.

Much of the Jayhawk's communication and navigational equipment is computerized, Womack said. Computer screens replace many of the Pelican's knobs and buttons.

The navigational equipment makes it easier for pilots to control the helicopter during searches and rescues, giving them more time to search, he said.

### Features

## Mesquite rescue workers honored

By WILLIAM SCOTT  
Record-Eagle staff writer

TRAVERSE CITY — Fifty Traverse City Coast Guard members involved in rescuing the crew of the Coast Guard cutter *Mesquite* from a reef in Lake Superior and later sinking the cutter received special commendations in a ceremony Thursday.

Lt. Tim Dellot, the first helicopter pilot to arrive at the scene on Dec. 4, 1989, said the weather couldn't have been worse. He had to battle high winds, low temperatures and poor visibility while hovering over the ship and flying four injured crew members to a hospital in Houghton.

The 49 honored Thursday received special operations service ribbons for their work involving the *Mesquite* from the day it ran aground until it was decommissioned and sunk in July. The honorees include pilots, rescue crews and divers who stabilized the damaged ship, rescued important equipment and documents, and prepared the ship for sinking.

The 49 are: commanders Andrew L. Gerfin, Dennis C. Bosso, Mario E. Fajardo and Thomas D. Walters; lieutenant commanders Lloyd G. Spencer and Richard M. Wright; lieutenants Timothy J. Dellot, Douglas S. Taylor, Scott A. Nelson and Capt. Michael B. Jarvis; lieutenants junior-grade Scottie R. Womack, Donald F. Potter, Robert P. Yerex, Kathryn A. Stearns and M.E. Reynolds; chief petty officer Christopher R. Stanley;

Petty officers Kevin S. Barwick, Tyler L. Bussard, Benjamin Serna, Robert G. Bane, William J. Potts, Kenneth I. Blackman, Marvin T. Carter, Joseph A. Fuller, Lee A. Howard, Warren K. Hoback, Mark A. McCabe, Matthew Manfredi, Timothy S. Schlesener, Richard L. Steffy, Matthew P. Fithian, Scott J.



Record-Eagle/Den Nelson

On guard: U.S. Coast Guard personnel at the Traverse City Air Station receive commendations Thursday morning.

Barnett, Peter B. Roach, Stuart Boughton, Mark D. Bowling, Grant W. Waldron, George Marinkov, Dennis C. Farney, Ricky L. Winters, Keith M. Isaacson, James D. Metz, Mark A. Hawn, Leonard R. Taylor, D.J. Pike, R.E. Miller, L.L. Tomlinson, A.E. Coykendall, R.L. Scheel and J.W. Longsdorf.

Another 14 received individual awards for modifying three H-3 helicopters the Coast Guard obtained in late 1989 from the U.S. Air Force. The changes included rewiring, installing equipment and rearranging the seating in each helicopter.

Of the 14 who received personal awards for modifying the helicopters, three received Commendation Medals: Lt. Cmdr. James F. Reed, Chief Petty Officer David G. Allen, and Petty Officer Allen W. Potter.

Nine received Achievement Medals: Ensign Charles M. Hancock, Chief Petty Officer Scott H. Williams, and petty officers Keith M. Isaacson, Keith D. Stilton, Mustafa K. Bozkurt, William J. Potts, Richard L. Steffy, Leonard R. Taylor and Thomas M. Sero.

Petty Officers Warren K. Hoback and George Marinkov received letters of commendation.

### In Brief

By The Associated Press

#### Coast Guard aids search for teens

NORTH KINGSVILLE, Ohio — The father of one of two northeast Ohio teen-agers missing in Lake Erie fears they didn't survive a storm after their boat overturned.

Scott Bartlett, 16, and Chris Winters, 15, both of North Kingsville, were reported missing Wednesday night by their parents several hours after witnesses saw two boys apparently swept out into the lake in a boat.

The search for them was suspended Friday afternoon. Coast Guard helicopters from Detroit and Traverse City searched more than 200 square miles of the lake Thursday and part of Friday.

"The probability of finding them alive is really quite slim," said Coast Guard Chief Petty Officer Phillip Franklin of the Cleveland station. "There's no plan to resume the search unless we find some debris or other evidence."

The youngsters apparently took a 10-foot sailboat from a lakefront cottage and headed out into the lake late Wednesday despite a gale warning, officials said. The boat was found Thursday afternoon near Erie, Pa. The boat wasn't equipped with life preservers, a mast, sail or oars when it was taken, the Coast Guard said.



Photo by Bob Paetschow

### Team effort

U.S. Coast Guard air, water and auxiliary units held a joint rescue training exercise Friday. Reservists from Michigan, and as far away as Indiana, took part in three days of training here to maintain boat qualifications for search and rescue operations. Groundwork is currently being laid to establish a local Coast Guard Auxiliary flotilla. Station Manistee became fully operational this morning (see story on page 3).



Record-Eagle/John L. Russell

### New chopper

An HH-62 "Jayhawk" helicopter is refueled at the Coast Guard Air Station in Traverse City Tuesday night, after its arrival from Elizabeth City, N.J. Three of the \$10.5 million choppers will be stationed here, replacing the 25-year-old H-3 "Pelican." The others will arrive in June and July.

### Guardsmen's thumb nearly severed

MANISTEE — A 33-year-old Coast Guardsman nearly severed his thumb when it was pinched between two boats during a training exercise on Lake Michigan.

Boatswain's mate Jeffrey Miller, stationed in Manistee, was expected to be back home this afternoon after doctors performed surgery on the thumb at St. Mary's Health Center in Grand Rapids, said Tom Rau, public affairs officer at the Manistee Coast Guard station.

A helicopter crew from the Coast Guard Air Station in Traverse City flew Miller to St. Mary's from West Shore Hospital in Manistee, Rau said.

Rau said Miller was injured about 7 p.m. Wednesday during a towing exercise. Miller was aboard a 41-foot rescue boat, towing a 16-foot Boston Whaler used for training.

Miller was removing a tow line from the rear of the rescue boat when the two boats bumped together, pinching his thumb between them, Rau said.



**HH-60J Aircraft  
Acceptance Ceremony  
U.S. Coast Guard Air Station  
Traverse City, Michigan**

June 6, 1991

**Invocation**  
Reverend Dr. David Gabel

**Remarks and Introduction**  
CDR A. L. Gerfin, Jr.  
Commanding Officer  
Air Station Traverse City

**Remarks**  
Mr. Sergei I. Sikorsky  
Vice President  
Sikorsky Aircraft

**Presentation of Logbook**  
Mr. Sikorsky  
to  
CDR Gerfin

**Key Speaker**  
CAPT Arthur B. Shepard  
Chief  
Operations Division Ninth District

**Closing Remarks**  
CDR Gerfin

**Benediction**  
Reverend Dr. David Gabel



The Commanding Officer of  
U.S. Coast Guard Air Station Traverse City  
cordially invites you to attend the  
HH-60J Acceptance Ceremony.  
Activities will commence at 1130 on June 6, 1991  
at the Air Station Hangar.  
Dress will be tropical blue long for military  
and appropriate civilian attire.  
A reception will be held in the courtyard, Smith Hall,  
for all official guests.



## Gas spill closes Clinch Park Marina

TRAVERSE CITY — City fire officials, hampered by fog late Friday, were trying to identify the source and type of gas that spilled into West Grand Traverse Bay, closing Clinch Park Marina.

Fire Capt. Frank Olson estimated 10 to 40 gallons of an unidentified "petroleum product" had covered about 70 percent of the marina about 10:30 p.m. Olson said he didn't think the concentration of the product was high enough to be flammable.

A boom was en route from Total Petroleum in Elmwood Township to help prevent the slick from moving out of the harbor. Hazardous pickup handlers from A-1 Sanitation Service in Kalkaska were also called to the scene.

## Boy lost overnight is found safe

GRAYLING — Searchers, including a U.S. Coast Guard helicopter crew from Traverse City, spent Thursday night looking along the AuSable River for a 10-year-old boy who eventually turned up at a Grayling motel after spending the night in a lawn chair.

The boy, whose name was not released, was canoeing with a friend when the pair got into an argument, Coast Guard officials said. The boy got out of the canoe and walked upstream along the bank.

The boy walked 9 miles along the river from where he was last seen at 3:40 p.m. Thursday.

He wasn't seen again until he showed up at the Hospitality House motel in Grayling at 9:43 a.m. Friday, officials said. He told searchers he slept overnight in a lawn chair he found along the river.



New copter: Sergel Sikorsky addresses the crowd Thursday.

*Admiral Amicus father was OTC of Sleeping Bear in 1927*

## Officials walking on air over new helicopters

By WILLIAM SCOTT  
Record-Eagle staff writer

TRAVERSE CITY — Coast Guard officials hailed the arrival of a sportier fleet of helicopters for its Traverse City air station Wednesday.

Retired Admiral Willard Smith of Traverse City, former commandant of the Coast Guard, cut a red-white-and-blue ribbon wrapped around the first of three Sikorsky HH-60J "Jayhawk" helicopters.

Sergei Sikorsky, vice president of Sikorsky Aircraft Division and the son of helicopter pioneer Igor Sikorsky, was there to watch under bright blue afternoon skies. Smith paused, smiled for the cameras, then snipped the ribbon as the air station's

entire staff and more than 100 spectators applauded.

The gleaming Jayhawk was the first of its kind to replace the older HH-3F "Pelicans," which were built in the 1960s. The Coast Guard plans to add dozens more Jayhawks over the next three years.

Capt. Arthur Shepard, operations officer for the Coast Guard's Ninth District, called the change "a dramatic upgrade."

"It's kind of like comparing a van to a sports car," Shepard said during the ceremony.

The Jayhawk flies at a top speed of nearly 175 mph, compared to 145 mph for the Pelican. It has a range of 300 miles and can carry six people in addition to its crew.

It can't land in the water like the Pelican, but it can land on Coast Guard cutters, and its tail and blades fold for more compact storage, unlike the older model.

Cmdr. Tom Walters, executive officer at the air station, said the new choppers will also require less maintenance and parts will be more available.

Walters said the three older helicopters will remain at the air station until next fall while all the pilots are retrained. The Pelicans will be shipped to Tucson, Ariz., and stored or used for training or parts.

Among the audience was Frank Stulen of Traverse City, who designed helicopter rotor blades with the Air Force, then was hired after World War II by John Parsons, whose Traverse City-based Parsons Corp. was then the world's largest maker of rotor blades.

## TC won't be site for oil spill facility

Coast Guard picks Detroit

By PAMELA GLASS  
Ottaway News Service

WASHINGTON — Citing the city's proximity to heavy oil-bearing tanker traffic and highways, the U.S. Coast Guard selected its air station in Detroit over its sister station in Traverse City as site of a new Great Lakes oil spill response team, the agency announced this morning.

The Michigan decision, along with 19 other sites, were announced at a press conference at Coast Guard Headquarters.

The agency had been directed by Congress, under sweeping oil spill legislation passed last summer, to establish national oil spill planning and response centers in each of its 12 districts across the country.

For the Great Lakes, officials had reportedly narrowed down the choice to Detroit and Traverse City because aircraft at both stations could easily respond in accidents in the lakes region and there is space at both locations to house oil spill cleanup equipment.

The oil-spill fighting equipment will be used as a backup to privately-run efforts to clean up spills in the lakes.

The law requires that shippers take preventive measures to avoid accidents and to pay for cleanups when a mishap occurs. The shippers must hire private contractors to respond to accidents as part of individual oil-spill contingency plans.

The Coast Guard followed five criteria set out in the law in choosing the sites, said agency spokesman Lt. Cmdr. James G. Simpson. The criteria included availability of facilities to load and unload equipment by barge, proximity to an airport, quick flight response time to all areas of the Coast Guard district, availability of local personnel to respond, and proximity to busy oil barge and tanker traffic.

Detroit won out over Traverse City because it is closer to shipping traffic, said Cmdr. Doug Lentsch, who worked on the selection process. He cited as examples Detroit's proximity to the St. Clair and Detroit Rivers.

Another factor working in Detroit's favor, he said, is the good road network around the city since some of the oil spill equipment will be brought in by highway.

Lentsch said the decision was a difficult one for the Coast Guard because the agency had "lot of correspondence from both areas asking that they be given consideration."

He said the Traverse City air station may have a role in oil spill response by helping in surveillance and other airborne missions. And it could be considered as a site in the future when the Coast Guard reviews the effectiveness of the currently-selected sites and mulls any changes in another three or four years.

Rear Adm. James McNulty, superintendent of the Great Lakes Maritime Academy at Northwestern Michigan College, said he was disappointed but not surprised with the Coast Guard's decision.

"We didn't have a groundswell of support to have the center here," McNulty said.

The shipping industry preferred the Detroit location because spills are more likely there, McNulty said. McNulty had argued northern Michigan's sensitive lakeshore was more important than Detroit waters, especially when

## ... Oil spill facility

Continued from PAGE 1A

several downstate company's have oil spill cleanup equipment.

A centrally-located spill team would have provided the best protection for the entire Great Lakes basin, but "the squeaky wheel gets the grease," McNulty said.

The Maritime Academy will now work with Total Oil Co. on West Grand Traverse Bay and Northern A-1 Services, a Kalkaska company with cleanup equipment, to coordinate and improve cleanup response in this area.

The law provides about \$1 million to establish each center, which will essentially warehouse oil spill equipment and have trained people on staff to respond in an emergency. The Coast Guard said today that new equipment — including devices that skim oil from the water's surface, booms and floating devices that contain recovered oil — will be placed at the sites over the next two years.

An oil spill strike team to be set up at Fort Dix, N.J., will be the Coast Guard's primary control center for responding and monitoring spill cleanups in the Northeast and Great Lakes. The Great Lakes response team will report to that strike center.

The Daily Press, Escanaba  
Thursday, July 25, 1991

## Community

### Heritage Day scheduled at Fayette Park

FAYETTE — Turn back the clock to 1867, during Fayette Heritage Day, Saturday, Aug. 10.

The daylong festival will celebrate contributions that Fayette, a former iron-smelting town, made to Michigan's heritage.

Activities will continue from noon to 4:30 p.m. and include crafts, food, horse-drawn carriage rides and children's activities, including stenciling and gravestone rubbing. The old-time crafts demonstrations include blacksmithing, basket making, spinning, tating, quilting, candle making and wood carving.

Musical entertainment will be provided at 12:30 and 3 p.m. by the Doughty Saxhorn Reserve Band of Detroit, a re-enactment group featuring instruments from the 1800s.

At 1:30 p.m., Michael Deren, an Ann Arbor educator and historian, will present "The Past in Person." Through costume, songs and dramatic storytelling, Deren portrays a Great Lakes schooner captain of the 1870s, and brings to life the history and resources of the Great Lakes region.

At 4:30 p.m. State Archaeologist, Dr. John Halsey, will give a

slide presentation entitled "Archaeology at Fayette."

Visitors will also enjoy exploring the partially-restored iron smelting town. Fayette manufactured charcoal pig iron from 1867 to 1891, and is today an example of a late-1800s company town.

Located in Fayette State Park amid scenic limestone cliffs and woods, the Townsite includes 19 buildings, such as the company offices, hotel and town hall. Many of the buildings are completely open to the public. The town's natural and cultural resources recall an ear-

lier time when Fayette was a busy industrial community with an immigrant population of 500 people.

Museum exhibits, walking tours and a 40-square-foot scale model of the Townsite bring Fayette to life daily.

Fayette Townsite is located just off M-138, about 17 miles south of U.S. 2 on the Garden Peninsula.

The park is open daily from 9 a.m. to 7 p.m., the only admission fee is a state park motor vehicle permit, \$3 daily, \$15 seasonal. Admission to Fayette Heritage Day and the Townsite is free.



### An airborne mission

A Coast Guard helicopter from Traverse City made several landings in Escanaba Thursday as it removed gasoline tanks from the Minneapolis Shoals lighthouse in the Bay of Green Bay, south of Escanaba. Petty Officer Aaron

Brouwer of Escanaba's Ads to Navigator Station said the tanks no longer were needed at the lighthouse after it was converted from a manned to automated facility. (Daily Press photo by Barb Barley)



# LOCAL



Coast Guard commanders: Outgoing commander Andrew Gerfin Jr., left, and incoming commander Blain Brinson talk while standing in front of a H-60 "Jayhawk" helicopter.

## TC Coast Guard chief completes 2-year assignment

By WILLIAM SCOTT  
Record-Eagle staff writer

TRAVERSE CITY — The outgoing head of the Traverse City Air Station said the toughest part of his two-year stint here is leaving.

"It's a plum command," said Capt. Andrew Gerfin Jr., who will head the command center at the Coast Guard headquarters in Washington, D.C.

Gerfin's successor, Cmdr. Blain Brinson, will take over the command in a formal ceremony Tuesday at the air station.

Brinson, 42, was operations officer at the Kodiak, Alaska, air station the past three years.

Gerfin said Traverse City has a desirable air station because of its staff size of 125 to 140 people and its location. He also said Coast Guard members are made to feel welcome.

Brinson agreed, saying when he first learned of his transfer he asked people what Traverse City was like.

"No one said anything negative about the community or the air station," he said.

Brinson said his most important task as the air station's

new chief is to complete the transition from the H-3 "Pelican" helicopters to the smaller, faster H-60 "Jayhawks."

Two of the three new Jayhawks are in Traverse City and the third is expected to arrive at the end of the month.

Four of the air station's 16 pilots have already completed a six-week flight-training course on the new helicopters in Mobile, Ala., and four are training now in Alabama. The remaining eight will be trained later this summer.

Other crew members will receive maintenance training in Elizabeth City, N.J., and will train in equipment use at the air station.

Brinson said the transition should be complete by mid-September.

He said Traverse City has more snow and less wind than Kodiak, which is on an island south of the mainland.

Gerfin said the highlights of his career include being part of the Coast Guard's bicentennial last year and participating with local narcotics investigators to locate marijuana fields from the air.

## Funeral director dies in plane crash

HORTON BAY (AP) — A suburban Detroit funeral director died after his single-engine airplane crashed into Lake Charlevoix, authorities said.

Joseph Peterson, 55, of Dearborn was pronounced dead about 1 p.m. Tuesday at Northern Michigan Hospital in Petoskey, where he was flown by a U.S. Coast Guard helicopter.

Charlevoix County sheriff's deputies said Peterson's Bianca Super Viking hit the water and flipped over at 11:46 a.m.

Peterson had a summer home on nearby Walloon Lake. He had taken off from Boyne City Airport minutes before the plane crashed about a half-mile from Horton Bay on the north shore of Lake Charlevoix.

Peterson was trapped in the cockpit.

A private citizen pulled Peterson from the plane and took him to a dock, where rescue workers tried to revive him, deputies said.

Peterson was hoisted up into the hovering helicopter and flown to the Petoskey hospital, said Coast Guard Cmdr. Larry Manthei.

A family friend told the *Detroit Free Press* in a report published today that Peterson, owner of the Howe-Peterson Funeral Home, was trying to spread the cremated remains of a client over the lake.

A dispatcher at the Charlevoix County Sheriff's Department said this morning that he couldn't confirm that report.

The airplane remained afloat by being lashed to the bow of the Voyager, a 100-foot cruise boat that plies Lake Charlevoix.

The plane was towed to Boyne City, where Federal Aviation Administration investigators planned to examine it today.



Confiscated: The C.W. Bohman sits in a boat shelter at Betsie Bay Marina. The boat was transported by flatbed truck to Gaylord.

## Commercial fishermen face gill-net charges

By MARG HIGGINS  
Special to the Record-Eagle

FRANKFORT — Three white commercial fishermen from Wisconsin face arraignment Thursday in Benzie County District Court on state charges of possessing gill nets on their vessel in Lake Michigan waters.

The three were arrested by Michigan Department of Natural Resources officers about 6 a.m. on Aug. 9 as they approached a 6,000-foot gill net set in Lake Michigan, about 10 miles west of Pointe Betsie.

They are: Larry Voight, 37, captain of the C.W. Bohman; Peter McGregor, 28; and Orville Krugler, 30, all of Sturgeon Bay. They've all been released on \$500 bond.

DNR officers, assisted by the U.S. Coast Guard, also confiscated their 42-foot fishing

vessel with 3,000 feet of gill net aboard and recovered almost a ton of fish from the gill nets in Lake Michigan.

There were no fish on the boat, DNR Officer David Neitzke said. Almost all the fish in the nets were chubs. Only two were gamefish, lake trout, and one of those was dead, DNR Officer Derryl Jones said.

The DNR had had the gill nets under surveillance for a day after being tipped off about its location by sports fishermen, Neitzke said.

Commercial fishermen have not been able to use gill nets in Michigan waters for many years, Neitzke said. Wisconsin allows gill netting in its half of Lake Michigan. The DNR found the gill nets in about 355 feet of water in what is known as the Lake Michigan Middle Grounds, about 13 miles into Michigan

waters. "Commercial fishermen in Wisconsin are getting up to 400 pounds of chub in 15,000 feet of gill net. We pulled 6,000 feet of net with 1,901 pounds," Neitzke said.

The chub is in demand for smoked fish and it is a forage food for salmon and trout.

Neitzke said the investigation against the C.W. Bohman crew is continuing and more charges could be forthcoming. Wisconsin is also investigating the trio, he said.

Voight, a former Frankfort resident whose father was a fisherman, was familiar with the area, Neitzke said.

"We believe he made many trips over here," he said.

Voight has had other run-ins with the DNR over his fishing practices. In September 1975 he

was fined \$300 in Benzie County District Court for possessing gill nets. In April 1980 a Delta County jury found him guilty of assaulting a DNR officer in December 1979 over a fishing dispute. He served 35 days of a 90-day jail sentence and was fined \$155, according to a Delta County District Court clerk.

After the C.W. Bohman was confiscated, the U.S. Coast Guard inspected it and found seven boat safety violations. The DNR stored the boat at Betsie Bay Marina in Elberta until Monday.

DNR officers then removed electronic equipment and cabin top to transport it by flatbed to a department storage area in Gaylord. The boat, weighing between 20 and 30 tons, was still about 16-feet high from keel to cabin.

# LOCAL



Record-Eagle/John L. Russell

## Choppers chopped

Six Coast Guard helicopters, three which will be taken out of service this month, sit on the hangar deck at the air station in Traverse City. The H-3 Pelican, far left, along with two other Pelicans, is being replaced with three new H-60 Jayhawks (second from left). The three "E" series Pelicans are the last flying for the Coast Guard, and average 25 years in age. One leaves today for a salvage yard in Arizona, with the other two following in the next three weeks.



## U.S. COAST GUARD FLYING TOWARD THE 21st CENTURY



Nearly 50 years ago in a lonely corner of a Brooklyn, New York, airfield, eight Coast Guardsmen, with the help of a Russian-born immigrant, pioneered what has become a mainstay in Coast Guard aviation—the search and rescue helicopter.

At the time, the helicopter was little more than a novelty. However, in 1941, the Coast Guard became very interested in rotary winged aircraft after Igor Ivanovich Sikorsky established the world endurance record for a sustained helicopter flight. This achievement peaked the interest of the Coast Guard which believed this flying machine was capable of extending the search range of its fleet of ocean going cutters.

Unfortunately, the start of World War II and the Coast Guard's subse-

quently transfer to the Navy Department, put their research and development plans on hold—that is until 1943.

With the increasing threat Germany's U-Boats posed to trans-Atlantic allied shipping, the Coast Guard was tasked with developing the helicopter as an anti-submarine platform. The stage was set and the Coast Guard took delivery of the Sikorsky HNS-1 at its Brooklyn Air Station, thus forming the nucleus of the Coast Guard's first helicopter detachment.

Much has happened in the aviation world since then and that first two seat, tubular-framed whirlybird is a far cry from the avionics-packed, high-tech aircraft of today. But, in 1943

it was a state-of-the-art flying machine. And now, in a year that marks the 75th anniversary of Coast Guard aviation, the nation's smallest armed service welcomes its newest heir to the search and rescue helicopter—the Sikorsky HH-60J Jayhawk.

The Coast Guard's Ninth District, headquartered in Cleveland, became the recipient of the service's first mission-ready Jayhawk during roll-out ceremonies in northern Michigan on June 25.

Before a crowd of nearly 300, representatives of Sikorsky presented the first of 32 Jayhawks to the Coast Guard's air station in Traverse City, Michigan which is part of the Ninth District. Among those on hand for the presentation was Sergei Sikorsky, who as-

array of sophisticated electronics including radar and the NAVSTAR Global Positioning System, which is its primary navigational aid. On board, the Collins radio simultaneously receives information from four of the system's 18 world-wide satellites and converts it into latitude and longitude fixes, pinpointing the helicopter's position.

Powering the Jayhawk are two General Electric T700-GE-401C engines delivering 1,662 shaft horse power and giving the aircraft a cruising speed of 135 knots and a maximum speed of 180 knots. With its 950 gallon fuel capacity, the Jayhawk can fly its crew of four 300 miles to a given position, remain on scene 45 minutes, hoist six additional people on board and re-



The SIKORSKY HH-60J JAYHAWK with speeds up to 175 miles per hour.

Photo courtesy of Sikorsky

turned to base with fuel to spare.

By the time delivery of the Jayhawks is complete in April, 1993, the Coast Guard's most advanced helicopter will be serving at air stations in Traverse City, Michigan; Mobile, Alabama; Kodiak and Sitka, Alaska; Cape Cod, Massachusetts; Clearwater, Florida; Elizabeth City, North Carolina and San Francisco, California.

These helicopters will carry on the Coast Guard's proud aviation tradition by serving the public, as it does here this weekend, and through its multi-mission responsibilities and rescuing those in distress. It's an unbeatable combination as the Coast Guard prepares to fly into the 21st Century.

The Jayhawk is equipped with a full

turn to base with fuel to spare.

The Jayhawk is equipped with a full



FISHING WITH  
CAPT. Rusty Last  
Summer 1991

# Door County Advocate

Established in 1862

TWO SECTIONS

Press Run 12,000

Vol. 129—No. 57

STURGEON BAY, WIS. 54235—TUESDAY, AUGUST 6, 1991

35c



## Three boaters rescued after 16 hours in lake

By LINDA ADAMS

As Door County staged its first Maritime Festival in Sturgeon Bay, a true life maritime drama was unfolding on Lake Michigan as Coast Guard and county emergency personnel searched throughout the night Saturday for three missing fishermen.

After nearly 16 hours clinging to an overturned boat three Minnesota men were spotted by a Coast Guard helicopter shortly before noon Sunday and airlifted to Door County Memorial Hospital for treatment. It was later noted the three drifted nearly 18 miles from the point they overturned.

"They are all stable and doing very well," was the report Monday morning from Marcia Osborne, manager of emergency services department at Door County Memorial Hospital. She said all three fishermen had a good night Sunday.

Rescued in the all night search for the 24-ft. Chicken of the Sea and its crew were Gene Lehner, Al Miller and Ron Cook, vacationing in Door County from Minnesota. Involved in the operation were Coast Guard crews from the Sturgeon Bay Canal Station, CGC Mobile Bay, the command office from Group Milwaukee and the 9th Coast Guard District, Cleveland, OH, as well as Sheriff Charles Brann, Door County deputies, Department of Natural Resources wardens and residents of the lakeshore.

—Advocate photo by Linda Adams



The grounds of the Commodore Inn, Sturgeon Bay, served as a landing field Sunday for the Coast Guard Air Station Traverse City (MI) helicopter bringing in two injured fishermen rescued from Lake Michigan. Spectators lined the street and the Highway 42-57 by-pass as they watched the helicopter complete its all night rescue mission.



One of three Minnesota men rescued after 16 hours in Lake Michigan is taken into Door County Memorial Hospital Sunday afternoon

by county paramedics after being airlifted by a Coast Guard helicopter to Sturgeon Bay and then transferred by ambulance to the hospital.

—Advocate photo by Linda Adams

Coast Guard Chief Eric Engelbrecht reports that the operation got underway Saturday when the Sturgeon Bay Canal Station "got a call at 8:03 p.m. from the vessel Chicken of the Sea calling in a 'Mayday' saying they were taking in waves over the stern and going down."

According to Engelbrecht, "he said he was 'north of the banks' with three on board. We told him to put on life jackets and he said 'check' and that was the last thing we heard."

The canal station's 41-ft. search and rescue boat was participating in the Venetian Night parade in downtown Sturgeon Bay. "We diverted them and they came up the canal at full bells and were on scene at No. 16 (booy) at Whitefish Point in 18 minutes," reports Engelbrecht.

The search efforts were hampered by heavy winds, rain squalls and four foot seas. The efforts were further complicated when the Coast Guard boat's radar failed. Engelbrecht said the power pack went down and the crew was unable to repair the radar while underway.

Even without the radar the crew continued its search pattern for the stricken vessel in an area from Whitefish Point south to the Sturgeon Bay canal and east four miles offshore.

"While the boat was starting its search pattern we called Group Milwaukee for a helicopter," Engelbrecht explained. "They launched from Traverse City, MI, shortly after our boat was underway. Later a helicopter from Chicago was dispatched and the CGC Mobile Bay joined the search at 11 p.m."

Engelbrecht said that the crews of the helicopter used infrared goggles that should have been able to pick out any heat source in the water but he suspects the heavy wave action prevented the fishermen from being spotted.

At midnight the Canal Station crew aboard the 41-footer was recalled because the Mobile Bay was on scene. "At that time my men already had over 10 hours underway during the day," Engelbrecht said. About 1 a.m. he was instructed to "exceed fatigue standards" and be dispatched another crew from the station to continue the all night search.

"Our crews did beautifully considering the fact the radar went down and sea conditions were crummy."

His second crew was underway from 1 a.m. until noon Sunday and

the two helicopters and the Mobile Bay also searched through the night.

Engelbrecht estimates the search involved 40 active Coast Guard plus a large number of persons at Group Milwaukee and the 9th District office, Cleveland.

"Sheriff Brann and his deputies were great," said Engelbrecht. "They checked out vehicles at the (boat) landings and were driving up and down the shore roads, searching from land. There were also a lot of citizens involved. When we arrived on scene we popped flares in the area and residents on shore called to report the flares and we told them to keep looking."

Brann coordinated shoreside search efforts through the Coast Guard. A few deputies extended their shifts to help in the search, and Brann recruited a civilian, Roger Anderson of Sturgeon Bay, to roam accessible stretches of Lake Michigan shorelines from the Dunes to the Sturgeon Bay Ship Canal.

While Brann was concerned about checking the beaches, he also was sensitive to property owners' concerns about an excessive number of vehicles. In his estimation, "one man in one all-terrain vehicle did an effective job without disrupting the residents."

The shore search was scheduled to resume south of the canal when the word came that the boat had been sighted.

After finally spotting the men clinging to the craft about four miles off shore in Algoma, the helicopters lowered a rescue swimmer and basket to help the men, who were then taken to Sturgeon Bay. Two fishermen were taken in one craft and the other in a second helicopter.

The smaller of the two aircraft was able to land at Door County Memorial Hospital but the larger HH3F Dolphin had to find an alternate site. With Brann's help, an area was cleared on a vacant field near the Commodore Inn and the helicopter set down there. The two men were then taken to the hospital by Door County ambulance.

Area residents and peninsula visitors lined the roadways and the highways watching as the nearly 16 hour ordeal was brought to a climax.

Television crews were on scene to interview the helicopter crews and later Lehner at the hospital. Lehner said the stranded fisher-

Continued page 2

## Leelanau attorney drowns

By WILLIAM SCOTT  
Record-Eagle staff writer

LELAND — A 41-year-old Leelanau County attorney drowned Thursday while swimming from a sailboat to North Manitou Island, county sheriff's deputies reported.

Lawrence R. Price, who resided on Nachazel Road in Cedar, was pronounced dead at Traverse City Osteopathic Hospital after he was flown there by a U.S. Coast Guard helicopter.

Price, a general-practice attorney in Leland and Traverse City, had sailed to the island last afternoon with three other Leelanau County residents: Bob Raynor, Dale Teed and Dick Reins, deputies said.

Price and Raynor began to swim from the boat, which was 100 to 150 yards from shore in 8 to 9 feet of water, shortly before 5 p.m., said sheriff's marine patrol Cpl. Bruce Garland.

Garland said Price unexpectedly went underwater, and someone aboard the sailboat immediately radioed an alarm to other boats in the area. Private fishermen, charter-boat owners and National Park Service employees searched for 45 minutes before finding him in 6 1/2 feet of water about 50 feet from shore, deputies said.

Two people, including an emergency medical technician aboard a charter boat, performed cardiopulmonary resuscitation until the helicopter picked him up, deputies said.

An autopsy was planned today to determine the cause of death, hospital officials said.

It was the second drowning in Leelanau County this year. In June, a 78-year-old man drowned while fishing from a boat in Glen Lake.

Traverse City attorney Michael Lewis remembered Price as a genial attorney who was easy to work with even when on the opposite side of a lawsuit.

"It was always a pleasure to work with him in litigation," Lewis said. "He was always an upbeat personality."

Price's law partner, Traverse City attorney Philip Clancey, could not be reached for comment.

## Nearly 300 marijuana plants uprooted in U.P.

MANISTIQUE, Mich. (AP) — Law enforcement officials have uprooted about 300 marijuana plants in Delta County over three days in the largest marijuana eradication project in Michigan, officials say.

About 25 state police and nearly 100 National Guard members uprooted about 200 plants on Thursday and another 75 on Wednesday. They spotted additional plants on Friday, officials said.

No arrests had been made in connection with the drugs. Each plant would have had a street value of about \$1,000 at full maturity in about one month.

"We certainly were pleased with the effort," state police Det. Lt. Richard Goad said Friday.

Goad said both the Garden and Stonington peninsulas in the southern Upper Peninsula are prime marijuana-growing areas.

A similar but smaller operation in the same area last year netted about 2,000 plants. Goad emphasized that residents are law-abiding citizens who aren't involved in drug cultivation.

"These are good people who don't want this kind of activity in their area," he said.

The operation is scheduled to continue through Saturday evening and could be extended to Sunday if additional plants are found.

## Local Briefs

ALLOUEZ — A U.S. Coast Guard helicopter crew found a Keweenaw County man, suffering from Alzheimer's disease, who had been missing since Sunday.

A Coast Guard helicopter located Gerald Nordstrom, 68, at approximately 1:25 p.m. Monday about a half mile from his home at the end of a trail through the woods.

Nordstrom was walking in the woods when the chopper spotted him and he was reported to be in good condition. Nordstrom was last seen by a neighbor Sunday morning as he walked along U.S. 41.

Tracking dogs had been unable to pick up a trail, police said.

## Rescue

—From page 1

men saw the Coast Guard several times but could not attract enough attention to be spotted.

"We were very lucky we were able to find them before they perished," said Engelbrecht. "We were also pleased we got so much community support. It was a massive search effort. Even the Town of Algoma helped us bail the boat out once it was towed to shore."

Brann's only comment at the end of the exhausting search was, "We're so glad it was a happy ending."

# Lake Country Gazette

printed on recycled paper

Friday, August 19, 1991 Volume 2 - No. 5

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August 9 - August 22, 1991

FREE

## LAKE COUNTRY GAZETTE

Northwest Michigan's Only News Magazine

### In The Belly of The Coast Guard 'Pelican'



### In The Belly of The Pelican

#### On Board With A Coast Guard Search and Rescue Crew

By Mark Stone  
"What size jacket do you wear?"  
"About a forty-two," I replied. The Coast Guardsman looked me up and down with a doubtful expression and wordlessly turned around to rummage through a pile of blue jumpsuits. A moment later, he turned around, holding two outfits with enough zipper pockets to hold my worldly belongings.

As he handed over the chosen garbs he offered some matter-of-fact words of assurance.  
"These suits are woven out of a Kevlar-type fabric. It's resistant to temperatures of several hundred degrees - so your skin won't burn up - it'll just char. It'll make it easier to identify your bodies."

Oh great - a little black humor to break the tension.

In a few minutes, we would be taking off in a Coast Guard chopper for a first-hand look at a Search and Rescue (SAR) crew in action. They had a couple of greenhorns on board and they knew it.

Next came the helmets. A few sharp tugs on the adjustment straps seemed to satisfy the crewman's judgement on fit. He showed us how to drop the nifty

visors - you have your choice of clear or shaded depending on which knob you loosen - and issued us a pair of foam earplugs.  
"Do you really wear these things?" I asked holding the plugs. The earcups on the helmet seemed more than adequate to keep out sound.

"No," he replied. "But you might want them; it can get pretty loud up there. I'm just used to it."  
"When we get out on the aircraft I'll brief you on emergency procedures."

Like other military aircraft, the Pelican helicopter is a machine high on function and low on comfort.

Inside the rear compartment, hundreds of hydraulic lines and wire harnesses lie exposed in the framework of the walls and ceiling. Bare metal panels with flat studs make up the floors. A large sliding door on the side provides the only access to the aircraft, except for a hatch in the rear of the fuselage that drops open like a ramp on a drawbridge for loading equipment.

Nylon satchels of different sizes and shapes hang from the walls, containing the various res-

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### Belly

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can equipment: marker buoys that emit signals, life jackets, inflatable rafts, an aluminum frame stretcher, etc. A small cable winch is built into the roof for lowering and raising a basket or stretcher to distressed boaters. Nylon straps that the crew fasten to their jumpsuit harnesses while in flight hang in a

survivors of wrecks.  
The two seats, pilot and co-pilot, feature an identical set of controls - a pair of foot pedals and a giant sized joystick, complete with buttons, mounted on the floor in front of each seat. Between the two - pedals and stick - the pilot can control the speed and direction of the aircraft.

The helicopter flies on a simple concept and a marvel of engineering.

The large horizontal rotor at the top of the aircraft provides the lift. Since the aircraft has a tendency to spin, the smaller rotor mounted

in charge of the mission and we'll consult on a critical situation. But in the final analysis, the pilot on board the aircraft has the judgement call. He or she is the one on the spot and commands the aircraft and crew.

"OK, this is an inflatable life vest," with the drone of the chopper's engine warming up in the background, the Guardsman was now shouting at us in the aircraft compartment.

"If we ditch in the water, wait until the compartment fills with water and then get out. These windows pop out if you can't get to the door," he pointed to the portholes and I started to feel a little overweight.

"Make sure you don't activate the inflator cartridge until you're out of the compartment. If we do end up in the drink, I'll be making sure to get you out of the aircraft - that's my job as rescue swimmer."

"So how long do we have before this thing sinks?" I asked mockly.

"Maybe fifteen minutes," he replied. "Consider yourself lucky," he added. "The Jayhawk goes down like a stone. Maybe fifteen seconds and that's it."

Things were looking up. He handed out each a belly pack with a life preserver in it. I fastened it around my waist and sat down.

"Nooo," he seemed to moan, when he turned around and spotted me. "Put it on NOW!"

The wisdom immediately occurred to me as I imagined floundering around in a ditched helicopter trying to put on a life jacket. I obeyed.

"The flight officer over there," he gestured to his comrade, who nodded, "will periodically be walking around the compartment checking the lines and valves. Don't worry. It's routine inspection while we're in flight. OK? Any questions?"

vertically on the tail acts to counter the spinning and stabilize the aircraft.

Each blade on the large rotor can tilt slightly, increasing the pitch of the blade. By controlling the blades' pitch, the pilot can quicken or slow the speed of ascent or descent. Of course, the engine throttle also plays a part.

The entire rotor assembly, which all the blades are attached to, can also be tilted. By controlling the tilt of the entire rotor, the pilot can accelerate the aircraft forward or reverse. Turns are accomplished by changing the speed of the tail rotor, which swivels the aircraft left and right.

With so many variables, the pilots must maintain a constant level of acute attention. Grey attributes the process to as much subconscious as conscious decision making.

"In training, they throw as much at you as possible, and constantly try to overload you," he explained. "There are contingencies for every kind of mishap, like, for instance, landing if you lose a tail rotor. Training sharpens your response."

"In the process, flying becomes second nature. If you just stay aware of the machine and follow procedure, you know what to do."

Successful search and rescue operations require substantial coordination with ground base. I asked him who was in command.  
"The commander at the base is

I gave him the thumbs up, just like in the movies. I think he wanted to roll his eyes, but just smiled benevolently instead.

In another minute I was strapped into the flight seat, a collapsible canvas jobbie situated just behind the cockpit, where I could look over the pilots' shoulders and out the windshield.

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### Belly

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The engine roared, the Pelican shook, and we were off and flying.

Our flight plan consisted mostly of some public relations appearances: a flyover for the Cherry Festival Parade in Traverse City, buzzing Rogers City and an SAR demonstration at the Pellston airport.

The constant roar of the aircraft doesn't lend itself to socializing, but each helmet is equipped with an intercom. Now and then, Mark Grey would explain some proce-

the tarmac for forty-five minutes practising precision touchdowns and turns.

At one point, the flight officer touched me on the shoulder and offered me his seat as the compartment door. I sidled into the chair and was buckled into a much more substantial harness than the other seat belts - with good reason.

Just as the buckle snapped into place and he had swiveled the chair into the door opening (my legs dangled in the air outside the door), the pilot went into a right turn. The aircraft banked suddenly and I found myself suspended before the door looking at nothing but space between me and the ground. Suddenly, the shoulder harnesses felt terribly inadequate, but there was nothing to hold on to. The moment of panic faded as the pilot

Back on the ground, it took awhile to shake out the vibrations from our systems. The two-and-a-half-hour trip seemed like twenty minutes.

After shedding our jumpsuits and donning our street clothes, we stepped out into the sunshine on our way to the parking lot. There we encountered the pilot of our flight.

"So how'd you like it?" he grinned.

"Great," we both agreed.

"Where are you off to now?" I asked.

"Well, one of my duties here is as building maintenance officer," he replied. "We had some equipment problems I've got to check up on."

"But you're a pilot."

"Yeah, but in the Coast Guard you end up with a variety of different jobs besides flying. Actually it makes for a more interesting atmosphere when you have a variety of things to do."

The Coast Guard, I thought. A last vestige of the Renaissance Man - or Person, that is.

Later that afternoon, as our boat tossed about on the eight-foot swells of Lake Michigan off South Manitou Island, the weather report on the radio crackled about "two- to four-foot waves."

"Those guys should come out here and check it out for themselves," I said wryly to Kris, as I clung to the boat seat and watched the green water break over the bow of the 26' Chris Craft. With each pitch of the boat, the wind velocity seemed to increase.

"Yeah, we're really putting this baby through the test," Kris shout-

ed back over the noise of the crashing wake and engine. "I've never had her out in this rough of seas. You know they recalled this model back to the factory for a faulty hull. Some of these beauties have busted right in two."

Just then the vessel went over a cresting wave and slammed down with a shoulder.

I could just imagine the look on the Coast Guard rescue swimmer's

face as we recognized each other in the water.

"Kris, I think I'm gonna get out the life preservers."

"Aw, we won't need 'em. But just to be safe."

Kris was right. But I wasn't about to have the rescue swimmer catch me without my life preserver on.



An interior view of the Pelican chopper looking toward the cockpit. Flight Officer is seated at right, Radio Man at left.

bundle near the door.  
In the forward left side of the compartment sits the radio operator. The station includes a video screen and controls for the surveillance camera mounted on the belly of the aircraft. Across from him in front of the hatch sits the flight officer. His seat is mounted on a sliding pivot that allows him to swing precariously out to the edge of the hatch or back in the fuselage clear from the opening.

Located in the rear of the compartment are two more seats, each with a small porthole. If you're the fifth or sixth passenger, your accommodations swing down from the wall in the form of a tubular aluminum and nylon jobbie that resembles a collapsible lawn chair.

The Pelican is a flying repair truck.

The cockpit contains more of the same. Mounted on every available surface except the seats and windows are switches, gauges, meters, levers and screens. Each device has a cryptic tag beside it.

Lt. J.G. Mark Grey, information officer and our co-pilot for the flight, patiently explained the function of the different equipment.

Besides the standard monitors like oil pressure, hydraulic pressure, speed, altitude, etc., the Pelican contains a myriad of navigational aids. One device calculates search patterns and provides the pilots with a complete route to cover an area when searching for



A typical view of Grand Traverse Bay as viewed from the compartment door of the Pelican.

sure or point out interesting landmarks. After we were in the air awhile, I turned to look back in the rear. The radio operator was busy at his station; the flight officer wandered around the compartment poking his fingers into the tubes and valves in the framework. Becky looked dreamily out the porthole by her seat. The rescue swimmer sat back casually with his feet up in apparent boredom - sun visor down - he could have been napping for all we knew.

We saw a lot of northwest Michigan that afternoon. Our trip took us over the Lake Country and north over Charlevoix and Emmet counties. We swung around Mackinac Island and the bridge, and followed the inland waterway to Rogers City. At the Antrim County Airport we hovered over

completed his turn and I went back to shooting photographs. The next time it happened, it felt more like a carnival ride.

At Pellston, the crew went into action.

An appreciative audience gathered on the airfield watched the rescue swimmer lowered down in a basket as the chopper hovered motionlessly above. We pulled up and circled the field, dropped back into position and picked the Guardsman back up.

The routine went flawlessly. In an actual emergency, the rescue swimmer would be lowered into the water and secure the victim to be raised into the helicopter. The swimmer is an emergency medical technician, so the aircraft is a flying ambulance as well as a search and rescue vehicle.

# Air Station Traverse City: USCG

By Rebecca Martin

You needn't be clinging to a life preserver near a capsized boat to feel relief at seeing the red-and-white Coast Guard helicopter flying over the bays. Even when our waters are smooth, it signifies that help is available in times of need. When the Coast Guard has finished making its search and rescue flights, however, it doesn't relax south of town, waiting to be called for the next emergency.

The Coast Guard at Air Station Traverse City plays not only the primary search and rescue (SAR) role on the Great Lakes (in 1990 the Air Station responded to 200 SAR cases), it also is vital in law enforcement, in protecting our resources, and in maintenance

navigation.

Air Station Traverse City is primarily responsible for SAR missions over the entire Great Lakes area, responding to calls from Duluth, Minnesota to Rochester, New York. The Air Station also responds to crises of national scope, as in September of 1989 when Hurricane Hugo devastated the Charleston, South Carolina area.

There are three commanders at Air Station Traverse City; one of these commanders is the captain of the base. Following in rank are lieutenant commanders, lieutenants, lieutenant J.G.s (junior grades), and ensigns.

About 130 people are stationed at Air Station Traverse City,

though this number often increases in the summer because of transfers. About 110 are enlisted, 20 are officers, and 14 are pilots. 7 of the 130 people are women; one of these is a pilot. The Coast Guard was the first military service to accept women at its Academy and to assign women as commanders of armed vessels.

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## Air Station

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not entirely representative of the Coast Guard, however. Most Coast Guard bases are cutter stations, like the base in Charlevoix, and Air Station Traverse City continually is communicating and coordinating with water craft.

No one lives permanently at Air Station Traverse City. Coast Guard personnel rent or buy accommodations in the area—as long as they get to work on time, they can live wherever they want.

Personnel who rent or buy receive a Basic Allowance for Quarters, or BAQ, and depending on where they live they receive in some amount a Variable Housing Allowance, or VHA. This is extra money for housing that varies depending on how high the cost of living is in any given area. For example, VHA is higher in Boston than it is in Traverse City because the cost of living is higher in Boston.

Personnel also can live in government-leased homes, but those who choose to do so do not receive BAQ or VHA.

On base at the commissary, or the Exchange, personnel can buy items from alcohol and cigarettes to grocery supplies to electronic equipment to uniforms. They also can order various items from the catalog department.

For those who need company and relaxation, the All Hands Club on base is open certain hours each week.

Though no one lives on base, there is a rotating SAR crew at the air station twenty-four hours a day ready to respond to calls, and they're in the air within thirty minutes of receiving one. Each crew is comprised, at minimum, of two pilots, a radio man, a mechanic, and a rescue swimmer.

The position of rescue swimmer is fairly new; they've been at this air station for about three years. The rescue swimmer, who also is a qualified Emergency Medical Technician (EMT), either jumps into the water or is lowered by a basket to assist those in trouble. The basket used to be lowered without a rescue swimmer, but people in need of help weren't always able to climb in. The rescue swimmer guarantees that individuals will be helped.

At the end of July of this year, the two-year period assigned to all commanders was completed by Captain Andrew Gerfin. Stationed here from July of 1989

to July of 1991, Gerfin was relieved by Captain G. B. Brinson. The Gazette recently had the opportunity to sit with both commanders and talk about Air Station Traverse City.

Captain Gerfin spoke highly of the personnel stationed here, and of the personnel of the Coast

their aircraft—unlike the other branches of the armed forces, they do not have specialized mechanics whose specific and sole responsibility is repair and maintenance. As well as the practical value of this training, according to Gerfin, it increases the confidence level of crews and is a good utilization of

officers in the Coast Guard join from other services. It's not that they don't like the other services, Gerfin says, it's that they prefer the Coast Guard way. It may be just as telling that the U.S. Coast Guard Academy, which trains officers, receives so many applicants that it is able to accept fewer than half of them.

the second station in the country to receive the HH-60J, or Jayhawk, the new, modern, replacement model SAR helicopter for the twenty-year-old Pelican, the H-3 helicopter.

The \$10.5 million Jayhawk was produced by Sikorsky; the last of three Jayhawks arrived the 31st of July. Its name reflects its

Air Station Traverse City was

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Air Station Traverse City - U.S. Coast Guard

Guard in general. They are a highly motivated group, and he believes people join the Coast Guard in large part because they always are actively involved in missions: individuals are trained for national defense like the other branches of the armed forces, but they continuously engage in other objectives as well. They rescue people in distress, protect the environment, keep up navigational aids such as lighthouses and buoys, patrol the coasts, maintain marine and fisheries safety and laws, and monitor weather, issuing public warnings when necessary.

In the winter, Air Station Traverse City does ice patrols, usually two per week, and then releases the gathered information to the public. From their perspective flying over the ice, they can identify color changes that indicate weak ice formations. These changes often are difficult for fishermen on the ground to see.

Gerfin says there's always a "sense of pride in what the unit's done." He says all Coast Guard personnel feel it, not just the pilots and rescuers.

Coast Guard personnel are trained and responsible for numerous duties at one time. For example, they both fly and maintain

time and skills. It is more expensive, because more people have to be kept trained; but Gerfin feels that that is far outweighed by the benefits.

It is telling that one-third of the

appearance: it is a sleek, streamlined machine, much more so than the bulkier Pelican.

The Jayhawk was especially designed for the Coast Guard, but it is similar to the Army Blackhawk helicopter, the Air Force Nighthawk, and the Navy Seahawk. These all are slightly different versions of the same machine, because they all have slightly different purposes. They all are combat/transport vehicles, however, and all look very much the same.

These helicopters are expected to be fully operational by the end of September. In the meantime, the pilots are being sent to Mobile, Alabama on a rotating schedule to learn to fly them (SAR aircrews are trained here at the base). Each pilot needs thirty to thirty-five hours to be qualified.

The new helicopters will help not only to maintain the effectiveness with which the Coast Guard responds to calls, but will help to increase it. The Jayhawk is more powerful than the Pelican. Its top speed is 210 miles, or 180 knots, per hour, which is about thirty miles per hour faster than the Pelican.

The Jayhawk also is more reliable. The Pelicans have been in service for twenty years—they're the most costly aircraft to maintain because of their age and because the parts are rare.

Unlike the Pelican, the Jayhawk does not have the ability to land on water. The Gazette questioned whether or not that would be a disadvantage, but Gerfin did not believe so. He said that in fewer than one percent of SAR missions has it been necessary to land on water, and the cost of that capability is huge.

Gerfin said the Jayhawk also has increased efficiency in navigating search areas through the new Global Positioning System,

or GPS. This device plots position: it figures out where you are in relation with where you want to be and is accurate within meters. All aircraft eventually will have this capability, but the Jayhawk was built with it.

To aid in searches at night and

nation's largest two-night airshow ever produced, the Air Station supported the United States Air Force Thunderbirds and their crews. The Air Station was a major supporter of the 1990 Cherry Festival, which featured the Coast Guard Bicentennial as

annual Northern Michigan Boat Show, highlighting Coast Guard rescue techniques and water safety information, produced six ten-minute segments of safe boating/survival tips for the Great Lakes' regional television show "Michigan Boater," and produced a thirty-minute television documentary with the local ABC affiliate.

The Coast Guard also in the last two years increased its law enforcement presence in Northern Michigan. In 1989 Gerfin sent over 400 letters to law enforcement agencies in the Great Lakes region to let them know of Air Station Traverse City's technical sensing abilities. The Air Station helped plan and coordinate the newly founded Upper Great Lakes Drug Enforcement Council, and with the Traverse Narcotics Team and several other law enforcement groups, located several major marijuana fields with a street value of over \$1.5 million.

The U.S. Coast Guard has been patrolling and protecting the Great Lakes since the early 1800s. Captain Gerfin is understandably



The Coast Guard H-3 Pelican - vintage 70s



The Coast Guard HH-60J Jayhawk - vintage 90s

in foul or foggy weather, Air Station Traverse City uses two specific pieces of search equipment. The FLIR (Forward Looking Infrared Radar) helps identify search objects, like survivors of a capsized boat, by sensing temperature differences.

Everything gives off or absorbs heat differently, so the FLIR provides pictures of objects based on heat loss. Night vision goggles are the second piece of search equipment—they make a dramatic difference in visibility when searching for objects and survivors.

Besides rescuing people in distress, the Coast Guard, under Commander Gerfin's guidance, in the last two years has had several additional missions. Emphasis was given to increasing public awareness of the Coast Guard's role in the local and greater community. The Air Station helped plan the 1989 Offshore Classic Boat Race in Traverse City, hosting the U.S. Navy Blue Angels for the event. For Stardust '90, the

one of its major themes, and it provided daily spotter flights during the 1989 and 1990 Port Huron-to-Mackinac and Chicago-to-Mackinac Sailing Races to help ensure the safety of all participants.

During Captain Gerfin's command the Air Station also participated in over sixty-five public relations events including major domestic and international air shows from Trenton, Ontario to Osh Kosh, Wisconsin. Typically, these events include hoist and rescue swimmer operations demonstrations, and the Air Station also flew over numerous festivals and parades.

In these two years the Air Station also initiated the first

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proud of Air Station Traverse City's role, and Captain Brinson, newly arrived, is ready to carry on the tradition. Air Station Traverse City exists because of the Great Lakes, but it is as valuable a resource as they are.

## In Brief

From staff reports

### Deputies probe drowning of man

TRAVERSE CITY — Grand Traverse County sheriff's deputies are still investigating the drowning of a 22-year-old Traverse City man at Long Lake.

The body of David Mark Brown, 420 S. Division, was discovered Thursday about 1 p.m. in 6 feet of water 50 yards from Taylor Park on South Long Lake Road, Lt. Tom Schmuckal said.

Brown, who may have drowned Wednesday, was discovered by a U.S. Coast Guard helicopter crew after a 10-minute search, Schmuckal said. He said a friend of Brown's spotted his car in the park's parking lot and contacted the sheriff's department.

Deputies checked the neighborhood and learned Brown's car was first seen at the park about 2 p.m. Wednesday. His wallet and watch were in the locked car, Schmuckal said.

No foul play is suspected, Schmuckal said. No decision had been made this morning whether to do an autopsy, he said.

### Report triggers search for plane

HONOR — The Benzie County Sheriff's Department, assisted by the Traverse City Coast Guard, conducted an air and land search Sunday night after a report of a possible downed aircraft.

No airplanes have been reported missing in the area.

The 2½-hour search started about 9 p.m. after a resident at the west end of Platte Lake reported hearing what sounded like a plane with engine trouble and then saw a blue flash in the woods to southeast, Benzie sheriff's Sgt. Jimmy Davis said.

Sheriff Paul Stiles said his department would search again today with two or three patrol vehicles, plus some volunteers in four-wheel-drive vehicles.

Coast Guard helicopters searched a wooded area north of Crystal Lake, while volunteers with four-wheel drive vehicles searched two-track roads in the area, Davis said.



Photo-Eagle/John L. Russell

### Wet drills

Traverse City's Coast Guard Air Station held its annual wet drills in Grand Traverse Bay on Thursday, with more than 50 air crew members and pilots learning about rescue equipment and techniques. Above: ASMC Scott Bayer discusses an inflatable raft with airmen at the Great Lakes Maritime Academy dock. Right: Meanwhile other crewmen swim or are hoisted into a hovering JayHawk helicopter.



## Five survive plane crash, storm in U.P.

Gannett News Service

A millionaire Chicago stockbroker, his three children and a pilot miraculously survived a plane crash and 18 hours in a snowstorm before their rescue Saturday morning.

L.T. Baldwin III, chairman of Baldwin Development Co., his children and pilot Robert Purcell were en route to Baldwin's \$12 million estate near Marquette, Mich., at about 8 p.m. Friday when their two-engine Cessna Skyhawk apparently iced up and crashed about 15 miles south of Marquette County Airport.

Rescuers said Baldwin, 35, kept the group warm by building a fire from pine needles and wood near the wreckage. He put extra socks on his children's hands and underwear on their heads and told them to pretend they

Please see Crash/B-2

GREEN BAY PRESS GAZETTE  
SUNDAY NOV. 24, 1991

## TC Coast Guard rescues crash survivors

TRAVERSE CITY — A Traverse City Coast Guard helicopter crew plucked three children and two adults from the site of an Upper Peninsula airplane crash Saturday and took them to safety.

A Cessna 172 piloted by Bob Purcell, 53, of Palatine, Ill., had taken off from Palwaukee Airport in Wheeling, Ill., at 4:30 p.m. Friday and was headed for Marquette, said Sgt. James Zbacnik of the Negaunee state police post.

The plane lost contact with the Marquette County Airport about five hours later when it was about five miles west of

Aided by an emergency transmitter, the crew located the downed plane 14½ miles south of Sawyer Air Force Base, officials said.

Gwinn. Zbacnik said.

A helicopter crew from the Coast Guard's Traverse City Air Station was sent at 10:30 p.m. Friday to search for the plane, but the helicopter iced up and landed in Escanaba.

No de-icing equipment was available there, so another helicopter crew left the air station at 7:45 a.m. Saturday, Coast Guard officials said.

Aided by an emergency transmitter, that crew located the downed plane 14½ miles south of Sawyer Air Force Base, officials said.

Although the helicopter was icing up, Cmdr. Tom Walters hovered 150 feet above the scene in blowing snow and lowered rescue swimmer Jim Metz to the plane.

The crew then hoisted the

victims into the helicopter and took them to the airport, where they were then taken to the hospital, Coast Guard officials said.

The survivors were identified as Lucian Baldwin, 4; Jane Baldwin, 5; Christina Baldwin, 9; and the children's father, Tom Baldwin, 36, all of Winnetka, Ill.

Officials said Purcell suffered chest and rib injuries. The other four suffered minor cuts. Overnight temperatures dropped into the low 30s, and heavy, wet snow began falling about 9 p.m. Friday.

### From B-1

#### Crash

were Indians in the forest. Their only food: M&Ms.

After a fruitless air and land search that night, rescuers spotted the group by helicopter Saturday morning.

"It was a miracle that anybody got out of that alive," said Jim Metz with the Traverse City Coast Guard, which led a helicopter rescue. "The plane was a twisted wreck, and they weren't dressed to be in the cold."

"If he didn't have the fire going, they wouldn't have lasted the night."

Overnight temperatures dropped into the low 30s, and heavy, wet snow began falling at about 9 p.m. Friday.

Purcell, Baldwin and the Baldwin children — Lucian, 4, Jane, 5, and Christina, 9 — were taken to Marquette General Hospital.

Baldwin, Lucian and Jane were treated for minor cuts and bruises and released Saturday afternoon, according to hospital spokesman Bob Raica.

Christina and Purcell, 53, were listed in stable condition early Saturday night. Raica said Purcell, who suffered broken ribs and a possible punctured lung, would be hospitalized at least overnight.

A land-and-air search involving 70 people began Friday night after the plane's emergency transmitter began giving off a distress signal after the crash.

Not until Saturday morning, when Coast Guard officers spotted smoke from Baldwin's fire, did rescuers locate the group.

# Three rescued from sailboat

Three people were hoisted by an Air Station Traverse City, Mich., HH-60J Jayhawk helicopter off a disabled 28-foot sailboat near Ontonagon, Mich., Sept. 17.

Station Bayfield answered the initial distress report from the *Ninqui*. The vessel's crew reported their sails had torn and engine had become disabled. The crew was unsure of its position and was severely fatigued.

Sta Bayfield immediately dispatched a 41-foot utility boat. Following an initial attempt by the boat crew to find the *Ninqui* by direction finder and radar, Sta Bayfield requested helicopter support with the search.

AirSta Traverse City recalled the ready crew from a training mission to refuel for the trip to Lake Superi-

or. Group Sault Ste. Marie assumed the role as search-and-rescue mission coordinator and provided the air station with a briefing. The Jayhawk crew was able to locate the *Ninqui* 15 minutes after arriving on-scene. Because of rough on scene conditions, the Jayhawk planned to stand by the *Ninqui* until the 41-footer arrived on-scene. The weather continued to worsen as the utility boat struggled for an hour and a half toward the *Ninqui's* position. The coxswain radioed the sea conditions were beyond his boat's ca-



Three people were saved from the sailboat *Ninqui*.

pabilities and permission was granted for the 41-footer to return.

Gru Sault Ste Marie then requested assistance from Station Portage. A 44-foot motor life boat got underway and battled the building 10- to 15-foot seas. The crew of the 44-footer expected to be on scene in four and one-half hours.

Meanwhile, the Jayhawk departed for Ironwood, Mich., to refuel. Plans were being made for additional helicopter support from AirSta Traverse City just as the crew of the *Ninqui* reported their vessel was now taking on more water than they could pump off. The Jayhawk quickly returned and relocated the *Ninqui* as darkness fell. The decision was made to hoist the crew of three off the *Ninqui*. Because of the prevailing sea direction, aircraft commander LCDR Bill Biggar made the decision to conduct the hoist.

"I'm glad I had the Jayhawk to hoist with in this situation; it would have been nearly impossible with an H-3," Biggar said.

The three people recovered were taken to Grand View Hospital in Ironwood and were treated for hypothermia.

— LTJG Marc Gray, AirSta Traverse City, Mich.

## Flying on video tape

The video magazine *Wide World of Flying* recently spent a day filming at Air Station Brooklyn, N.Y.

The day began with a 7 a.m. production briefing after which the show's producer, Steve Kahn, took off with LT Amy Ezell and her crew to rendezvous with Kahn's film crew which was onboard a 41-foot utility boat from Station Rockaway.

A miniature camera was mounted above the windshield to film Ezell as she flew. The film crew in the 41-footer filmed several training hoists from the 41-footer and nine hoists from the water.

The shoot lasted 11 hours for eight minutes of finished product. Kahn, a pilot since 1962, has

flown in most every aircraft available. "Working with the Coast Guard aircrews and Station Rockaway's boat crew has been wonderful experience," said Khan.

"The people we have met project a high degree of competency, are extremely friendly and their professionalism reflects a pride in mission. Flying with the Coast Guard ranks right up there with the very best flying I have ever done," he said.

The tape will be available to the public in January. The Atlantic Area Public Affairs Office will make the tape available to units that want to use it during speaking engagements.

— PA3 Jody Hoffmaster, LantArea

# SITREPS

## Station Rochester

Station Rochester received a call on Channel 16, and by cellular phone, from a boater in distress Dec. 1. The person in distress notified the station that his boat was taking on water and that he was going over the side. He stated that he was transiting from Olcott, Ontario to Rochester, N.Y. and that he was either one-quarter or six miles off shore.

During the transmission, the caller never identified himself.

The station dispatched a 44-foot Motor Lifeboat which, along with two local police boats, searched the 45 degree water for four hours with negative results. No overdue were reported and the search was suspended pending further developments.



# Traverse City air crew rescues five

By LT Marc Gray  
Air Station Traverse City

Crewmen aboard an Air Station Traverse City HH-60 Jayhawk rescued five from a snowy aircraft crash site in Michigan's densely wooded upper peninsula, Nov. 24.

A Cessna 172 was enroute Marquette County Airport, Mich. from Palwaukee airport in Wheeling, Ill., Nov. 23, when pilot Bob Purcell declared an in-flight emergency due to icing in wet, snowy weather. Shortly afterwards, the aircraft disappeared from a K.I. Sawyer Air Force Base radar screen.

At the direction of the Ninth District Rescue Coordination Center in Cleveland, Traverse City launched CG6010, crewed by CDR Larry Manthei, CAPT Tom Phillips, USAF, ASM1 Joe Fuller, AD3 James Longsdorf and HS3 Tammy Dillow, at 11 p.m. The helicopter crossed Lake Michigan before encountering moderate icing conditions and extremely poor visibility in blowing snow over Michigan's upper peninsula. As CG6010 prepared to land at Escanaba, Mich., conditions appeared to clear up below 1000 feet. The crew then decided to proceed at a lower altitude. Again the weather conditions forced them to return to Escanaba with plans for a first light launch.

Unfortunately, because a hangar was not available and poor weather conditions persisted throughout the night, the helicopter was extremely iced up and unable to be flown the following

morning. Air Station Traverse City then launched sister helo CG6012 crewed by LT Larry Musarra, CDR Tom Walters, AD1 Mark McCabe, and ASM2 James Metz, to continue the search. Again, icing conditions were encountered with visibilities down to 1/8 of a nautical mile. But, by working with a good ELT fix and strong signal, CG6012 pressed on and was able to spot a fire set by the occupants of the downed aircraft.

Upon arriving on scene, ASM2 Metz was lowered down to the crash site amidst 100-foot hardwoods. The downed aircraft's pilot and 4 passengers, consisting of Tom Baldwin and his daughters Christina (9), Jane (5) and Lucian (6), all survived the crash.

"It was a miracle that anybody got out of that alive," Metz said. "The plane was a twisted wreck, and they weren't dressed to be in the cold."

The survivors were hoisted aboard the helicopter and taken to Marquette Airport where EMS services were waiting. The poor weather conditions continued throughout the rescue and the crew was only able to spot Marquette Airport by sighting an orange wind sock. Pilot Bob Purcell was listed in critical condition with chest and rib injuries while the rest of the survivors suffered only minor lacerations and mild hypothermia. Over 70 state and local officials were also involved with the search.

"It's a real good feeling when you can pull survivors from a crash site, especially with the children, that gives you a special feeling," Musarra said.

## Navigating Legal Shoals

By CDR Robert Blythe  
Ninth District Legal Officer

Presently, the Legal Office has three attorneys and a legal technician. The attorneys include CDR Eric Reeves, LT

Karen Lloyd, and myself. Mrs. Sue Linville is our legal technician. Because the staff is relatively small, we all handle legal assistance. You can call us at FTS 942-3902 or commercial at 216-522-3902.

What legal assistance can you expect? Let's start with what we can't do. We cannot represent you in civilian court or do house closings. If you need to have

complex legal documents prepared, have a legal question associated with a personal business you may have or a complicated tax question, you need to contact a civilian attorney. We also cannot provide representation or detailed advice on divorce.

We can provide basic advice on matters

See Legal - Next Page

Sunday, November 24, 1991

\$1.25

# 5 survive crash, U.P. blizzard

By Tarek Hamada and Hugh McCann  
THE DETROIT NEWS

A millionaire Chicago stockbroker, his three children and a pilot miraculously survived a plane crash and 13 hours in an Upper Peninsula snowstorm before their rescue Saturday morning.

L.T. ("Tom") Baldwin III, chairman of Baldwin Development Co., his children and pilot Robert Purcell were en route to Baldwin's \$12 million estate near Marquette at about 8 p.m. Friday when their two-engine Cessna Skyhawk apparently iced up and crashed about 15 miles south of Marquette County Airport.

Rescue: Coast Guard finds family, pilot forced to spend night in wilderness after plane goes down. Fire, M&Ms help save victims.

Rescuers said Baldwin, 35, kept the group warm by building a fire from pine needles and wood near the wreckage. He put extra socks on his children's hands and underwear on their heads and told them to pretend they were Indians in the forest. Their only food: M&Ms.

After a fruitless nighttime air and land search, rescuers spotted the group by helicopter at 9:48 Saturday morning.

"It was a miracle that anybody got

out of that alive," said Jim Metz, petty officer with the Traverse City Coast Guard, which led a dramatic helicopter rescue. "The plane was a twisted wreck, and they weren't dressed to be in the cold."

"If he didn't have the fire going, they wouldn't have lasted the night." Overnight temperatures dropped into the low 30s, and heavy, wet snow began falling about 9 p.m. Friday.

Please see Plane crash, 10A



# Plane crash: Family manages to survive blizzard in wilderness

**The father was very grateful. I grabbed him and told him he did a good job. He kept his family alive. The kids smiled at me."**

JIM METZA  
COAST GUARD  
PETTY OFFICER

From page 1A

Purcell, Baldwin, and the Baldwin children — Lucian, 4, Jane, 5, and Christina, 9 — were taken to Marquette General Hospital.

Tom Baldwin, Lucian and Jane were treated for minor cuts and bruises and released Saturday afternoon, according to hospital spokesman Bob Raica.

Christina and Purcell, 53, were listed in stable condition early Saturday night. Raica said Purcell, who suffered broken ribs and a possible punctured lung, would be hospitalized at least overnight, and doctors were trying to determine if Christina needed further treatment.

A land-and-air search involving 70 people began Friday night after the plane's emergency transmitter began giving off a distress signal following the crash.

The plane lost radio contact with

the Marquette airport about five miles west of Gwinn Friday night. The Cessna took off from Palwaukee Airport in Wheeling, Ill.

At 10:30 p.m. Friday, the Coast Guard dispatched two Sikorsky helicopters to search for the missing plane. Icing conditions forced the first chopper down at the Escanaba airport. The second was dispatched several hours later.

Not until Saturday morning, when Coast Guard officers spotted smoke from Baldwin's fire, did rescuers locate the group.

"I saw Baldwin waving his arms," said Cmdr. Tom Walters, who co-piloted the Coast Guard helicopter that pulled the group out of the forest. The other pilot was Lt. Larry Man-carr.

As the helicopter hovered 120 feet over the wreckage, Walters dropped Metz in a basket attached to the helicopter by a cable.

"They were all very cold and wet," Metz said.

He then lifted the survivors to the helicopters. Purcell went first, followed by the children, Tom Baldwin and, finally, Metz.

"The father was very grateful," Metz said, noting Baldwin had tears in his eyes. "I grabbed him and told him he did a good job. He kept his family alive."

"The kids smiled at me. I told the little boy (Lucian) he's going to be OK. I felt good."

Baldwin's wife, Terry, who was at their home in the Chicago suburb of Winnetka, Ill., flew to Marquette Saturday morning with a family friend, John Moore.

"Tom is a survivalist guy," Moore said. "He has the skills to know what to do in the woods."

He said that after the plane landed upside down, Baldwin smashed a window, escaped the wreckage and

Detroit News Special Writer Diane Lantto contributed to this report.

# 5 survive plane crash, cold night

By Joseph Kirby

Multimillionaire commodities trader L.T. "Tom" Baldwin had a reputation as a wild risk-taker, the kind of trader who could win—and lose—big. He believed in luck. He reportedly wore the same lucky tie for seven years.

On Friday night, Baldwin's luck held in a big way.

He, his three children and a pilot survived the crash of their single-engine Cessna in a desolate, heavily wooded region of Michigan's Upper Peninsula.

"It's a miracle that anyone survived that crash. The plane was totally smashed," said Petty Officer James Metza, a U.S. Coast Guard rescue worker. "This guy (Baldwin) definitely saved everyone. He should be commended."

After the plane crashed, Baldwin, 35, a nationally known commodities trader from Winnetka, displayed the survival skills that have helped propel him to the top of the heap of Chicago Board of Trade treasury bond traders. He built a makeshift tent using a sheared wing from the four-seat plane, tree limbs and brush, Coast Guard officials said, as temperatures dropped below freezing and snow began to fall.

Then he started a campfire. A five-member U.S. Coast Guard rescue team found the wreckage site Saturday about 8 a.m. by following the signal from an emergency transmitter on the plane, and by spotting the smoke from the Baldwin campfire. The five were hoisted on a harness into a helicopter, which could not land in the wooded terrain.

After being treated for minor injuries, Baldwin, his daughter Jane, 5, and son Lucian, 4, were released Saturday from Marquette General Hospital in Marquette, Mich., about 50 miles from the crash site, according to hospital spokesman Robert Raica. Baldwin's other child, Christina, 9, was admitted to the hospital for the treatment of cuts, Raica said.

The plane's pilot, Robert Purcell, of Palatine, was admitted to the hospital and was being treated for lung injuries and at least one fractured rib, Raica said.

"They're doing really well," said Lori Purcell, Robert Purcell's daughter, after speaking with her father by telephone. "Everybody's in good spirits. It's remarkable."

Baldwin and the other passengers of the plane declined to be interviewed, Raica said.

Baldwin's wife was at the hospital Saturday, according to Raica.

## Crash

Continued from page 1

according to a family friend.

Authorities said they could not explain how the five managed to survive the wreck with relatively minor injuries.

The cause of the crash is still unknown, although Purcell told Michigan state police that ice on the plane's wings might have contributed to it. The Federal Aviation Administration would not comment on the crash; local authorities said they did not expect FAA inspectors to reach the site until Monday.

The Baldwin flight began about 4:30 p.m. Friday, from Palwaukee Airport in Wheeling, officials said.

The aircraft apparently ran into trouble near Marquette and disappeared from radar about 7 p.m., Coast Guard officials said.

The small, single-engine plane plowed into a remote wooded area three miles from the nearest road, according to Metza, who was part of the five-member rescue team.

The plane's body was a "crumple of metal," he said, its wings sheared off by trees.

Soon after the crash, Metza said, Baldwin built the tent to shelter Purcell, who was forced by injury to remain lying on his back. Then he distributed pairs of socks, which apparently had been packed in suitcases, to his children to wear on their hands and extra pairs for their feet, authorities said. He built a fire a few feet from the makeshift tent.

The National Weather Service in Marquette recorded a low temperature of 28 degrees Friday night, with a snowfall of 6 to 7 inches overnight.

The first search party dispatched after authorities lost contact with the plane was called back after about two hours because of icy conditions.

Baldwin's Cessna is believed to have been heading to Grand Loma, his 26-bedroom lodge near Marquette, said Michigan state trooper Sgt. Walley Helmila.

The son of a plumber, Lucian Thomas Baldwin III began his career in 1982 at the Chicago Board of Trade with \$20,000. He ventured into the field of T-bonds, where nearly a third of the traders lose money and are forced out of the business each year, according to a Wall Street Journal report.

He took big risks on the trading floor that led to large gains and sometimes larger losses.

"Brokerage-firm managers tell new traders to watch how I trade, but not to trade like me," he once told The Wall Street Journal. "When I lose, I lose big."

In one day of trading, for example, he reportedly lost \$2 million.

Nevertheless, his unorthodox methods worked. Some publications have estimated his net worth at \$50 million.

Baldwin is also the chairman of the Chicago-based Baldwin Development Co., which is renovating the Rookery Building, 209 S. LaSalle St., a Chicago landmark.

Tribune reporter Michael Martinez contributed to this article.

Sunday, November 24, 1991

CHICAGO

7 Sections \$1.00

# Family, pilot survive plane crash

By Kim E. Scieszko  
Daily Herald Staff Writer

What started out as a weekend getaway to a posh resort in the upper peninsula of Michigan nearly ended in tragedy for four passengers and the pilot of a small Cessna airplane that took off Friday from Palwaukee Airport in Wheeling.

But it was more than luck that saved the Winnetka family of Lucian Baldwin, 35, a Chicago commodities broker, and pilot Robert Purcell, 33, of Palatine, when their plane fell

from the sky and crashed into a remote wooded area near Marquette, Mich., on Friday night.

"The branches could have cushioned it, and that might have saved their lives. My guess is it broke their fall," said Coast Guard Cmdr. Tom Walters, a helicopter pilot who helped rescue the five from the wreckage on Saturday. "It was the first time I found folks alive with a plane crash that looked like this—it's miraculous."

Common sense also played a big part in their survival, Purcell

said. Baldwin and Baldwin's three children—daughters Christina, 9 and Jane, 5, and son, Lucian, 4—huddled together around a fire through the night, staying warm in a driving snowstorm and giving rescuers a beacon to help find them on Saturday morning.

Purcell was flying Baldwin and his children to their private Marquette retreat, Grand Loma Lodge, on the Lake Superior retreat of the late Louis G. Kaufman, a multimillionaire banker.

Lori Purcell said her father flew

Baldwin to the estate twice a month. She said she was shocked on Saturday when she heard about the crash, but grateful to hear they were alive.

"I was just happy to hear his voice," she said after talking with him on Saturday at Marquette General Hospital, where he is listed in serious condition. "He sounded like he's in good spirits. He even joked a little."

Marquette General Hospital spokesman, Bob Raica, said Jane and Lucian were released on Saturday. The elder Baldwin was listed in



Daily Herald Map

good condition and Christina was in fair condition. Neither Baldwin nor

See PLANE on Page 4

# PLANE: Winnetka family miraculously survives crash

Continued from Page 1

Purcell wanted to talk about the crash on Saturday.

The Palatine pilot transmitted a mayday distress signal about 10 p.m. on Friday that was heard by K.I. Sawyer Air Force Station, near Marquette, which alerted the Coast Guard in Traverse City. But rescue efforts were impossible on Friday evening because of snow and poor visibility, Walters said.

Rescuers said finding the plane was not difficult after they picked up its emergency transmitting signal. But smoke from a fire built by the

survivors made their mission easier. The Coast Guard spotted the plane at 8:33 a.m. after they saw smoke billowing up from among the trees, Walters said.

"The wings of the planes were sheared off and the plane was upside down. I just don't understand how anyone got out of there alive," said James Metza, an aviation survival specialist, who helped lift the five survivors into the rescue basket one at a time as the helicopter hovered overhead. "It was a miracle."

But as miraculous as the scene was, Metza said smart thinking on the part of Baldwin helped, too. The

temperature was below 30 degrees Fahrenheit and snow covered the swampy, wooded area. "The father saved lives by making a small shelter under one of the wings—he was definitely a hero in this case," he said.

Metza says the survivors had cuts and bruises, but no other apparent serious injuries. "The father was very, very happy that we came," he said. "The kids were grim looking, but smiles came to their faces—I'm just so happy we found them and they are OK."

The cause of the crash still is under investigation. But Walters spec-

ulated that the bad weather might have caused the wings or tail to ice over.

"The crash site and the plane was buried in white," he said. "My guess is they iced up and fell out of the sky."

Ice forming in cold weather is common, he said. "Rain or snow can adhere to a plane's nose or tail and alter its center of gravity. When that happens, it drops like a rock from the sky."

"The plane was demolished," said Mark McCabe, who hoisted the survivors up from the wreckage and into safety. "I was very surprised

they survived. I've never found any survivors with a scene that looked like this."

Baldwin purchased Grand Loma Lodge in October 1987 and has done extensive preservation and renovation of the 3,000-acre estate, first built on the Lake Superior shore in 1919. The lodge, being considered for inclusion on the National Register of Historic Places, was built by Kaufman, a Marquette native who became a multimillionaire banker.

Jon Halberg, a reporter with The Mining Journal in Marquette, Mich., contributed to this report.

## Air Station Traverse City

A Cessna 172 with five people on board crashed 15 miles south of K. I. Sawyer A.F.B., in northern Michigan, Nov. 22. After the Civil Air Patrol and ground parties were stymied by heavy weather, Michigan State Police requested Coast Guard assistance. Traverse City dispatched an HH-60 Jayhawk helicopter which flew as far as Escanaba, Mich., before severe icing grounded the helo for the night. A second helo from Traverse City launched at first light, searched the area

in very low visibility and located the crash site by homing in on the 121.5 MHz signal from the aircraft's ELT. Miraculously, all five people survived the crash and the freezing temperatures they encountered the night before. They were hoisted aboard the helo and flown to Marquette Airport where they were met by emergency medical personnel. The five survivors were then transported to Marquette Hospital.

## Traverse City Rescue

Congratulations on the rescue of five people aboard the Cessna 172, which crashed the night of November 21, in the upper Michigan peninsula. Your action and perseverance rescued the victims who

I

may not have been able to survive much longer in the freezing temperatures. The Commandant is especially pleased with Air Station Traverse City's ability to fly two helicopters in severe weather conditions and still find the victims in less than 200 yards visibility. No major rescue is done by just one person. The Commandant appreciates the excellent logistical support and coordination provided by Group Milwaukee, Group Sault Ste. Marie and Station Marquette. To everyone involved in this case, great team effort.

RADM Gregory A. Penington  
Commander, Ninth District

NOVEMBER 1991

## Snowmobilers survive night in remote marsh

By WILLIAM SCOTT  
Record-Eagle staff writer

TRAVERSE CITY — He lost his snowmobile and then his boots, but John Bartlett is just glad to be home with frostbitten feet after he and a friend spent much of the night in a Missaukee County marsh.

Bartlett and Gerald Heseltine, both of Houghton Lake, were rescued by a Coast Guard helicopter crew about 4 a.m. today.

Bartlett, Heseltine and Lester Mikolajzik, also of Houghton Lake, set out on a cross-country snowmobile trip about 11 a.m. Wednesday.

Bartlett said they were following a marked trail through the marsh when their snowmobiles broke through thin ice and bogged down in central Missaukee County south of M-55.

He said they started walking, but fell through the ice repeatedly. One time he fell into muck, which sucked his boots right off his feet.

"When we got to high ground, all I had was my socks," Bartlett said.

He and Heseltine made a fire about 4 p.m. while Mikolajzik walked 3½ hours to get help.

"I don't know how he made it," Bartlett said. "He must be one strong guy, because the other fella and I just couldn't go any further."

Mikolajzik called police, who organized a snowmobile search team. The searchers found the sunken machines, but couldn't find the men and called the Coast Guard Air Station in Traverse City at 1:20 a.m.

Coast Guard officials said the helicopter crew spotted the men's fire in about 10 minutes. The men were hoisted up to the chopper and flown to Munson Medical Center.

Bartlett and Heseltine were treated for mild hypothermia and released. Bartlett said he was told to stay off his frostbitten feet for three days.

Bartlett said the trail they were on should have had warning signs about thin ice.

## 2 snowmobilers escape injury on ice

TRAVERSE CITY — Two snowmobilers flying across the ice at Spider Lake found themselves flying over open water Thursday night.

The incident prompted a two-hour search by local police and fire departments and the U.S. Coast Guard.

The snowmobilers, David Nofitz, 25, and Dion Bluhm, 21, did not actually go through the ice when their machine hit a five-foot patch of open water created by a warm spring.

"They kind of hydroplaned across," said Sgt. Russ Casselman of the Grand Traverse County Sheriff's Department.

When the two men turned off their machine to recover their composure, an unidentified resident heard the sudden silence and called the sheriff department to report a possible accident.

A search of the lake, assisted by a Coast Guard helicopter and a hovercraft owned by the Green Township Fire Department, was called off when Nofitz and Bluhm came forward and asked if they were the cause of the search.

That and similar incidents this winter are drawing attention to the dangers of thin ice in an unseasonably mild winter.

Bentley County Undersheriff Robert Blank said ice conditions are unpredictable this year.

Blank offered the following safety tips:

- Avoid ice with a honeycomb appearance - it's breaking up.
- Ice fishermen should consider wearing jackets with built-in flotation gear.
- Don't drive vehicles on ice less than 5 inches thick.
- If you see someone fall through the ice call for help before tempting rescue. Then crawl, don't walk, toward the victim with rope or some other rescue tool.

—By Rich Wertz

# UNICOM



## THE MUSKEGON COMPOSITE SQUADRON NEWSLETTER

SQUADRON COMMANDER:  
1 LT JACK REDEKER  
17268 PEPPERMILL DR.  
SPRING LAKE, MI 49456

PUBLIC AFFAIRS OFFICER:  
2 LT JOE HEBERT  
509 MONROE  
GRAND HAVEN, MI 49417

CHARTER # 20119

APRIL 1992

VOLUME 2:4

## THANK YOU

On Sunday, 5 April, 1992, 2LT Scott Hemmelsbach (PIC), 2LT Joe Hebert, and Snr Mbr John Sexton formally thanked the United States Coast Guard from the Traverse City Air Station for their visit to our squadron on 22 October, 1991 with their J-Hawk Search and Rescue helicopter.

A professionally built replica of the J-Hawk helicopter complete with Traverse City markings and an engraved placard on which the helicopter was mounted and a formal letter of thanks to them was presented. The presentation was made inside of the Air Station's hanger in front of a J-Hawk helicopter with members of the Coast Guard stationed there accepting the special thanks. Our squadron's members who made the trip are grateful to the Coast Guards members who were on duty this day for their hospitality and the good repore that has developed.

Our squadron's members rented a Piper Dakota from Executive Transport to make the trip to Traverse City. ▲



2LT Scott Hemmelsbach and 2LT Joe Hebert (right) presenting the placard to members of the United States Coast Guard, Traverse City Air Station.

## EVENTS

Who is our favorite Weatherman??? Well... Of course its Mr. Bill Steffen from WZZM TV-13 in Grand Rapids. Before and certainly now after his visit to our squadron on 31 March 1992. The hour and a half that he was with us was packed full of useful information and he could of easily gone on for much longer without losing anyone because of his captivating presentation.

His slide show portion contained photos of weather events that were often breathtaking and stunning with showing the beauty and sheer power of mother nature. We could all learn more about this that so directly effects our everyday lives and how also weather plays such a big role in how a search and rescue mission is conducted. Our squadron will certainly be directing some training in this area so we may better understand weather's complexities to help us on our missions and our everyday lives. ▲



# SHIPMATES

Published for the men and women serving in the Ninth Coast Guard District



Traverse City Weed Killers



LTJG Mark Reynolds, in the Jayhawk's cockpit, prepares for another flight with the Traverse Narcotics Team.

By PA3 Brian Huth  
Ninth District Public Affairs

When most people think of the fall harvest, they think of pumpkins, Indian corn, and squash. However, in northern Michigan, the harvest some are reaping is, of all things, marijuana.

With the drug trade being what it is today, no corner of the country is immune to this illicit business. But, the men and women of Air Station Traverse City, Mich., are doing their part to bankrupt this cash crop.

In the last three years, the Air Station has taken an active role in drug enforcement by teaming up with a number of local law enforcement agencies by means of air surveillance. "A few years ago the Air Station's operations officer and the law enforcement officer went to a few law enforcement conferences," said pilot LTJG Mark Reynolds. "They met representatives of other local law enforcement agencies and started the ball rolling. They got things

## Traverse City's Fall

# HARVEST

started, as far as getting the word out: telling the agencies that we had all these capabilities, such as air surveillance and aerial photography, and that we were more than happy to help out. The result was that we got all these calls from different law enforcement agencies and it kind of snowballed from there," Reynolds said.

One of the groups the air station is associated with is the Traverse Narcotics Team (TNT). According to State Police LT Steven Rankens, Team Commander, TNT is a cooperative effort between federal, state and local law enforcement agencies. The Task Force covers a seven county area around Traverse City. He said it is comprised of nine police departments that participate in a cooperative effort by contributing man power and equipment. "The whole team is supervised by a number of officers from the State Police, and we try to coordinate the team through the whole state. That's how TNT functions - through the participation of all the local law enforcement

officers," said Rankens. "The whole team relies on interaction between agencies, and the cooperation we're getting from the Coast Guard is excellent."

And that cooperative effort is definitely making an impact. Last year Air Station Traverse City, working with TNT, located and eradicated two marijuana fields in the area, which contained nearly 1,500 marijuana plants. These plants had an estimated street value of more than \$1 million.

"We apprehended a guy who had a prior record of past narcotics activity," said Detective Mike Bowie of TNT, "and we seized about \$70,000 of his goods. The Coast Guard's support had a direct impact on the case and the guy ended up pleading guilty."

"In order to get the guilty plea, our prosecutor had to give him the 'either-or-speech' - either do the right thing or you're going to jail for a long, long time," Bowie said. "The prosecutor's presentation included surveillance photos that assisted in showing how extensive and well organized the suspect's drug operation was. That was basically facilitated by the Coast Guard's support."

"We put up markers where the marijuana was and had the Coast Guard photograph it for court purposes to show in a court room how big of an operation this guy had," said Rankens. "Just to get up in the air and do something like that was beneficial to the whole investigation."

See Harvest - 7

**Last year, Air Station Traverse City, working with TNT, located and eradicated 1,500 marijuana plants - an estimated street value of more than \$1 million.**



Brian Huth photo

Not yet equipped on the Jayhawks; FLIR will provide a valuable tool in night surveillance, as well as SAR.

## Harvest From 3

The air station is able to cover a larger area, now that the HH-60 Jayhawks arrived. Reynolds said he hopes to get the Forward Looking Infrared Camera (FLIR) equipped on the Jayhawks next year for night surveillance.

With such overwhelming cooperation from the other law enforcement agencies and the latest in equipment, Reynolds thinks the Coast Guard is making an impact in the area drug trade. "We haven't spotted as many growers this year as last year, so we hope they're wising up and no longer growing marijuana," Reynolds concluded. ↓



Fred Heck (R) photo

The Air Station's work with TNT has led to busts, such as this one last year.



### Back to space

Former Traverse City resident Bruce Melnick is planning his second shuttle trip — this time on the maiden voyage of Endeavor, the newest member of NASA's shuttle fleet. See story Page 3A.

## Ex-TC man to return to space

By WILLIAM SCOTT  
Record-Eagle staff writer

TRAVERSE CITY — Former Traverse City resident Bruce Melnick is becoming an old hand in the space shuttle business.

The 41-year-old U.S. Coast Guard commander is planning for his second shuttle trip — this time on the maiden voyage of Endeavor, the newest member of NASA's shuttle fleet. It is scheduled for launch April 28.

Endeavor replaces Challenger, which exploded during a launch Jan. 26, 1986, killing its crew of seven, including schoolteacher Christa McAuliffe.

Melnick first traveled into space as a mission specialist aboard Discovery Oct. 6, 1990. He helped launch the space probe Ulysses.

His role in April will be to help capture, repair and relaunch a stranded communications satellite, according to NASA. Four other mission specialists will go on space walks during the seven-day voyage.

Melnick lived in Traverse City in 1986 and 1987, when he was stationed at the Coast Guard Air Station as operations officer.

In 1987, he became the first astronaut selected from the Coast Guard. He transferred from Traverse City to NASA's shuttle program.

Melnick was born in New York City, but grew up in Clearwater, Fla.

### Searches turn up lost youths

BEULAH — A 10-year-old cross-country skier who took a wrong turn and two young snowmobilers triggered two separate searches Friday night in Benzie County.

Undersheriff Robert Blank said the girl was skiing with her family at Old Indian Trails off M-22 in Sleeping Bear National Lakeshore. The girl took a wrong turn about 5 p.m. and was separated from her family about two hours, Blank said.

Sheriff's deputies summoned a Coast Guard helicopter crew to help look for her, but found the girl just as the chopper arrived on the scene.

Earlier that day, deputies searched for two 9-year-old boys who were snowmobiling on Little Platte Lake.

Blank said the boys pulled into a small cove and their machine broke down out of sight of their grandparents, who feared they had broken through the ice.

Deputies summoned the Coast Guard helicopter, but found the boys minutes later, Blank said.

### Coast Guard rescues man

TRAVERSE CITY — A Traverse City U.S. Coast Guard Air Station helicopter crew flew to Drummond Island early this morning to rescue a 74-year-old man stranded in heavily forested countryside, officials said.

James Ferrel of Sturgis went into the woods Tuesday night to build a hunting blind beside a lake and was unable to find his way out of the darkness, Lt. Keith Taylor said.

State police determined Ferrel's location and contacted the Coast Guard about 3:15 a.m. A helicopter crew found him about two hours later.

Ferrel was chilled but otherwise was in good condition, Taylor said.

# Door County Advocate

Established in 1862

35c



TWO SECTIONS

Vol. 129—No. 127

Press Run 11,200

STURGEON BAY, WIS. 54235—TUESDAY, FEBRUARY 4, 1992

## Kicking up a snow screen



A U.S. Coast Guard helicopter piloted by LCDR Peter Spence whips up the snow at Cherryland Airport after making a rescue flight from Washington Island. Spence and his crew were checking ice conditions in advance of the cutter Mobile Bay when the call came to transport

two persons injured in a vehicle accident. Ice conditions in Death's Door prevented the ferry from making the crossing and the Coast Guard responded to the call for assistance.

—Advocate photo by Joe Knaapen

# SHIPMATES

Published for the men and women serving in the Ninth Coast Guard District



Chillin' Out In Lake Michigan

## Learning to prevent *hypothermia*

By PA3 Eric Tallen  
Ninth District Public Affairs

**D**anger lurks in many shapes and sizes, but the most perilous take no form or give any warning of their sudden attack. Hypothermia is one of these silent and indiscriminate dangers. But, with education and prevention, this killer can be kept at bay.

"Hypothermia is the lowering of the body temperature below the normal 98.6 F. Hypothermia varies in severity depending upon how long the body temperature has fallen, and how long the person has been exposed to the hostile environment," said Dr. Mario E. Fajardo, M.D., Senior Medical Officer and Flight Surgeon at Coast Guard Air Station Traverse City, Mich.

A Pocket Guide to Cold Water Survival, (COMDT PUB P313.6), explains that "at the very early stages during exposure, the body begins to shiver trying to produce more heat. If the exposure is severe, the body is unable to conserve or produce enough heat. As the body core temperature approaches 95 F, it starts to fall more rapidly. By then discomfort, fatigue, poor coordination, numbness, impaired speech, disorientation, and mental confusion appears. As the internal temperature decreases into the 80's unconsciousness may result, as well as a blueing of the skin. Although death may occur whenever the core temperature is below 90 F, it is very difficult to be sure whether the patient is alive or dead when the body core temperature is below 85 F. Death is defined as the failure to revive on rewarming."

"Hypothermia can develop rapidly in minutes, or over a larger time span such as several days or weeks. At air temperatures below 50 F, and water temperatures below 70 F, the body loses heat at a rate faster than it can produce. A person exposed to these temperatures would eventually succumb to the effects of hypothermia. Senior citizens, disabled, and those taking certain medications suffer the effects of hypothermia indoors at low, but near normal temperature," said Fajardo.

Fajardo said the first step in treating hypothermia is preventing further heat loss. You can do this by removing the person from the hostile environment which is causing the hypothermic symptoms. If the person has been exposed to the water, the wet clothes should be removed without excessive movement to the victim.



No - not a Nantucket sleigh ride. A Traverse City air crewman prepares to be hoisted up.



Training involves more than getting your feet wet. You have to don an exposure suit while in the water and climb into a life raft as well.

See Prevention - Inside Back

## Air Station Traverse City

An Airsta Traverse City HH-60 was launched to MEDEVAC a 37 year old woman and her six year old son off Washington Island, WI. The patients received their injuries in a motor vehicle accident on the island. Initially, they were to be transported to the mainland via the ferry because the woman refused air evacuation. However, the ferry was unable to moor because of heavy ice. The ferry returned to Washington Island and the helo transported both patients safely to the mainland.

JANUARY 1992

## MEDEVAC

I would like to commend the crew of Air Station Traverse City for the outstanding effort they put forth the weekend of Jan 19-20th. Your aircrews did a great job. It seemed they were flying non-stop all weekend, searching for a snowmobile that went through the ice in a Michigan lake, standing by to MEDEVAC a possible cold-water drowning victim in Green Bay and transporting a very sick newborn child to Grand Rapids. To everyone involved, great work!

RADM G. A. Penington

## Summerstock in action at Station Manistee...



A new Sikorsky HH-60J "Jayhawk" from CG Air Station Traverse City hovers above CG Station Manistee's 41-footer (UTB 41488) last summer during a training evolution. In recent years, Station Manistee and Traverse City Air Station have enjoyed a smooth working/training relationship. It provides an excellent opportunity for reservists to become skilled in surface

to air rescues. Station Manistee, located in Michigan on Lake Michigan's eastern shore, is one of six Summerstock stations scheduled to be opened this summer and manned heavily by CG Reservists. For more information on Operation Summerstock, see the article on Page 16 and the Nationwide TEMAC listings on Page 19.

The Coast Guard Reservist  
January / February 1992 • 9

## Coast Guard aids in search

INGALLS, Mich. (AP) — A U.S. Coast Guard helicopter from Traverse City and Upper Peninsula authorities were scheduled to resume a search at 7 a.m. today for an 8-year-old Wallace boy who disappeared when the boat he was in was swept over a dam on the Menominee River.

The boy, his father and sister were fishing Monday afternoon when a strong current began pulling the boat, officials said. The engine apparently failed, and the boat went over the dam near the Menominee County and Marinette County, Wis., border.

The father and daughter, whose identities were not released, were rescued and in stable condition early today, authorities told Marquette television station WLUC.

Marinette County Sheriff Robert Harbick said the boy was last seen wearing a life jacket and holding onto some branches. The search to save the youth was called off after dark.

# PETOSKEY News-Review

TUESDAY, MARCH 17, 1992

PETOSKEY, MICHIGAN 49770

Vol. 118 No. 119

24 pages in 2 sections

35¢

SHIPMATES

## SITREPS



### Traverse City air crew guides fishing vessels to safety

By LT Marc Gray

Air Station Traverse City

A disabled 35-foot fishing vessel, with three POB, was towed to safe harbor under the watchful eye of an Air Station Traverse City helicopter, March 9.

Just as March turned from lamb to lion, a late winter Great Lakes' storm descended upon the lower peninsula of Michigan. Air Station Traverse City received notification from Group Sault Ste. Marie that the fishing vessel *Jerry W* was disabled and in need of assistance. The *Jerry W*'s diesel engine was swamped and the crew was attempting to set its anchor to prevent drifting. The crew of the *Jerry W* had reported a position of three miles off Cathead Point. Charts indicated the immediate danger of strong northerly winds setting the fishing vessel toward the rock shoreline of the peninsula which forms the western edge of Grand Traverse Bay.

A Jayhawk helicopter launched with the cloud ceiling at 300 feet above ground level; winds from the northwest at 26 knots; visibility down to one-half mile, and precipitation rapidly changing from rain to freezing rain and snow. When the Jayhawk arrived on scene, the crew began to ask specific questions concerning what the *Jerry W* could see and what direction they were from the landmarks. The

crew determined the fishing vessel was actually in Grand Traverse Bay and was able to follow a direction finder to the *Jerry W*.

The Jayhawk then received notification from Station Charlevoix that communications had been lost with the fishing vessel *Sunny Don*, which was enroute to assist the *Jerry W*. While flying a trackline search from Charlevoix to the *Jerry W*, the Jayhawk spotted the *Sunny Don* pressing on toward the *Jerry W*, however, communications could not be reestablished. The Jayhawk directed the *Sunny Don* by flying between it and the *Jerry W*.

After having some initial difficulty in the rolling seas, the *Sunny Don* took the *Jerry W* in tow by receiving its drifting anchorline. Almost immediately after the tow was established, heavy snow squalls began blowing off Lake Michigan. The Jayhawk obtained a release from the mission from Station Charlevoix and returned to Traverse City. Station Charlevoix established a communication schedule with the *Jerry W*, which was being towed to Omena, Mich.

The Jayhawk had accumulated half an inch of ice on leading edges, but performed marvelously throughout the case. Crewmember AT3 Kaery McDonald said, "time was definitely a factor with the ice buildup, but I wasn't surprised by the Jayhawk's performance. We are confident in it." t

4

## Coast Guard rescues ice walker

By NEIL STILWELL  
News-Review staff writer

A man who wandered out on the ice in Little Traverse Bay, apparently hoping to reach tiny Trout Island, was found safe and in good condition Monday.

The man was discovered sleeping inside a cardboard box close to open water on the bay.

The U.S. Coast Guard Air Station in Traverse City sent a rescue helicopter after law enforcement agencies in the area reported a man wandering aimlessly on the ice. Many citizens had called in to report the incident in fear the man would hit open water.

People observed him leaving from the break wall in Petoskey around 5:30 p.m., carry or dragging a large cardboard box. When the man kept heading out toward Lake Michigan and was lost from shore in the dark, police agencies called in the Coast Guard.

Coast Guard Lt. Kathy Stearns at Traverse City said the rescue helicopter used search lights to comb the ice and finally spotted the box at approximately 8:30 p.m., halfway between Petoskey and Harbor Springs. They saw no one around the box, however, it was a few hundred yards from open water.

Stearns said the helicopter hovered for a while and lowered a rescuer to the ice. He discovered the man sleeping inside the box.

Stearns said the man was passive, told them he was OK and asked to be left alone. The box was sealed well with plastic, and the man had a canteen and warm clothes, a sleeping bag, some maps and other provisions, she said.

The man, identified by the Coast Guard as Paul Garrett Anderson, 35, is believed to be homeless, Stearns said.

The Coast Guard took the man to Harbor Springs-Petoskey air

See ICE, page 1

### Ice walker rescued

ICE

Continued from page 1

port, where Emmet County Sheriff's Department deputies talked to the man and took him to Northern Michigan Hospital because he'd

been out on the ice so long.

Deputies who interviewed him said the man indicated he was heading for Trout Island, west of Beaver Island, nearly 50 miles away in a straight line from Petoskey.

He was treated and released from the hospital and apparently taken to a shelter for the night.

### Man in box coaxed off ice

PETOSKEY — A Traverse City Coast Guard helicopter crewman coaxed a 35-year-old California man from a box he planned to sleep in on the ice near open waters on Little Traverse Bay Monday night.

Local residents spotted Paul Garrett Anderson pushing a cardboard box the size of a refrigerator across the bay from Petoskey to Harbor Springs close to sunset and alerted police, said Lt. J.G. Kathy Stearns, the pilot.

Stearns and her team found Anderson after a 45-minute search and lowered a rescue swimmer down in case the ice was thin, Stearns said.

Anderson was inside the box, which he'd covered with plastic and insulated inside. The swimmer convinced him to leave in the helicopter.

"He was fine, physically," Stearns said. "But he was several hundred yards from open water. Luckily he decided to stop for the night to go to sleep."



A U.S. Coast Guard helicopter from Traverse City hovers over an island area where rescue personnel thought 8-year-old Daniel Sickels might be Monday afternoon. Gary Sickels, his daughter Tanya and son Daniel were fishing Monday on the Menominee

River when their boat went over the Grand Rapids Dam, upper right, after engine failure. At one point, the dam was closed so rescuers could search the island area by foot.

Bob Bruck/Herald-Leader

## Body of boy, 8, recovered from river

INGALLS — The body of an 8-year-old Wallace boy who disappeared in the Menominee River after a Monday afternoon fishing accident at the Grand Rapids Dam was found this morning by authorities searching the area.

According to Marinette Sheriff Robert Harbick, the body of Daniel Sickels, Route 2, Wallace, was found on an island about 100 yards south of the dam about 9 a.m. today. Volunteers and area law enforcement

personnel had resumed a search this morning which had been called off about 8:30 p.m. Monday.

Michigan and Wisconsin authorities began searching for the boy at about 2:45 p.m. Monday, after the boat in which he and his father and sister were fishing was drawn over the dam on the Menominee River, about 17 miles north of Menominee.

Gary J. Sickels, also of Route 2, Wallace, and his daughter,

Tanya, 6, were rescued Monday afternoon by authorities.

Sickels and his daughter were taken to Bay Area Medical Center-Marinette, where they were treated and released.

Those searching for Daniel Sickels included the Marinette and Menominee Sheriff's Departments, the Michigan State Police and divers from all three departments; Department of Natural Resource officers from Michigan and Wisconsin; BAMC

paramedics; the U.S. Coast Guard; area rescue squad and fire departments; Enstrom Helicopter; the Civil Air Patrol; and citizen volunteers.

According to authorities, Sickels and his children were fishing above the dam when a strong current began pulling the boat toward the dam. When the engine apparently failed, their boat went over the dam.

The boy was wearing a life jacket when his body was found.



Above left, a Marinette County Sheriff's Department boat is launched from the McAllister Bridge. People on this boat, along



with volunteers in a pontoon boat, at right, were just a few of those who responded to help search for Daniel Sickels.

### Training time

Twenty Coast Guard, Coast Guard Reserve and Auxiliary members are participating in crewman qualification training under way at Coast Guard Station Ludington. Thursday they worked with the Coast Guard helicopter out of Traverse City as well as did rescue and survival swims and pyrotechnics training. The personnel come from a several different stations and rescue units.

Daily News  
 TODD REED



# Endeavour to go up in 'granddaddy of them all'

## Ex-TC man Bruce Melnick prepares for space flight

By MARCIA DUNN  
AP Aerospace Writer

CAPE CANAVERAL, Fla. (AP) — It is the rendezvous of all time, complete with spacewalking astronauts, a jazzy new spaceship and a powerful rocket motor that will attempt to hurtle a satellite nearly a fourth of the distance to the moon.

"This is the granddaddy of them all," boasts astronaut Bruce Melnick. "This is the only show in town."

In a bold rescue attempt early next month, the seven-member crew of the fledgling shuttle Endeavour will aim for the same place in space as a stranded communications satellite that has been stuck in a uselessly low orbit for two years.

There's a catch, though: The motor that will be employed to blast the satellite back on track can be attached only by hand, by spacewalking astronauts.

Once that attempt has been made, the astronauts will try two more spacewalks — the first back-to-back-to-back spacewalks in shuttle history — to practice assembly methods for space station Freedom, which NASA hopes to start building in late 1995.

"This is man-in-space's shining hour," flight director Al Pennington said of the mission by Endeavour, which is set for a May 4 launch.

The solar cells of the \$157 million Intelsat satellite will be ruined by atomic oxygen unless it is boosted to its proper 22,300-mile-high orbit by year's end.

Its owner, the International Telecommunications Satellite Organization, or Intelsat, is anxious, to say the least. It already has lost tens of millions of dollars because of the inability to use the craft, which was uninsured, officials say.

Intelsat, a Washington-based consortium of 122 member nations, paid \$83 million to NASA for the rescue effort and \$46 million to Hughes Aircraft Co. for the motor. That's far less than what it would cost to build and launch another satellite — and quicker, too, experts say.

There are no refunds, no matter what, and there is no second chance. The shuttle cargo bay doors cannot close with the satellite inside, so there's no bringing it back.

"This is a one-shot deal," Intelsat mission manager Lakhbir Virdee says.

NASA has conducted six space salvage missions, the first during Skylab in 1973 and the rest during the shuttle era. But none involved moving a satellite to an appointed place at an appointed time.

Intelsat wants to keep its satellite as high as possible for as long as possible because of the corrosive effects of atomic oxygen at low orbits. As a result, ground controllers will wait until Endeavour lifts off before dropping the satellite from its current 345-mile-high orbit, woefully low because of a rocket malfunction.

The satellite gradually will be lowered until it is inside an invisible "control box," or moving



Bruce Melnick: Will be operating a 50-foot-long robotic arm.

window, 220 miles above Earth. Satellite and shuttle are supposed to meet in this "box" on day four of Endeavour's seven-day flight.

As the two craft whiz around the world at 17,500 mph, astronaut Pierre Thuot will be hanging by his heels on the end of Endeavour's 50-foot robot arm, operated by Melnick from inside the cabin. Shuttle commander Daniel Brandenstein will close in on the satellite using star trackers, cameras, radar, handheld laser guns and, most importantly in the final moments, his eyes.

The last time Brandenstein rendezvoused with a satellite in January 1990, everyone was inside and he didn't have to worry about squashing one of his crew.

"On this one, we have a human between the vehicle and the satellite, so it will probably be a little more tense," he said.

Thuot will try to clamp a bar across the bottom of the satellite, which is 12 feet in diameter and 17½ feet high. By then,

## Endeavour flight will be salvage mission No. 7

CAPE CANAVERAL, Fla. (AP) — NASA drew upon experience in preparing for the shuttle Endeavour's upcoming flight to rescue a stranded communications satellite.

There have been six space salvage missions to date. All but one, a last-minute effort, succeeded.

Here is a list of those encounters:

■ May 25-June 7, 1973: The unmanned Skylab station is crippled during launch, and astronauts perform two spacewalks to free a solar panel jammed by a torn meteoroid and heat shield. They also poke an umbrella-like sunshade through an airlock module to cover the area exposed by the ripped shield.

■ April 10-12, 1984: The Challenger crew snares the Solar Maximum satellite with a robot arm, and spacewalking astronauts replace two defective electronic units on the satellite. A rejuvenated Solar Max is dropped overboard and resumes its study of the sun.

■ Nov. 12-14, 1984: Spacewalking astronauts wrestle two off-course communications satel-

lites, one by one, into Discovery's cargo bay. The satellites, which had been stuck in uselessly low orbits, are returned to Earth and later sent back up on unmanned rockets.

■ April 16-17, 1985: Spacewalking astronauts attach a makeshift "flywatter" to the end of Discovery's robot arm, which is used to snag a power switch on a communications satellite just delivered into orbit. The attempt fails, and the unactivated satellite is abandoned.

■ Aug. 31-Sept. 1, 1985: Spacewalking astronauts capture the satellite left behind in April and rewire it. The repaired satellite is released from Discovery and boosted by remote control to a working orbit.

■ Jan. 12, 1990: The Columbia crew tracks down a scientific satellite that has been in orbit for nearly six years and is about to plunge into the atmosphere and burn up. The craft is snatched by the shuttle's robot arm and returned to Earth for analysis. At 11 tons and 30 feet long, it is the biggest orbiting satellite ever recovered by astronauts.

the satellite should be spinning just 65 revolutions a minute. Once the bar is secured, Melnick will grapple it with the shuttle arm and berth the satellite on the 23,600-pound motor in the open cargo bay.

To prevent dangerous hydrazine fuel from escaping, the valves between the satellite thrusters and fuel tank will be closed by ground controllers before the encounter.

"We've analyzed it to death through a series of meetings for the last two years," said Calvin Scaman, a NASA engineer who designed the satellite capture bar. "We know the vehicle is safe. It's healthy. It's functional. There's no reason why one would ever expect to see any kind of hydrazine leakage."

Besides the thrusters, there are other areas to avoid — bat-

teries that could jolt Thuot and a titanium light shield rimming the bottom of the satellite that could cause irreparable damage to the craft if bent.

Moving gingerly, Thuot and partner Richard Hieb will latch the satellite and motor together. The craft then will be freed and float away.

Intelsat will fire the motor by computer commands anywhere from six hours to two weeks later, depending on when the satellite is released. The craft will be catapulted 51,750 miles from Earth and then slowly lowered to its final station 22,300 miles above the Atlantic Ocean.

The amount of fuel saved by this unusual transfer — the craft travels slower the higher it is — is expected to add 1½ years to the satellite's working lifetime.

Intelsat expects the satellite to transmit television broadcasts and telephone conversations among 60 countries for more than 11 years.

A major goal of the flight is to demonstrate the capability of performing three consecutive spacewalks in preparation of space station construction, as well as next year's mission to repair the nearsighted Hubble Space Telescope.

Each of Endeavour's spacewalks is expected to last six to 8½ hours, with the astronauts tethered to the shuttle the entire time.

None of the four has ever performed a spacewalk. Thornton, in fact, will be only the second American woman to walk in space when she steps through the cargo bay hatch. (Kathryn Sullivan was first, in 1984.)

## Gill net trial starts on Monday

By MARG HIGGINS  
Special to the Record-Eagle

BEULAH — The trial of three Wisconsin commercial fishermen, charged with using illegal gill nets in Lake Michigan last August, is expected to start Monday in 89th District Court, despite motions to delay the trial.

Eighty-fifth District Judge Brent Danielson Thursday denied motions for the delays by the attorneys for Larry Voigt, 37, of Sisters Bay, Wis., and Peter McGregor, 28, of Sturgeon Bay.

In denying a motion from Voigt's attorney, David Huft, Danielson said it was Voigt's fault if Huft was not adequately prepared. Voigt twice lied about his income in requests for a court-appointed attorney, he said.

In denying a request from McGregor's attorney, George Saylor, Danielson said getting arrested is not an acceptable excuse for not being in court to stand trial. McGregor is in the Keweenaw County, Wis., jail, unable to post a \$2,000 cash bond after being arrested there last weekend on several charges.

Voigt, captain of the fishing tug the C.W. Bohman, McGregor, and Orville Krugler, 30, of Sturgeon Bay, Wis., were arrested Aug. 9 by state Department of Natural Resources officers after they found a 6,000-foot gill net set in Lake Michigan about 10 miles west of Pointe Betsie. The nets were filled with almost a ton of chubs.



## Attorney: Fishermen planned to sell nets to Frankfort man

By MARG HIGGINS  
Special to the Record-Eagle

BEULAH — Two commercial Wisconsin fishermen, charged with attempted illegal gill netting in Michigan waters last August, just planned to visit Frankfort for the weekend and then take fish on their way home, their attorneys said.

Larry Voigt, 37, of Sisters Bay, Wis., planned to sell gill nets to a Frankfort Indian fisherman and visit his daughter in Kaleva, his attorney David Huft told a Benzie County District Court jury in opening statements at Voigt's trial Monday.

Orville Krugler, 30, of Sturgeon Bay, Wis., one of two crewmen on the tug, was along for the ride, according to attorney Mark Otto said.

Voigt, Krugler and Peter McGregor, 28, of Sturgeon Bay, are charged with attempting to take fish in Michigan waters with gill nets and having illegal gill nets aboard the tug, the C.W. Bohman, Voigt was captain of the tug.

Gill nets are legal in Wisconsin waters, but not in Michigan. The Department of Natural Resources contends the three placed 6,000 feet of gill nets over a mile stretch in a fishing shoal about 11 miles west of Pt. Betsie. The nets held almost a ton of fish, most of them chubs.

McGregor will be tried later because he is lodged in a Keweenaw County, Wis., jail on a charge of assaulting a police officer.

According to testimony Monday, DNR officers received a tip and were waiting near the nets before dawn on Aug. 9 when the tug approached without lights.

Only three Michigan commercial fishermen are licensed to fish that area, Sgt. Victor Patrick testified.

A search of the tug turned up about 3,000 feet of gill nets, eight coolers filled with ice, 26 empty fish boxes, net spreaders similar to those found on the nets in Lake Michigan, DNR Officer Derryl Jones testified.

RECORD-EAGLE

# LOCAL

TRAVERSE CITY RECORD-EAGLE 3A  
THURSDAY, MAY 7, 1992

## Men found guilty of gill-net fishing

By MARG HIGGINS  
Special to the Record-Eagle

BEULAH — Two commercial Wisconsin fishermen are in jail after a Benzie County District Court jury found them guilty of illegally possessing gill nets and attempting to take fish from Michigan waters with gill nets last August.

Immediately after the jury of six women returned their verdict late Wednesday afternoon, Judge Brent Danielson sentenced Larry Voigt, 37, former captain of the C.W. Bohman, and Orville Krugler, 30, a crew member on the Keweenaw, Wis., tug.

Danielson said the defendants had "vandalized" the state's resources.

"Michigan citizens are blessed to be in an area of great bounty. These are a gift to us all to be enjoyed by all or stoned by a few," he said. "Each of you make a living by the state's bounty. If you hadn't stopped, you would have been a parasite on Michigan."

Danielson ordered the two men to serve 90 days in jail on each charge, the sentences to run concurrently. They also were ordered to pay \$1,000 in court fines and costs and \$9,815 jointly for the almost ton of fish, most of them chubs.

State law allows a judge to charge \$5 a pound for illegally taken chubs.

The jury's verdict, reached after two and a half hours of

deliberation, was greeted by broad smiles from the six Department of Natural Resources officers in the courtroom.

Special Prosecutor Dennis Krolczyk hailed the verdict.

"This is a message to crew members we will prosecute even if it's a misdemeanor. You betcha," he said.

Danielson denied requests from Voigt and Krugler that they be put on work release while in jail, saying their labor is their crime. Voigt two weeks ago started working for a Ludington commercial fisherman who can use gill nets.

Voigt and Krugler claimed they were coming to Frankfort Aug. 9, the day they were arrested, for a long weekend of relaxation and for Voigt to sell gill nets on the boat to an Indian fisherman who lived in Frankfort.

They said it was coincidental they were in the area of the 6,000 feet of set nets just before dawn when they were intercepted by DNR officers.

A third fisherman with them, Peter McGregor, 27, of Sturgeon Bay, will be tried later on the same charges. Danielson signed contempt of court papers against McGregor for failure to appear at the trial, which started Monday.

McGregor was arrested about two weeks ago and faces charges of assaulting a police officer. He is in the Keweenaw County Jail, unable to post a \$3,000 cash bond.

## Coast Guard hunting jail escapee

TRAVERSE CITY — A Coast Guard helicopter crew has joined local and federal law officers in a search for an escaped jail inmate in Newaygo County.

Coast Guard officials said the crew left the Traverse City Air Station about 6 a.m. today to help search for Wiley Theodore Nichols, 37, who was being held in the Newaygo County Jail on an armed robbery charge. Officials said he also faced federal criminal charges, which they declined to disclose.

Newaygo County officials said Nichols escaped about 9:45 p.m. Tuesday by climbing a fence to the roof of the jail, then jumping to the ground.

## WAVES celebrate 50th anniversary

TRAVERSE CITY — All World War II WAVES, Coast Guard, Army, Air Corps, Marine and Navy women on active duty or retired are invited to an anniversary reception.

The reception will be held Monday, June 1, from 3 to 5 p.m. at the Coast Guard Rescue Station, Cherry Capital Airport. It will celebrate the 50th anniversary of the WAVES (Women Accepted for Volunteer Emergency Service), commissioned in 1942 by the U. S. Navy to relieve men for active duty during World War II.

Lt. J.g. Kathy Stearns will serve as hostess and guide heli-

copter tours. In addition, the possibility of forming a multi-service club for women will be discussed.

Those interested are asked to make reservations by calling or writing former WAVE Thelma Ireland at 4045 M-72 E. A3, Williamsburg, Mich. 49690; 933-3129.

Former WAVES also are invited to a luncheon to commemorate the anniversary on June 27 in Indianapolis. The event will begin at 10 a.m. at the Omni Indianapolis North Hotel. A special presentation is planned for 10:45 a.m., followed by lunch and entertainment.

The cost is \$20 and reservations are due June 19. Send a check payable to WAVES — Indians to Marie King, 6336 Green Leaves, Indianapolis, Ind. 46226. Include name and address with reservation. A full refund is available if reservation is cancelled before June 19. The Omni is making a limited number of rooms available for June 26. For more information, call the hotel at (317) 849-6668.

For more information, call King at 317-257-5552 or Mary Lynskey at 317-786-8297.



## Coast Guard aims to improve working conditions for personnel

By PAMELA GLASS  
Ottawa News Service

WASHINGTON — Since its inception, the U.S. Coast Guard has striven to help those who go down to the sea in ships — fishermen, recreational boaters and the merchant marine.

Now, the nation's maritime safety agency wants to come to the aid of its own: the 35,000 men and women who man helicopters and cutters, inspect fishing boats and merchant ships and carve shipping channels from the ice in the Great Lakes.

Faced with complaints from Coast Guard personnel and the prospect of losing a competitive edge in recruiting, the agency has launched an unprecedented effort to improve the quality of life for its employees. This month, the Coast Guard has started to implement more than 100 recommendations made by its civilian and military employees in a 10-month study on the service's working conditions.

There are more about 1,100 Coast Guard employees in Michigan, many of whom were interviewed for the survey. In Northern Michigan, the Coast Guard has an air station in Traverse City with 117 employees, and several small boat stations in Charlevoix, Frankfort, Manistee and Cheboygan. The ice breaker Mackinaw is homeported in Cheboygan.

The so-called "Work-Life Study" was commissioned in 1990 by Coast Guard commandant Adm. J. William Kime, who has made quality of life issues a top priority for his command. Under his leadership, the Coast Guard has won more money from Congress for quality of life improvements.

Officials are asking for even more in next year's budget to further upgrade housing, health care and child care programs. They say the agency needs to recruit a more diverse work force and provide for the needs of the growing number of women and single-parent employees and for spouses and children.

The survey found that 71 percent of Coast Guard members are married, with 70 percent of this group having working spouses and 40 percent needing child care most of the time. It also found that most employees feel overworked and underpaid, and don't think the needs of their families are being met. In many cases, employees said they were not aware of services.

The Coast Guard has already made some changes. It is also allowing residents of federally-owned housing to employ all-day babysitters inside these government quarters, increasing the advances for moving expenses, hiring more chaplains, acquiring more leased housing and sprucing up existing units that have fallen in disrepair.

Other changes include a new leave policy that allows parents to take up to two years off to care for a newborn child and be guaranteed of their job upon return. The policy will soon expand to allow parents to take time off for the care of older children, officials say.

By next July, the Coast Guard says the new program should be in full swing, with 21 special work-life offices set up across the country. The nearest office to Traverse City will be in Cleveland. These specialists may be called on "800" telephone numbers, and a "Beneficiary Guide" will be mailed to the home of every active duty employee.

## Coast Guard: Stop hoax distress calls

TRAVERSE CITY — Coast Guard officials are asking the public for help in halting a rash of hoax distress calls.

The most recent phony "mayday" call was Wednesday, when someone on a marine emergency radio band reported a sinking vessel near Power Island in West Grand Traverse Bay, said Lt. Mark Gray at the Coast Guard Air Station here.

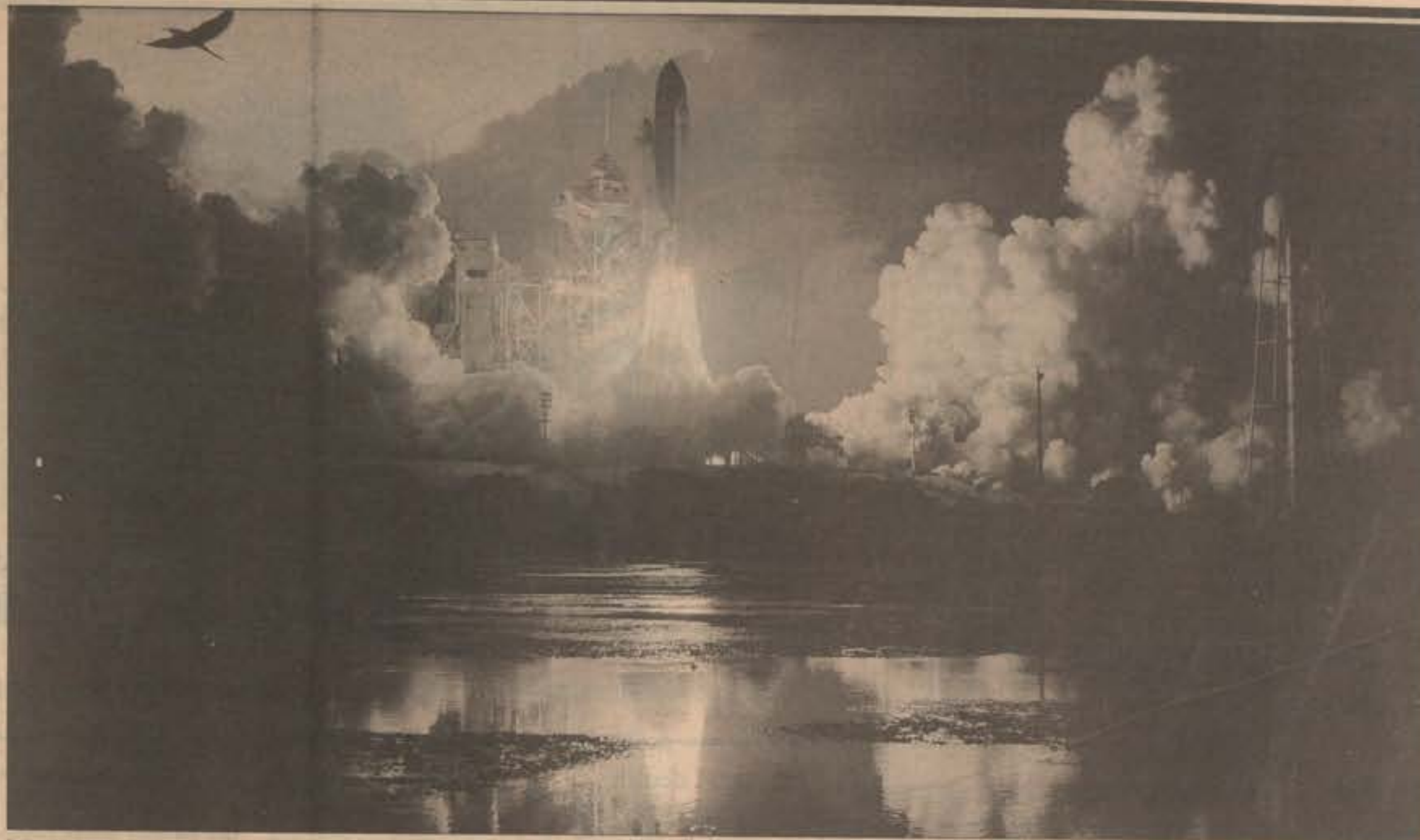
The day before, someone called in a phony report of a 34-foot boat in Lake Michigan near Escanaba with an injured person on board.

Gray said helicopter crews responded to both calls and found nothing in each case. He said children often make hoax calls, and if parents catch them at it, they should notify the Coast Guard that it was a hoax.

"Our biggest concern is we have to treat all maydays as an actual distress," Gray said. "Summer is our busy season and hoaxes draw us away from other cases."

Gray said anyone making a phony distress call will be prosecuted by the Federal Communications Commission.

# PHOTOSTORY



Launch: Endeavour rockets into space on its maiden voyage from Pad 39-B at the Kennedy Space Center in Florida.

## Shooting the Endeavour — 'a spectacular sight'

**KENNEDY SPACE CENTER, Fla.** — The newest reusable space ship in NASA's fleet, Endeavour, rocketed into space on its maiden voyage May 7 at 7:40 p.m. — a year to the day from delivery.

As the \$2 billion, 4.5-million-pound shuttle lifted off Pad 39-B, an anxious, but enthusiastic, crowd of NASA employees, space industry executives, family and media cheered.

Endeavour, named by school children in Georgia and Mississippi, was the name of English Captain James Cook's ship that explored the South Pacific in 1768. The new shuttle replaces the Challenger, lost with its seven crew in 1986.

This was my second shuttle launch. Ironically, the first was the Challenger in 1984.

Last January, a friend of mine, Cmdr. Bruce Melnick and his wife, Kaye, invited me to wit-



**John L. Russell**

ness Endeavour's historic flight. Melnick, 42, was the operations officer at the Coast Guard Air Station in Traverse City when he was selected as an astronaut trainee in 1987. He became a mission specialist in 1988. During his first flight on Discovery in 1990, Melnick logging 98 hours in space.

I wrote to NASA, requesting press credentials. I called people I had met eight years ago, requesting information. And I

received the name of a Nikon employee, Scott Andrews, who photographs most of the launches.

The photos of rockets and shuttles lifting off came after many hours of constructing, wiring, and setting up special remote camera devices. Scott is an expert at this and loves to tinker with electronic devices.

A sound-activated triggering device, with a timer, fires motor-driven cameras when the solid rockets ignite. The cameras fire until the film runs out. Scott readily offered to assist me in setting up the equipment.

The cameras are set out in mangrove swamps at least a day in advance. Photographers are given four hours to set up their equipment. The Merritt Island Wildlife Refuge, where the Kennedy Space Center is located, is home to wild pigs, alligators, fire ants, and other

unmentionable creatures.

Tripods are staked to the ground to prevent wind or critters from toppling them. Sound triggers are set and tested. Timers are set to turn on the sound triggers minutes before launch. Film is loaded with exposures set from educated guesses. Garbage bags, wood and plastic boxes and other ingenious devices cover the equipment to protect expensive gear from weather. Then it's all left there, in a highly restricted area, silent sentinels awaiting loud noises. We figured 150 photographers left \$250,000 in gear in the swamps for this launch.

After a week of sun and heat, the launch site at Cape Canaveral was cloudy and rain had fallen lightly on launch day. The astronauts suited up, the shuttle was loaded with fuel, and everything proceeded. But the

weather gave NASA only a 30 percent chance of launching.

Once the weather cleared, last minute problems were solved, and 34 minutes after its planned 7:06 p.m. launch, the shuttle began its maiden voyage into space. It was a loud, spectacular sight to behold, even from the relatively close distance of three miles.

The mission had been scheduled for seven days, with a crew of six men and one woman assigned to rendezvous, capture, repair, and deploy a stranded telecommunications satellite, as well as test and evaluate assembly techniques for a space station. The mission was extended one day, and the Intelsat satellite was captured and repaired during an historic rescue Thursday by three of the crew.

The landing is scheduled Saturday at Edwards Air Force Base in California.



**Astronaut: Cmdr. Bruce Melnick** is the former operations officer at the Coast Guard Air Station in Traverse City.



**Above: Cmdr. Bruce Melnick, third from left, and the shuttle crew wave to employees and media as they leave to board the shuttle Endeavour. Right: Endeavour sits on Pad 39-B the night before the launch.**



**Setting up: The day before the launch, photographer Scott Andrews adjusted cameras set with remote sound triggers.**

Photos by John L. Russell

## Rescue crews ready for air shows

By WILLIAM SCOTT  
Record-Eagle staff writer

TRAVERSE CITY — The top guns swoop through the air, afterburners screaming.

The earthbound crowds gape as the Navy's Blue Angels dodge each other and fly in formation, wingtips all but touching.

But a pilot's misstep could create disaster — a plunge into West Grand Traverse Bay or a crash into the crowds on shore.

It's not likely, but if it does happen, hospital, police and fire officials say they're ready.

The Coast Guard Air Station will have a helicopter crew in the air during the Blue Angels' 2:15 p.m.

shows today, Saturday and Sunday. A second crew will be on standby on the ground.

The city police department will call its officers and volunteer reserves to prevent large, dense crowds from Tom's Market on one end of West Bay to Bryant Park on the other.

City firefighters will be on standby at the fire stations.

Police and Fire Chief Ralph Soffredine said officials from the Federal Aviation Administration have taken precautions by making sure the trickiest maneuvers are over the water and ordering police to minimize crowds on the on-shore flight paths.

"You never can tell," Soffredine said. "You just hope there aren't any errors."

Munson Medical Center and Grand

Traverse Community Hospital spokesmen said they don't beef up staff in the emergency room when the Blue Angels or their Army counterparts, the Thunderbirds, blow into town.

Bob Baranski, emergency-room manager at Munson, said the entire hospital staff goes through two drills a year to prepare for disasters. Baranski said a Blue Angels crash would be like a plane crash at the airport, an overturned fuel tanker or an accident involving full school bus.

"We're ready to handle that stuff at pretty quick notice," he said.

Grand Traverse County Metro Fire Chief Wayne Hanna said all the county's fire departments have been notified of the Blue Angels flights, but no one is on standby.

## Spill forces 50,000 to evacuate homes

From staff and wire reports

SUPERIOR, Wis. — Workers in oxygen masks tried to keep chemicals from a derailed tank car from reaching Lake Superior today after the spill killed a large number of fish and forced the evacuation of at least 50,000 people.

All but 40 families in a five-mile radius around the spill near the mouth of Lake Superior had returned home by late Tuesday. Rain helped clear away the cloud of toxic vapor that had hung over Superior and adjacent Duluth, Minn.

No serious injuries were reported, though at least 33 people, including eight police officers, were treated at hospitals.

Officials warned that exposure could cause dizziness, headaches and burning of the eyes and skin.

The Coast Guard Air Station in Traverse City sent a helicopter crew to the scene. Cmdr. Larry Manthei said the crew is available for use by the top Environmental Protection Agency supervisor.

The crew left Traverse City Tuesday evening and reached Duluth, Minn., about 8 p.m., Manthei said.

The vapor had a sickeningly sweet smell, similar to insect repellent, said Dan Bogucki of Duluth.

"I could really taste it. You couldn't get rid of it," he said. Stores in Duluth remained

dark and streets deserted hours after residents and shopkeepers were given the OK to return.

"I think folks are worried. I'm not chicken about it, though I probably should be. But I got a job to do," said Penny Hanson, manager of Check Cashing of Duluth, one of the few who returned to the normally bustling downtown area.

Pilots who flew over the Nemadji River saw "quite a slug" of dead fish, including walleyed pike, said Dave Zeug, a district warden for the Wisconsin Department of Natural Resources. The extent of the kill wasn't immediately known.

"There is a huge fish kill," said Paul Steadman of the Environmental Protection Agency

office in Chicago.

The leak occurred when 14 cars of a Burlington Northern freight train derailed early Tuesday on a bridge over the Nemadji River in Superior. The tank car landed upside down in about 2 feet of water, the Coast Guard said.

The car spilled close to 30,000 gallons of a mixture that included benzene, a flammable liquid used as a solvent and in making plastics, insecticides, detergents and paints, officials said. Some 3,000 gallons remained in the car, they said.

Steadman said nothing was done to stop the leak; instead, workers in protective clothing

Continued on PAGE 10A



Toxic spill: A railroad car carrying a mixture including benzene sits upside down in two feet of water in the Nemadji River in Superior, Wis.

## ... Spill

Continued from PAGE 1A

placed seven to eight booms in the river Tuesday to keep the chemicals from flowing toward Lake Superior, two to three miles away.

"I don't want anything to get out in the bay area," Steadman said, referring to the harbor between Duluth and Superior. "If it takes 500 booms, we will require them to do it."

The Milwaukee Sentinel reported today that cleanup crews were delayed because they lacked protective suits. Superior Fire Chief Steve Gobelaso told the newspaper that his crews couldn't go near the spill for five hours. Duluth Mayor Gary Doty said the lack of suits caused a nine-hour delay.

Jane Meyer of the Wisconsin Emergency Response Commission blamed the delay on lagging enforcement of a federal law to provide money for the suits.

About 200 National Guard and Army Reserve troops mobilized to help with evacuation and traffic control duties, and Gov. Tommy G. Thompson declared a state of emergency.



Thomas Jefferson Elementary School hosted "Truck and Transport Day" last week. Students checked out all kinds of trucks and transport vehicles including police cars, fire trucks, semi-trucks, and helicopters. The U.S. Coast Guard brought in their "copter." On the right, are Charlie Smogoleski, Kayia Smogoleski (right) and Hannah Ireland check out the helicopter landing. Below, students here coasties explain the workings of the helicopter and how it is used in search and rescue. Below right, Jason Sigman listens to Karry McDonald explain cockpit operations. Top left, is Petty Officer Austin Debevec shows how the rear propeller works.

Photostory by Bob Pastachow



# TRAVERSE CITY Record Eagle

Monday, July 20, 1992

Newsstand price 50 cents

## Searchers find no trace of plane

BEAVER ISLAND - Search crews failed Monday to find a single-engine airplane that has been missing since Saturday when it mysteriously vanished over Lake Michigan with its four passengers as it prepared to land.

Searchers found no crash debris in area waters or on the island, but four Civil Air Patrol planes from Traverse City were to continue looking for the plane Tuesday, U.S. Coast Guard officials said Monday.

The Coast Guard called off its search Sunday afternoon.

The plane vanished from radar screens in Minneapolis about noon Saturday when it began descending to a landing strip on the island. The plane was flying near the end of the Leelanau Peninsula, about 35 miles from the northern Lake Michigan island, when it disappeared, officials said.

The craft was en route to this Lake Michigan island from Battle Creek.

Pilot Tom Lammon, 34, of Kalamazoo, had reported his position with good visibility, said Maj. Kay McLaughlin of the Civil Air Patrol in Lansing.

Also on the plane were Lammon's wife Peggy, 31, and another Kalamazoo couple, Ray and Cathy Sears.

## ... Search goes on for missing plane with four aboard

Continued from PAGE 1A

Michigan was called off Sunday at 5 p.m. The passengers could only survive in Lake Michigan's 51-degree water for about six to eight hours, Weber said.

The pilot did not file a flight plan, which would have triggered a search soon after the plane was overdue, McLaughlin said.

The Lammons have no children. The Sears have two girls,

ages 10 and 7, who are staying with Kathy's parents, said Debby Davis, Kathy's sister.

"Usually they go with them, so it's fortunate they didn't this time," Davis said. "We know if they could get to the phone, they would (to check on the girls)."

The small plane had fixed landing gear, which means if it hit the water some wreckage would be left on the surface, Weber said.

Either the plane somehow sank whole, or he's landed on

an island someplace," Weber said.

Weber said that Lammon, who had rented the plane, had received his license six months ago and was only certified for good visibility flights.

The aircraft did have instruments for low-visibility, but Weber said he assumes Lammon was not trained to use them.

Davis said her sister was scheduled to take her pilot's exam next week, and her husband was halfway through his training.

"We're hoping that with three of them on board they landed somewhere, but in an area where they can't contact us," Davis said.

Helicopters from the Coast Guard station in Traverse City searched the waters from Beaver Island to Traverse City on Sunday. Airplanes from the Civil Air Patrol searched the shoreline and inland areas.

Family members ask that anyone with information call the U.S. Coast Guard at 1-800-321-4400.

## Search goes on for missing plane with four aboard

From staff and wire reports

BEAVER ISLAND - A single-engine plane en route to Beaver Island from Battle Creek remained missing early today, two days after disappearing from radar.

A wide-sweeping land and water search for the plane carrying two Kalamazoo couples ended yesterday, with an air search of Beaver Island continuing today, officials said.

The pilot gave no signs of distress in his last transmission shortly after noon on Saturday, said U.S. Coast Guard Lt. Vince Weber.

"I'll be very honest with you," Weber said. "I'm very frustrated. I couldn't get any more leads other than he was 20 minutes south of Beaver Island. There is no debris, no crash site."

Weber said no signal was received from the plane's emergency locator transmitter. The Civil Air Patrol will conduct the Beaver Island search today.

The plane took off from Battle Creek about 9 a.m. Saturday,

said Maj. Kay McLaughlin of the Civil Air Patrol in Lansing. Missing are pilot Tom Lammon, 34 and his wife, Peggy, 31, and another couple, Cathy Sears, 34 and her husband, Ray, 33.

The plane was at 4,500 feet when Lammon requested assistance to go below cloud or fog cover. He then circled down to about 1,200 feet. The plane was over the middle of Grand Traverse Bay, about seven miles southeast of Northport, when Lammon gave his last report, saying he had good visibility, Weber said.

Once the plane went below 1,800 feet, it disappeared from radar screens in Minneapolis, Weber said.

Ray Sears' brother, John, who has a summer home on the island, reported the plane missing Saturday evening. John Sears, who is a pilot, helped in the search, which began after a check of local airports failed to locate the airplane.

A 10-hour search of Lake

Continued on PAGE 10A

# Divers resume plane search

By WILLIAM SCOTT  
Record-Eagle staff writer

TRAVERSE CITY — A possible oil slick and an underwater "shadow" could lead to an airplane — and its four occupants — missing since Saturday, the Coast Guard said.

The slick was reported Wednesday by a private pilot about a mile off the tip of Old Mission Peninsula, Coast Guard officials said.

Lt. Vince Weber said a Coast Guard helicopter and boat crew both reported seeing the shadow in 20 to 30 feet of water where the slick seemed to be surfacing.

The slick was first reported as measuring 300 feet by 20 feet, but by this morning had stretched to several miles, Petty Officer Ken Wheeler said.

Lt. Mark Gray said the slick was whitish and didn't have a rainbow sheen, but had a fuel odor, which could mean it's a combined pollen patch and fuel slick.

State police divers searched

Wednesday afternoon and resumed their search this morning. They were concentrating on a spot off Erickson Road five miles north of Elk Rapids and parallel to the tip of the peninsula.

Fog on the bay interfered with radio communications and the dive team used cellular phones to keep in touch with officials on shore.

Divers planned to search until noon, then decide whether to continue the search.

Missing are two Kalamazoo couples — pilot Tom Lammon, 34, and his wife, Peggy, 31; and Ray and Cathy Sears.

The plane was en route to Beaver Island from Battle Creek. It was flying near Northport, about 35 miles from Beaver Island about noon Saturday when it vanished from radar in Minneapolis as it descended to land on the island.

The oil slick is 40 miles due south of the island.

JUNE 1992

## MAIL BUOY



Is your unit sponsoring a special event? Has your unit received an "Anaboy" from the local community for a job well done? If so, send it to MAIL BUOY. Let everyone know what's going on at your unit. Send letters to:

Commander (dpo)  
Ninth Coast Guard District  
1240 East 9th Street  
Cleveland, OH 44199-2060

### Award for Excellence

Dear Petty Officer Pasik:

I am pleased to award you the Resource Director/Comptroller Award for Excellence in the "enlisted" category for the calendar year 1991.

This award is presented in recognition of your outstanding contributions to Coast Guard financial resource management while serving as the Supply Officer Supervisor at Coast Guard Air Station Traverse City, Mich. Your significant contribution in obtaining operational efficiencies was especially noteworthy.

In carrying out your assigned duties in financial resource management, you consistently demonstrated unusual levels of initiative, innovative thinking and creative leadership, as well as high standards of resourcefulness and imagination. Your efforts contributed significantly to increased efficiency, effectiveness and productivity.

Richard D. Herr  
Rear Admiral, U.S. Coast Guard

## In Brief

From staff reports

### Volunteers search for missing plane

TRAVERSE CITY — Family members and friends of two Kalamazoo couples who were aboard a private plane that never made it to Beaver Island two weeks ago are continuing the search for the missing plane.

The plane was last reported over the northern tip of the Leelanau Peninsula, preparing to land on Beaver Island, when it disappeared from radar July 18. Pilot Tom Lammon, his wife, Peggy, and Ray and Cathy Sears were aboard the plane.

The pilot's brother, David Lammon, said family members and close friends searched along the shoreline this weekend and planned to continue today, aided by the Rev. Royce Snyman, pastor of the Seventh Day Adventist Church in Kalamazoo.

Both couples were members of the church. State police and the U.S. Coast Guard have stopped their search for the plane until they receive new leads.

The volunteer searchers walked the beaches of East Grand Traverse Bay and searched the shoreline in boats. They planned to move their search to West Bay today. They also passed out flyers at the Elk Rapids harbor, describing the plane and asking boaters to watch for debris that might give a clue to the plane's whereabouts.

### Boaters overcome by fumes rescued

TRAVERSE CITY — A Wisconsin man was rescued Thursday afternoon by the Coast Guard after he and his wife were overcome by carbon monoxide aboard their pleasure boat on Lake Michigan near Leland.

Henry Ashton, 52, and Janet Ashton, 48, of Green Bay, were treated and released at Munson Medical Center.

Henry Ashton was taken aboard a National Park Service boat and then hoisted aboard a Coast Guard helicopter, said Lt. Marc Gray of the Traverse City air station. Janet Ashton was taken to shore by private pleasure boat and taken to Munson ambulance, Gray said.

MAIL  
BUOY



Job well done T-City

Your professional response to many cases the last weekend of June was outstanding. You provided superlative SAR coverage. Please pass my thanks to all hands for a job well done!

Capt. A. B. Shepard  
Chief of Staff, Ninth Coast Guard District

TRAVERSE CITY Record Eagle

Friday, August 7, 1992

Newsstand price 50 cents



Thank you: Lt. Timothy Dellot, of the Traverse City Coast Guard Air Station, discusses details of the recent rescue operation on Lake Michigan with John Offenberg of Bexley, Ohio. Offenberg personally thanked the air crew Thursday morning at the air station.

'I thank all of you'

Ohio man grateful to Coast Guard for saving his life

By WILLIAM SCOTT  
Record-Eagle staff writer

TRAVERSE CITY — John Offenberg stopped in at the Coast Guard Air Station Thursday morning and told everyone he saw he was glad to be there.

"I don't just mean I'm glad to be here," he explained. "I mean I'm glad to be here alive, and I thank all of you."

A helicopter crew from the air station plucked Offenberg from Lake Michigan off Emmet County Saturday about six hours after his 14-foot Sunfish sailboat overturned.

The 30-year-old insurance agent and city councilman from the Columbus, Ohio, suburb of Bexley came to the air station to express his gratitude to everybody stationed there. The Coast Guardsmen and women

gathered in the airport hangar Thursday morning to receive his thanks.

Offenberg read a quickly-prepared statement from his mayor proclaiming Aug. 6 U.S. Coast Guard Day in Bexley.

Cmdr. Blain Brinson, commander of the air station, said it's the third time in his 27-year career that someone went to the trouble of personally thanking the crew that rescued them and a second crew that joined the search.

Offenberg, whose family has a cottage near Good Hart in Emmet County, set sail about 11 a.m. Saturday to race his tiny sailboat in a regatta at Cross Village further north.

Offenberg said the water was calm at first, but the wind and waves increased dramatically on the open water.

He had to point the boat into the

waves to keep from capsizing, but that took him farther from shore. Then one wave caught him off guard and broke on top of the craft, tipping it over and throwing him overboard.

Offenberg, wearing one life vest and clutching another, climbed onto the side of the boat three times but was thrown off his unsteady perch. The last time he didn't have the strength to climb back on.

He then floated in the 54-degree water, gripping his boat.

Meanwhile, the race was canceled, and Offenberg's wife, Patty, reported him missing at 3 p.m. when he failed to return.

Two helicopter crews were sent to look for him, and Lt. Cmdr. Tim Dellot's crew made the rescue.

Continued on PAGE 3A

... Rescued sailor says thanks

Continued from PAGE 1A

Offenberg told the crowd he was barely conscious when rescue swimmer Joe Fuller reached him.

"I was so far gone that I couldn't understand him when he spoke," he said. "I couldn't understand how someone could be in the U.S. Coast Guard who couldn't speak English."

Fuller said he had a hard time convincing Offenberg to let go of the boat.

Once he did, Fuller put him into a basket, flight mechanic Jay Holt hoisted him aboard and Dellot and co-pilot Capt. Tom Phillips flew him to the Emmet County Fairgrounds, where an ambulance took him to Northern Michigan Hospitals.

Offenberg was treated for hypothermia, or severe temperature loss, and

released two days later. He said his body temperature was 10 degrees below normal when he was rescued.

Dellot said Offenberg's personal thanks made a gratifying mission even more special.

"It really means a lot, especially to the younger guys," he said, adding that it was the first rescue mission for Holt, who operated the hoist that brought Offenberg into the helicopter.

"I'm sure it's one he'll remember now for the rest of his life," Dellot said.

Offenberg showed off some gifts a friend in Bexley sent him this week: a set of "flares" — matches and sparklers — and a bright orange vest.

The gathering erupted in laughter when Offenberg turned around to show what was written on the back of the vest: "I'm John H. Offenberg. If found, please call 911."

6A TRAVERSE CITY RECORD-EAGLE  
SATURDAY, SEPTEMBER 19, 1992

RECORD-EAGLE

OPINION

Our view

Taking time to say thanks

A month ago, John Offenberg of Ohio stopped by the U.S. Coast Guard Air Station in Traverse City just to say thanks.

really means a lot, especially to the younger guys," said Lt. Cdr. Tim Dellot, who piloted the helicopter that made the rescue.

The occasion was — understandably — a big deal to Offenberg. A Coast Guard helicopter crew had just plucked his shivering body from the cold waters of Lake Michigan where he had been clinging to an overturned sailboat for a couple of hours. His body temperature had dropped to 10 degrees below normal and he could barely speak. "I don't just mean I'm glad to be here," Offenberg said later at the Coast Guard station. "I mean I'm glad to be here alive, and I thank all of you."

Considering the dozens of rescues made by the Coast Guard each year, it seems amazing that only a handful of rescues go out of their way to say thanks.

Sure, it's part of the Coast Guard's job to rescue boaters and look for people who get lost. And sure, people don't ordinarily get thanked for doing their jobs. But not even when doing those high-risk jobs helps save a life?

As Dellot noted, words of appreciation do mean a lot. They mean a lot to Coast Guard men and women doing their jobs. They also mean a lot to others whose work is less dramatic, whose thoughtfulness is not necessarily part of the jobs for which they're paid.

The fact that even the Coast Guard makes a big deal of being thanked should remind all of us that we probably don't say thank you often enough.

"It (hearing appreciation)

## OUT IN THE OPEN

Students acknowledge, share feelings about racism

NEXT 1-D



## LAKE GEAUGA EDITION



## FALLING SHORT

Indians lose to Orioles, 3-2; finish trip with a 4-2 record

Sports 1-F

# THE PLAIN DEALER

☆☆☆☆☆

OHIO'S LARGEST NEWSPAPER CLEVELAND, MONDAY, AUGUST 10, 1992

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HOME DELIVERY Daily to all areas Monday through Saturday \$1.75  
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## Fisherman adrift after stroke rescued

By DORIS O'DONNELL  
PLAIN DEALER REPORTER

### ASHTABULA

A fisherman adrift in his 22-foot motor boat after apparently suffering a stroke was rescued from the waters of Lake Erie yesterday by the Coast Guard.

The Jay Hawk helicopter with a five-man crew took off from Traverse City, Mich., in rain and fog early yesterday after receiving a call that Donald May of Hubbard, O., had been missing on Lake Erie for more than 36 hours.

Air Force Capt. Tom Phillips, 33, on loan to the Coast Guard from Patrick Air Force Base in Florida, said, "We feel really good about this

search. So many times we're on a search and find nothing. It's kind of a good feeling to know we helped save someone."

Phillips said the Rescue Coordinating Center in Cleveland notified his command at 2 a.m. yesterday that May, 56, had been reported missing by his wife at 9 p.m. Saturday.

She told Coast Guard officials in Ashtabula that her husband went fishing on Friday, and she assumed he slept in the boat when he did not call home Friday night.

"We were set for launch at 5 a.m. Sunday and got airborne at 6:10 a.m. in bad weather," Phillips said. "We were told the man left Geneva."

At 9 a.m. Sunday, with improved

weather conditions, the crew spotted a drifting 22-foot motorboat and a lifeless figure slumped against a seat at the rear of the boat. The boat was bobbing in 2-foot waves 24 miles north of Ashtabula.

"It looked like the man couldn't move," Phillips said.

Petty Officer 2nd Class Tom Cooney, a guardsman rescue swimmer, dropped into Lake Erie from the Coast Guard helicopter, climbed aboard the boat and "found the guy semiconscious," Phillips said.

"With a hand-held radio, Cooney gave us the problem, and he had a heck of a time getting this large man into a basket. He weighed over 200 pounds," Phillips said. "When he was

hoisted up, Corpsman Pat York gave him oxygen, and within 10 minutes or so, we landed at the heliport at Ashtabula County Medical Center."

A spokeswoman at the hospital said May appeared to have suffered a stroke and was listed in critical condition.

Later in the day, at the request of his family, May was moved to Northside Hospital of the Western Reserve Care System in Youngstown. A spokesman there said May "was conscious but in serious condition."

The Coast Guard station at Ashtabula reported a private salvage firm from the area went out to get May's boat.

His family was unavailable for comment.

### In the News

look over as commander of the Detroit Coast Guard Air Station in St. Clair Shores.

Born to a military family — her father was an Army finance officer — Crea has lived in 40 cities.

She even earned a master's degree in personnel administration from Central Michigan University while living elsewhere — in Hawaii — through a satellite program.

She joined the Coast Guard in 1973 after graduating from the University of Texas with a biology degree.

"After I joined and learned that other services restricted women, I thanked my lucky stars I joined the Coast Guard," she said.

She has been a service officer and pilot in five different assignments. She flew rescue missions during Hurricane Hugo in 1989.

From 1984-87, Crea carried President Reagan's "football," the briefcase containing the telephone and secret codes that would launch nuclear weapons.

Crea is not intimidated by her role as the unit's first woman commander.

"Sure, I'd like to walk in and blend in sometimes," she said. "But I've been through it so many times, I keep reminding myself they're the ones who this is new for, not me, because there are so few women."

ever happened here," Barry Fitzpatrick, president of the International Longshoremen's Association Local 1069, said.

The captain of the 17,000-ton *Zemias Suwalska* had earlier refused to cross the union's floating picket line outside Burns International Harbor.

"The Coast Guard got involved because of a possible safety hazard, if for some reason some vessel tried to get in the way of this vessel," said LT Steve Rowland, a Coast Guard spokesman in Chicago.

Fitzpatrick said the union had never "threatened the ship's safety."

The Polish Ocean Lines vessel will take on about 19,000 tons of corn from a Cargill Inc. dock shut down in 1990 by workers striking against American Grain Trimmers and Rogers Terminal and Shipping.

Contract talks broke down when Canadian dockworkers were employed to handle Canadian ships at the dock.

The union said this practice took jobs away from American longshoremen.

"No labor dispute is good for the port," said port director James Hartung. "It's an industry that is extraordinarily sensitive to labor disruption."

### TRAVERSE CITY, Mich. — July 23

— An oil slick on Grand Traverse Bay apparently was not from a single-engine airplane missing since July 18, a state police spokesman said.

Divers were preparing to call off a search of the area after determining the oil was not

### In the News

airplane fuel and finding no trace of the plane, Sgt. Don Laskey said.

"The Coast Guard had sponged bubbles and oil and we thought we had her," Laskey said. "But it didn't turn out that way."

He said he didn't know the origin of the 300-by-20-foot slick.

The slick is in the eastern segment of the bay, between Old Mission Peninsula and Elk Rapids. It was about a mile offshore on the Elk Rapids side, Laskey said.

A Coast Guard boat had gone to the scene July 22 and noticed it smelled of gasoline, SN John Fint said.

Aboard the plane were pilot Tom Lammon, 34, of Kalamazoo; his wife, Peggy, 31, and another Kalamazoo couple, Ray and Cathy Sears.

The plane was en route to Beaver Island from Battle Creek. It vanished from radar screens in Minneapolis about noon July 18 when it began descending to a landing strip on the northern Lake Michigan island.

The plane was flying near the end of the Leelanau Peninsula, about 35 miles from Beaver Island, when it disappeared. The oil slick was located 40 miles south of the island airstrip.

Civil Air Patrol planes searched July 20 and 21 before calling off rescue efforts.

As the divers prepared to begin their search, relatives of the missing passengers said they weren't giving up hope.

"It does not mean this is it," Linda Sears, Ray Sears' sister-in-law, said. "We're out hoping and part not hoping."

"At this point, finding something would be

better than leaving us in the dark," she said.

Ground searches continue, said Cathy Sears, who has the same name as the missing woman but is married to Ray Sears' brother.

"We have volunteers praying from here to Florida," she said. "I think both of the families are very appreciative of all the support from people. Strangers have been calling the families offering their services."



(From left) LT Wayne Brown, Air Station San Diego; SK3 Darlene Mota, Honolulu; and ENS Eric Moore, CGC *Seneca*; earned one gold and two silver medals in the U.S. armed forces track and field competition held in June. Brown earned a gold medal in the javelin throw, with a toss of 66.28 meters, only 3 meters shy of Olympic trials qualifications. Mota earned silver medals in the 3,000- and 5,000-meter races, while Moore earned 5th place in the javelin and 7th in the discus.



## RESCUE IN THE ICE

By  
LT Larry Musarra, USCG  
CGAS Traverse City

At 2325 on the evening of 22 November 1991, the Operations Center at Air Station Traverse City received notification that a Cessna 172, with 5 persons onboard, disappeared from the Air Traffic Control radar screen and presumably crashed in a heavy snowstorm, south of K.I. Sawyer AFB in Michigan's rugged Upper Peninsula. AFRCC at Scott AFB requested Coast Guard assistance. The ready crew, with Night Vision Goggles (NVG) and a Nightsun, was airborne in HH-60J CG6010 enroute to the last known position. Unfortunately, just 30 miles from the proposed search area, CG6010 encountered moderate icing and made an emergency landing at Escanaba Airport.

At 0630 the next morning, CDR Tom Walters, myself, AD1 Mark McCabe and ASM2 Jim Metza were called in to stand by and continue the search if ground parties could not locate the crash site. After determining the CG6010 crew was fatigued, that the helicopter was iced up and the ground search party was stalled by the storm, we decided to attempt another launch and search effort. With two SARTSAT 'hits', the location of the search area was narrowed to an area 20 miles south of Marquette, Michigan. At 0748, CG6012 was quickly prepared by the maintenance crew.

The flight across Lake Michigan was met with deteriorating weather. We descended to less than 150 feet above the water and with the main navigation system, GPS, inoperable and with the aircraft too low to receive TACAN/VOR from distances greater than 10-15 miles, enroute navigation was limited to low level map navigating and a drifting doppler system. I maintained an accurate DR plot, marked the positions of numerous high antennas in the flight path on the Multifunctional Display (MFD), and programmed the computer doppler with a search pattern, latitude/longitude of nearby TACAN stations and divert fields. By using the Mark-On-Top (MOT) function, I updated our position every few minutes whenever we had a strong signal from a nearby TACAN.

Prior to reaching Michigan's Upper Peninsula at Escanaba, the snow storm's intensity increased with ceilings of 100 feet and reduced visibility of 1/8th of a mile. Accurate navigation and precise piloting skills were most crucial, for we were now at tree top level with high antennas and rugged terrain in the flight path. As we weaved through the numerous antennas and dodged trees and hills, the doppler continued to drift off course and ice quickly collected on the airframe. Fortunately, the aircraft handled the icing conditions with ease in spite of the nearly 1/4 inch of ice that formed on the airframe and center windshield, and loss of power was never a problem.

Approximately 10 miles from the crash site, a weak ELT signal on 121.5 VHF-AM was heard. The DF needle pointed straight ahead and communications were established with the ground search party and Sawyer Approach Control. Visibility continued to remain limited, but the aircraft control was performing excellently under the strain of the building ice. I tuned the TACAN receiver to K.I. Sawyer and finally captured a usable signal for navigation. However, as we flew within one mile of the estimated position of the crash site, the DF needle wandered and became unreliable, so we began a manual DF search. Meanwhile, I troubleshot the DF system, and after selecting the BOTTOM antenna, the DF needle settled down and became more reliable.

As we continued to narrow the search area, we spotted what appeared to be light smoke ascending through the dense tree canopy approximately 200 yards to the right of the helicopter and diverted to investigate. As we flew overhead, we saw a man waving his arms, signalling distress. The Cessna 172 had crashed in a heavily forested area, ripping off the wings, and landed upside down. CDR Walters quickly positioned CG6012 within 30 yards of the mangled aircraft, while AD1 McCabe conducted the Rescue Checklist to deploy ASM2 Metza, the Rescue Swimmer.

Despite 20 knot winds and whiteout conditions due to the heavy snow, CDR Walters was able to maintain a steady hover with the HH-60J, and AD1 McCabe carefully lowered ASM2 Metza through a small three foot opening in the branches. Once on deck, ASM2 Metza quickly assessed the condition of the five survivors and prepared the pilot, who was the most severely injured, for a basket hoist. With the first survivor safely in the cabin, AD1 McCabe prepared to hoist two small children. They, in turn, were hoisted to the aircraft and wrapped in blankets. Once again the basket was lowered through the small opening in the trees, and the last two survivors, a man and an older child, were recovered. ASM2 Metza was then hoisted aboard, and AD1 McCabe prepared the cabin for forward flight.

With seven people in the cramped cabin, some quick juggling of SAR gear was in order. One adult and one of the children were seated in the crew seat while the other two children and most seriously injured adult were seated on the floor with the crew. AD1 McCabe moved the rescue basket to the right side of the cabin and secured it with the seat belts from the cargo seat. Also, helmet bags and survival kits were stacked on one of the seats to allow more room on the cabin floor. Rescue Swimmer gear - three hypothermia bags, two oxygen kits, EMT bag, blood pressure/suction machine, and a full RS bag - was strewn throughout the cabin. Despite the limited space, ASM2 Metza was able to provide first aid to the most injured survivor.

We departed scene, and prior to landing at Marquette Airport we had to navigate through another cluster of antennas and rugged terrain in near-zero visibility weather. When we arrived in the vicinity of Marquette Airport, the airfield was completely covered with 3 to 5 feet of snow with white out conditions. A no-hover approach was made to a suitable location near the terminal. The ambulance soon arrived, and the five survivors were transferred to civilian medical personnel.

This was the Jayhawk's first introduction to SAR in icing conditions, and the aircraft handled extremely well. Some items to note:

1. The GPS is a fantastic piece of navigation equipment; unfortunately, GPS was inoperative that weekend due to scheduled system maintenance, and we had to rely on the doppler, TACAN/VOR and dead reckoning. I think another navigation system, such as OMEGA, is going to be necessary for Alaska, particularly since GPS will not be fully functional until 1993. Luckily, we flew over one TACAN station enroute to scene and were within 15NM of another TACAN station when we were on scene. However, it was dead reckoning and 'finger navigation' that kept us on track during the 30NM when we did not have a usable TACAN/VOR.

2. Communications were troublesome. When we monitored VHF-FM, the VHF-AM radio picked up signals from nearby FM radio stations when transmitting on VHF-AM. In order to talk to Sawyer Approach on VHF-AM, I had to disable VHF-FM and could no longer monitor comms with the ground party. A filter designed to eliminate this problem should be installed in the near future.

3. Cabin space is not as great as in the HH-3F, which is something to which we ex-H-3 pilots are going to have to get accustomed. Fortunately, the survivors were ambulatory, and treatment could be performed in the upright position. As an afterthought, we should have left the dewatering pump and rescue swimmer bag at Traverse City. If even one of the survivors had to remain supine, we would have had to throw equipment out of the helicopter. The Rescue Swimmers and Corpsmen may have to consolidate their medical equipment if we take both on a medevac. To limit what is carried in the cabin, we are still debating about the benefits of taking personal survival gear on long SAR cases. This unit has developed a small pack for survival equipment. However, after seven years of Alaska flying, I like to stay dry and comfortable if stranded in some isolated area. It is difficult to leave my parka, rain gear, and so forth behind; however, due to limited space in the cabin, I don't carry a personal survival kit anymore. The idea of making cargo pods to hang on the 'bomb racks' has been discussed, but I don't see that happening in the near future.

Overall, the HH-60J aircraft is an outstanding SAR platform. With the powerful and fuel efficient T700-GE-401C engines, we were able to fly the 120NM to scene at a cruise speed of 140 knots,

maintain a 120 foot hover for 30 minutes with less than 80% torque, fly 25NM to Marquette Airport, wait 15 minutes for patient transfer and then return to Traverse City on a standard fuel load of 4500 pounds. Additionally, the APU was running to keep the ECS on line. The airframe picked up a lot of ice, and the blade deicing system worked as advertised. The ECS is extremely effective, and the cabin/cockpit temperatures can be regulated to maintain adequate heat even in sub-zero temperatures.



HH-60J 'JAYHAWK' Acceptance Ceremony At CGAS Traverse City, 6 June 1991

# Don't just pack it, wear that jacket

Here's a sad story of a tragedy that needn't have happened.

A Romulus couple was boating recently off Point Au Gres when the mother lost her balance while reeling in fishing gear. Her husband tried to grab her and both fell in.

That was bad enough. Then, though, their 18-month-old child crawled over the side of the boat and into the water to reach his parents. He was not wearing a life preserver, although there were 12 on the boat.

Neither were the parents. After struggling to keep the foundering child above water, he slipped out of his father's grasp and perished.

The parents were saved. The father has taken his message to the public: "If we had our life preservers on, he would be here right now."

He said they were not wearing the personal flotation devices because the bay was so calm. Federal and state laws require boats to carry life jackets, according to an Associated Press account, but passengers are not required to wear them.

Why is it that people refuse to wear life jackets? Too bulky,

some claim. Others feel being a good swimmer is safety insurance enough. But what happens if even the best of swimmers is knocked unconscious falling into the water?

Children in swimming lessons are told: "Don't just pack it; wear your jacket," yet parents don't enforce the rule, nor do they set an example.

Perhaps there is a feeling that it isn't cool to wear a life jacket, that it makes the boater look like a "fraidy cat."

All these reasons, however, ring pretty hollow when weighed against the tears and sorrow of the young couple whose child drowned before their very eyes.

If that child had been wearing his life jacket, he very well might have been alive today.

Life jackets do no good tossed in a corner or stored under a seat. They are made to be worn. Sure they are bulky, but it's their bulkiness that can keep a person afloat in the event of a water emergency.

It may not be a federal or state law to wear them, but make it a family rule and lay down the law on every trip: Don't just pack it, wear your jacket. — Hillsdale Daily News



# SHIPMATES

## Air Station Traverse City

While completing an earlier search, Group Detroit received a report of another overturned P/C approximately five NM north of Bay City, Mich., in southern Saginaw Bay the night of August 29. The helicopter and UTB diverted and commenced searching. No debris was found in the vicinity of the P/C. Station Saginaw River personnel quickly identified the owner through the vessel's reg-

istration numbers. The O/O's relatives stated that there were three POB who went out for a day fishing trip and were due back five hours before. An Air Station Traverse City HH60 relieved an Air Station Detroit HH65 that night. An extensive first light search located the bodies of all three PIW with PFDs northeast of their boat.

# Female pioneers in Coast Guard say they deserve equal chance

WASHINGTON (AP) — Dorothy Stratton wasn't even allowed on a boat when she became the first director of the Coast Guard Women's Reserve a half-century ago.

Today, women in the military are on the ships, in the air and may be headed for the front line, and the 63-year-old thinks that's just fine.

"I've tossed this thing around in my mind a lot," said Stratton, a Lafayette, Ind., resident and former dean of women at Purdue University. "If women volunteer for service they should be required to take the same dangers and have the same opportunities as the men."

Dr. Olivia Hooker, 77, the first black woman in the Coast

"I've always felt that a woman should be assigned to anything she is physically and mentally capable of."

**Jeanne Gleason  
Captain**

Guard, agrees. "I used to be terribly against" women in combat, she said, "but then I went to Israel and saw those girls running around with guns on their backs. It didn't seem to hurt them a bit. I don't see why just being born a woman means there are certain jobs women can't do."

Stratton and Hooker are among more than 900 women

planning to gather in Washington this month for the 50th anniversary of the founding of the Coast Guard SPARS, the women's reserve that took its name from the Coast Guard motto "Semper Paratus, Always Ready."

The reunion comes just after the Nov. 15 deadline for the Presidential Commission on the Assignment of Women in the

Armed Forces to submit recommendations to President Bush that could determine the future of women in the military.

After the Persian Gulf War, in which 35,000 U.S. women played non-combat roles, Congress passed a law permitting Navy and Marine women to fly combat missions. The Pentagon has delayed implementing the law pending the commission's findings.

There was no such debate in November 1942 when President Franklin D. Roosevelt authorized the SPARS as a land-duty force aimed at freeing men for more crucial jobs at sea. The 11,000 women under Stratton were not allowed to work on ships and could not be stationed

outside the continental United States.

"I don't think women really thought they were being put down because they were women," said retired Capt. Jeanne Gleason, 74, who worked during the war as a disbursing officer at Manhattan Beach in New York City. "It was a whole different time."

Hooker recalled that a Coast Guard recruiter, trying to discourage the first black woman enlistee, told her a "wild story" about a ship blowing up offshore and women having to bring in body parts. "I said that if other women can do it, I'm sure I can too."

Gleason said those 11 women proved to the C

Guard they could handle any task. "We were the forerunners. Today women can be assigned right along with their male counterparts."

*Summer 1992 Fishing With Warren Rusty Fast Capt. Ret.*





Rescue attempt: Bystanders help police officers launch a rescue boat from the parking lot of the Holiday Inn in Traverse City just before midnight Saturday.

## Hartford man drowns in bay

By WILLIAM SCOTT  
Record-Eagle staff writer

TRAVERSE CITY — A 46-year-old Hartford, Mich., man who waded into West Grand Traverse Bay and drowned late Saturday gave no hint that he was planning suicide, city police said.

Joseph Edwin Flory was pronounced dead at Munson Medical Center shortly after 1 a.m., about an hour and a half after he waded into the bay near Holiday Inn.

Police said they haven't ruled Flory's death a suicide, but witnesses said he walked deliberately into the water and ignored police officers who arrived and yelled for him to return to shore.

According to police reports, Flory and a friend were staying at the Holiday Inn for the weekend. The two men arrived Friday afternoon and planned to return to Hartford Sunday.

Police said both men had turned in for the night about 11 p.m. when Flory told his friend he was going out for a hamburger. Several minutes later, witnesses told police Flory was standing near shore, smoking a cigarette, when he took off his windbreaker and walked into the water.

Bystanders notified Holiday Inn employees, who called police.

When the officers arrived, they saw Flory in the water and called for him, but he began swimming away from shore, police said. Officers summoned a patrol boat from the Grand Traverse County Sheriff's Department, but Flory had already gone under the water by then.

A Coast Guard helicopter hovered over the bay, trying to spot Flory with a searchlight. Costumed Halloween revelers from the hotel's Shimmers lounge stood on shore watching the search.

Police divers found Flory's body in 12 feet of water. The water temperature was 52 degrees, divers said.

### SHIPMATES

## SITREPS



### Air Station Traverse City

Group Sault Ste. Marie received a call from *M/V Arthur M. Anderson* requesting a MEDEVAC of a 50-year-old male, Oct. 9. The man was suffering from pain in his left side and extremely high blood pressure. An Air Station Traverse City HH-60 Jayhawk was launched to transport the patient to the nearest hospital because of the probability of a heart attack or stroke. The man was diagnosed as having severe kidney stones.

OCTOBER 1992

## Canuslak 92: U.S., Canadian exercise provides invaluable spill response training

By CWO Dan Waldschmidt  
Ninth District Public Affairs

"This is Captain Picard of the Tanker 'Geraldton.' I have had a collision with an unknown vessel. Damaged port bow. Visibility zero. Location is approximately ten miles east of Pigeon Point. We are dead in the water. We were enroute to Thunder Bay with 64,000 barrels of gasoline and diesel oil..."



CCGC Samuel Risley crewmen deploy containment boom from the environmental agencies. I was proud to see the Coast Guard's main concern during the cleanup operation was protecting the environment.

The Canadian Coast Guard radio station at Thunder Bay, Ontario, Canada received the broadcast from the Geraldton at 4:40 a.m. Sept. 14. "Canuslak 92," one of the largest marine pollution response exercises ever conducted in the Great Lakes was underway. More than 200 people from the United States and Canada took part in the four-day event, designed to exercise the Joint U.S./Canadian Marine Pollution Contingency Plan.

Adopted in 1983, the Joint U.S./Canada Marine Pollution Contingency Plan, outlines the organizational and operational efforts to be used to limit the impact of a pollution incident affecting both countries. As directed by the contingency plan, the two governments conduct a drill every other year. These drills are designed to exercise all aspects of the contingency plan.

Thunder Bay is a major Canadian port. Both the United States and Canadian merchant vessels carry cargo to and from Thunder Bay on a regular basis. It was selected as the site for "Canuslak 92" because of the potential for an actual pollution incident in Thunder Bay that would cause the enactment of the Joint U.S./Canada Marine Pollution Contingency Plan.

The scenario described a collision between a tanker and a rail car carrier. Gasoline and diesel oil leaking from the tanker washed ashore in Canada, along the northeast Minnesota coast, and at the U.S. National Park on Isle Royale. A train car on the rail carrier ruptured, leaking chlorine in the exercise site area.

"One objective of "Canuslak 92" was to provide practical, hands-on training for as many Coast Guard men and women as possible," LCDR Gary Kaminski said. Kaminski, of the Ninth District Response Team, worked on "Canuslak 92" for almost a year before the exercise was held. He helped to develop the scenario and was in charge of the organization of the exercise for the United States. "We included a wide variety of Coast Guard participation from all over the Atlantic area as players, controllers and evaluators for the exercise," Kaminski said.

Representatives from every Ninth District Marine Safety Office participated in the exercise. "The exercise gave me a much better perspective of what a real spill would be like," ENS Mike Evanish of Marine Safety Office Buffalo said. Evanish recently graduated from Officer Candidate School and MSO Buffalo is his first duty assignment. "Being new to the Coast Guard, I learned a great deal about how we respond to a spill," Evanish said. "I was impressed by how much emphasis the Coast Guard gives to recommendations

The crews of the Cutters *Sundew* and *Kamai Bay* worked with the Atlantic Strike Team and the Canadian Coast Guard to deploy more than 4,000 feet of containment boom and the prototype Vessel of Opportunity Skimming System (VOSS). LCDR Phil Glenn of the Atlantic Strike Team pointed out how even veterans of marine pollution exercises learned a great deal by participating in "Canuslak 92." Glenn has worked in the marine safety field for more than 12 years. "As an international event, Canuslak adds additional complications and challenges to the exercise," Glenn said.

Members of the Ninth District Staff assumed key roles as controllers, players and evaluators. Many of these staff people will be members of the on scene coordinator's staff in the event of a real incident. "Their exercise play leaves them much better prepared to perform during the real thing," said Kaminski.

The U.S. and Canadian participants were impressed when aviators from Air Station Cape Cod demonstrated how their Falcon Jet "air-eye" equipment could be used to track and plot an oil spill. A Jayhawk helicopter from Air Station Traverse City conducted overflights of the exercise sites as directed by the on scene coordinator.

The scenario for "Canuslak 92" provided a wide variety of problems for the on scene command staff to solve. Most of these problems are the same as responders to an actual spill would have to resolve. For example, the Canadian Customs Service at Sault Ste. Marie would not allow the Atlantic Strike Force to enter Canada with their equipment. When oil began to pollute the northeast shores of Minnesota, the Grand Portage Chippewa tribe demanded that all work be done on native lands by native people. Activists from

See Canuslak - 5

## Canuslak From page 3

STUN, Save The Universe Now, threatened to chain themselves to the grounded rail carrier to protest the shipment of hazardous chemicals.

The collision occurred in Canadian waters and the on scene command center was established in Thunder Bay. Therefore, the Joint U.S./Canada Marine Pollution Contingency Plan directed that Edmund Lea, Superintendent, Aids to Navigation, Perry Sound, served as the on scene coordinator. The Commander of Marine Safety Office Duluth, CDR Clay Fust became the deputy on scene coordinator. "Whenever we respond to an incident of this magnitude, we expect that one of our biggest jobs will be to organize all of the different agencies," Fust said. "Canuslak involved federal, state, and local agencies from the United States, as well as federal provincial and local agencies from Canada. We started out with two empty rooms and about 60 people from all of the various agencies," Fust said. "About half way through the second day, we had a fully functional command post with working groups made up of the individuals working in their specialties," the commander added. The interplay between the agencies is very important according to Fust. "This exercise opened a lot of people's eyes regarding the capabilities and different operating procedures of the agencies involved."

During the post exercise evaluation, many of the players praised the control staff for their ability to create very realistic play. "The



CGC Sundew takes part in the Canuslak operation. Brian K. Huth photo

controllers who were pretending to be people involved in the incident were very convincing," Fust said. In some cases, the controllers succeeded in creating emotional responses from some of the players, according to Fust. "At one point, I watched the on scene coordinator attempt to calm down the controller who was playing the role of the angry ship owner," the commander said.

A common yardstick used to measure the success of any practical exercise is the knowledge gained from the exercise play. More than 200 participants in "Canuslak 92" now have a much greater awareness of how to solve the various problems that could confront them during an actual marine pollution incident.

"Reflecting on the exercise during the evaluation," CDR Fust said, "It's a good feeling that there are so many highly dedicated and trained individuals who would respond to an incident like this."

# Air Station Traverse City morale fund gets boost

by LT Mark Gray  
Air Station Traverse City

The Biederman Foundation recently donated almost \$3,000 to the Coast Guard Air Station Traverse City Morale Fund for improvements to a park located on the grounds of the air station.

Les Biederman, a lifelong friend of the Coast Guard, and prominent figure in the history of Traverse City, donated a children's park to Air Station Traverse City in 1986. Since his death from cancer last year, his friendship with the Air Station has continued through the Les and Anne Biederman Foundation, a charitable organization created in Les's memory. The foundation, provided for before he died, is administered by a small group of family and friends to support the Biederman's favorite organizations. Each year, it provides scholarships for students of Northern Michigan College, the Great Lakes Maritime Academy, and the Grand Traverse County Fire Departments.

In 1991, a gift from the foundation allowed the Air Station to expand the Les Biederman park, to include an improved softball field, beach volleyball court and an equipment storage building, complete with restrooms. In August of this year, the Biederman Foundation made a third generous contribution, which was presented by Mr. Paul Miller. The gift will again be used to improve the recreational facilities at Les Biederman Park. In addition to providing a place for children to play when they visit the air station, the park will serve as a picnic and sporting events center. When Traverse Bay Area Youth Soccer hosted a statewide soccer tournament, Les Biederman Park was made available and two soccer fields received extensive use.

"I met Les when I first came to Traverse City, about 18 years ago," Mr. Miller reminisced with a smile. "He was a self-made successful businessman who didn't make it past the eighth grade. And as long as I knew him, he loved the Coast Guard!"



LTJG Chris Day photo  
MKC Jeffery Harris and CAPT G. Blain Brinson receive a \$2,700 contribution from Paul Miller

## In Brief

From staff reports

### Coast Guardsmen ace examiner school

PETOSKEY — Two members of the Traverse City U.S. Coast Guard Auxiliary Flotilla recently attended and graduated from the National Vessel Examiner School conducted in Petoskey.

Fred Harrison, vice commander of Local Flotilla 16-05, and Jim Dow, flotilla and division staff officer, attended the school the first week of November with approximately 20 other auxiliarians from the Ninth Coast Guard Auxiliary Region.

The purposes of the school are to promote the highest quality possible in the vessel examiner program and provide standardized training and recommendations for conducting courtesy marine examinations.

The examination promotes boating safety by using trained auxiliary volunteers to educate the public boater through a direct boating safety information exchange with a boat owner or operator, and providing instructions on equipment to be carried on board a boat and other matters affecting safety. Federal and local equipment regulations also are explained.

## Coast Guard news

### Haley, first CG Chief Journalist, dies

Alexander Palmer Haley, a retired Coast Guard Chief Journalist, died 9 February. Haley enlisted in the Coast Guard in 1939. He became a writer during the early part of his career, and in 1944, became the editor of the "Out Post," then the official Coast Guard publication.

He became the Coast Guard's first Chief Journalist in 1949, and from 1945-1959, served as assistant Public Affairs Officer at Coast Guard Headquarters. Haley won a Pulitzer Prize for his novel, "Roots: The Saga of an American Family," in 1977.

### Ninth District wins Alex Haley award

The Ninth District and USCGC RELIANCE are winners of 1991 Alex Haley Awards. The awards take their name from the late Alex P. Haley, a retired Coast Guard Chief Journalist. They recognize outstanding internal information programs. Ninth District won for

units with full-time public affairs staffs. USCGC RELIANCE, a 210-foot medium endurance cutter based in New Castle, NH, won for units without full-time PA staffs. A panel at Coast Guard Headquarters chose Ninth District and RELIANCE from 45 entries.

### Air Station Traverse City gets winter workout

Air Station Traverse City got a workout on the weekend of 19 January. Aircrews responded to a report of a snowmobile that had fallen through the ice in Higgins Lake near Grayling, MI. The victims emerged unharmed. A van broke through the ice in Green Bay on the same day, and the crews again responded, along with Station Sturgeon Bay. A Coast Guard helicopter stood by to

medevac a possible cold water drowning victim. On the next day, Air Station Traverse City transported a sick newborn child from Traverse City to a hospital in Grand Rapids. RADM Gregory A. Pennington, Ninth District Commander, commended the Air Station for its efforts. "Your aircrews did a great job. It seemed they were flying non-stop all weekend," his message read.

### Coast Guard helps fight flood in Texas

Disaster control teams composed of Regular, Reserve, and Auxiliary Coast Guardsmen from Group Galveston helped civil authorities evacuate citizens from

the Houston area in December and January. Group Galveston operations center personnel said the area experienced one of the worst floods in its history.

### Auxiliary aircraft crashes off Key West

A Coast Guard Auxiliary Cessna aircraft crashed into the sea 20 miles off Key West 13 January during a patrol. A Greek freighter rescued the pilot and crewman

after they had been in the water for two hours. A Navy helicopter airlifted the crewman to a Key West hospital, where he died; the pilot survived.

### Coast Guard proposes new fees and licenses

The Coast Guard has proposed fees for merchant mariner licensing and commercial vessel inspection, which the Omnibus Budget Reconciliation Act of 1990 required it to set. The Coast

Guard has also sent to Congress a plan to license commercial fishermen, as a result of the Commercial Fishing Industry Vessel Safety Act of 1988.



Byron C. Knight/John L. Russell

**Practice, practice**

A U.S. Coast Guard rescue swimmer jumps from a Jayhawk helicopter into West Grand Traverse Bay last week during a winter training exercise. Six swimmers, using two water craft and the helicopter, practiced their winter rescue techniques.

**TC Coast Guard helps in rescue**

**TRAVERSE CITY** — A Coast Guard helicopter crew braved turbulent winds Thursday night to search for five people stranded on an ice floe in Lake Huron's Saginaw Bay.

Officials at the Coast Guard Air Station said another helicopter crew from the Detroit Air Station found and rescued the five just before the Traverse City chopper arrived.

The five were stranded when a shelf of ice that broke loose from the shoreline.

The Traverse City crew launched at 10:45 p.m. and arrived at Saginaw Bay at 11:45 p.m., officials said. While the five were being rescued, the Traverse City crew patrolled to make sure no one else was stranded, then returned to Traverse City.

**Coast Guard aids stricken tugboat**

**TRAVERSE CITY** — A tugboat pulling a barge loaded with 12,000 gallons of fuel oil stalled Monday evening in Lake Michigan, about five miles north of Pyramid Point in Leelanau County.

Coast Guard officials said the Donald C. Hannah was headed for the Straits of Mackinac from the Chicago area when its generator quit sometime before 5:30 p.m.

A helicopter crew from the Traverse City Air Station flew out to the vessel and lowered a radio to the boat so the crew could communicate. Coast Guard cutters from Charlevoix and Mobile Bay, Wis., went to assist the tug, but its crew repaired the generator about 10:25 p.m.

Officials said the tug and barge weren't drifting toward shore because of the light wind.

**Sailors are aging as lakes shipping slumps**

**ALPENA (AP)** — As the Great Lakes shipping fleet shrinks, its crews are graying.

Half the U.S. fleet has been cut up for scrap in the last decade. And the 300 sailors who met in Alpena over the weekend were told the best they can hope for is to hold steady against further decline.

"Steamboating isn't as much fun as it used to be," George Ryan, president of the Lake Carriers Association, said in a speech to the International Ship Master's Association.

The captains and mates who command the huge lake freighters are a proud group in a proud industry that has fallen on hard times with the decline of America's heavy manufacturing base.

"It just isn't what it used to be," said Capt. Gordon T. Burke, 62, the association's new president. "When I started 39 years ago, there were 600 boats in the American fleet. We had 56 boats

sailing last year."

Since 1982, nearly 90 boats have been scrapped.

When Burke was a young sailor, new boats were launched nearly every year. About all a young man had to do to get a job was apply, so great was the demand for personnel. But it has been more than 10 years since the last new boat was built, and the average age of a Great Lakes sailor is now around 50.

The aging crews are the result of seniority bumping as boats are taken out of service.

Ryan of the Lake Carriers, which represents the handful of companies left to carry the ore, stone, cement and coal that make up the majority of Great Lakes cargo, said it would be unrealistic to expect any new boats in the coming decade.

The best news he had for the ship masters was that it appears the worst is over.

"I think we're through the shakeout in the steel industry,"

**In Brief**

By The Associated Press

**Coast Guard pulls students from ice**

**FORT GRATIOT** — Four teenagers were airlifted off shifting Lake Huron ice after they were stranded more than a mile from shore just before nightfall, sheriff's officials said.

A U.S. Coast Guard helicopter crew plucked the Port Huron Northern High School students from the ice Monday evening, after they were spotted by residents of shoreline homes.

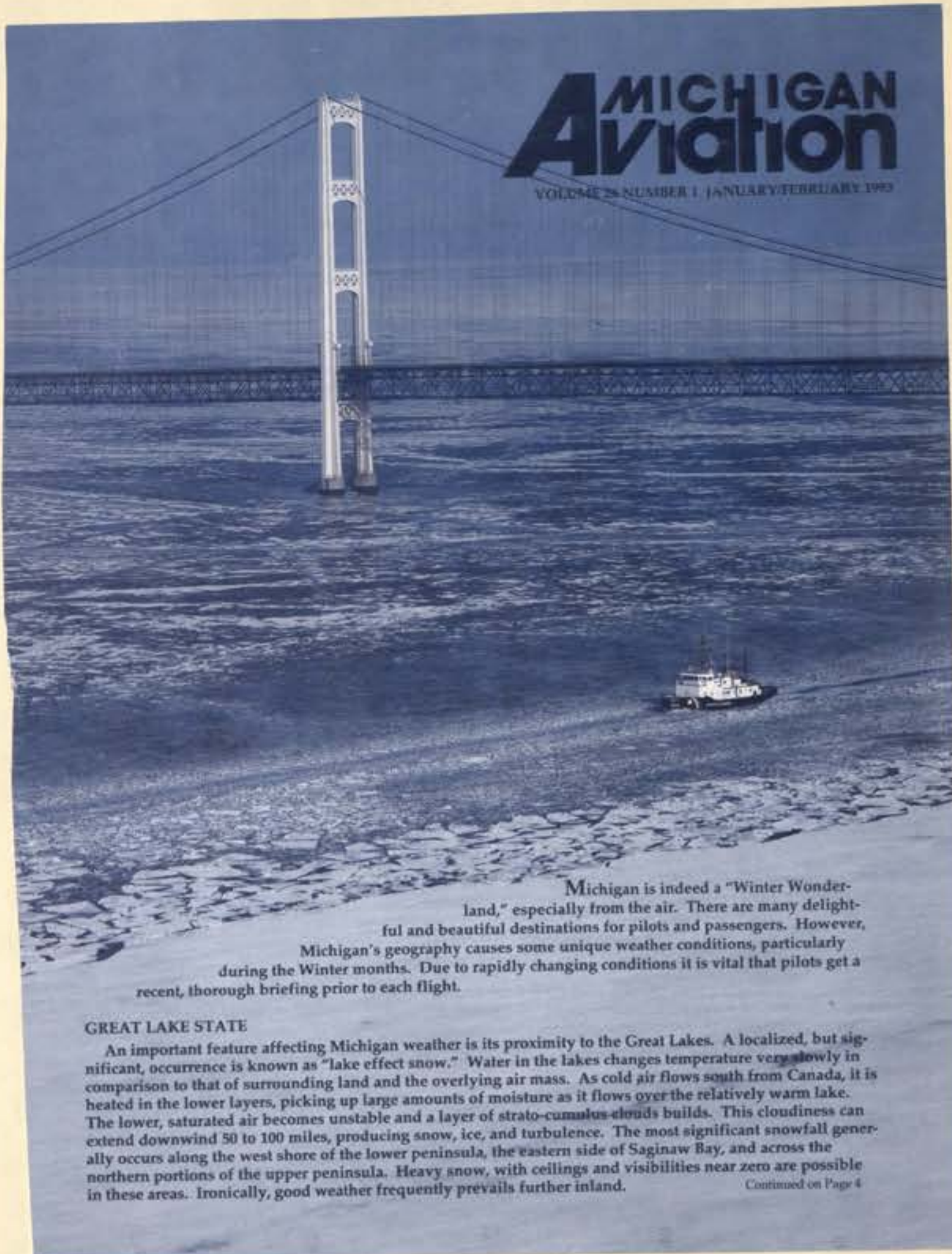
The students, David Allen, 16, John McClellan, 16, Michael Mechtenberg, 14, all of Port Huron, and Jonathon Jelinek, 18, of Fort Gratiot, were taken by helicopter to St. Clair County International Airport, then released to their families.

The track team members said they left the school on a training run and later decided to run on the ice, said sheriff's Deputy Joel B. Davies.

The helicopter was called because nightfall was approaching and a winter storm was moving into the area, Davies said.

# MICHIGAN Aviation

VOLUME 28 NUMBER 1 JANUARY/FEBRUARY 1993



Michigan is indeed a "Winter Wonderland," especially from the air. There are many delightful and beautiful destinations for pilots and passengers. However, Michigan's geography causes some unique weather conditions, particularly during the Winter months. Due to rapidly changing conditions it is vital that pilots get a recent, thorough briefing prior to each flight.

#### GREAT LAKE STATE

An important feature affecting Michigan weather is its proximity to the Great Lakes. A localized, but significant, occurrence is known as "lake effect snow." Water in the lakes changes temperature very slowly in comparison to that of surrounding land and the overlying air mass. As cold air flows south from Canada, it is heated in the lower layers, picking up large amounts of moisture as it flows over the relatively warm lake. The lower, saturated air becomes unstable and a layer of strato-cumulus clouds builds. This cloudiness can extend downwind 50 to 100 miles, producing snow, ice, and turbulence. The most significant snowfall generally occurs along the west shore of the lower peninsula, the eastern side of Saginaw Bay, and across the northern portions of the upper peninsula. Heavy snow, with ceilings and visibilities near zero are possible in these areas. Ironically, good weather frequently prevails further inland.

Continued on Page 4

## TC Coast Guard crew kept busy

TRaverse CITY - A Coast Guard helicopter crew spent more than four hours in the air on three different rescue calls in two states Sunday and early Monday.

The crew was originally called to look for three people stranded on ice in Saginaw Bay about 10 p.m., officials said. That call was canceled when the people got to shore safely, but the crew was then diverted to Green Bay in Wisconsin to look for an overdue fisherman.

After locating him and taking him to a hospital, where he was treated for hypothermia, the crew saw a van with headlights flashing. The chopper hovered over the van and directed a sheriff's deputy to the vehicle, which had broken down in an isolated area, officials said.

The crew returned to the Traverse City Air Station about 2:30 a.m. today.

Page 10 TRaverse City RECORD EAGLE  
FEBRUARY 14, 15, 17, 1993

## BOAT SHOW 1993

### Coast Guard, sheriff's patrol offer boaters aid

Boaters in northern Michigan have the extra security of knowing that in addition to sheriff's marine patrols, the U.S. Coast Guard is nearby with equipment and manpower to reach people in distress.

Last year, the Coast Guard Air Station in Traverse City handled 147 search and rescue missions. In all, 31 lives were saved in a region that spans from Duluth, Minnesota, to Erie, New York.

Lt. Mark Gray of the Coast Guard says that while the agency is required to get an aircraft airborne within 30 minutes of a distress call, the actual time it takes is often less. That means people on the bays surrounding Traverse City can usually expect help to arrive in pretty short order.

"We're in constant communication with the Coast Guard Auxiliary (volunteers) and the sheriff's department," Gray says. "They're doing patrols in both bays just about every day during the summer months."

"When there's a problem out there, we can usually get to somebody in 15 to 20 minutes."

One common occurrence involves boaters who don't take cover in time to avoid getting caught in a fast-moving storm front. With many storms coming from the west, where the horizon is obstructed by hills, and the bays being narrow and running in a



Rescue practice: The U.S. Coast Guard's presence in Traverse City helps boaters feel more secure on local waters.

north-south direction, Gray says, waiting until storm clouds are in view can be risky.

"Maybe in the weather reports, they're saying there are thunderstorms in the area," Gray says. "But some people don't really know the storms are coming until it's too late."

Gray advises boaters to heed weather advisories and get off the water when there's storm activity. He also recommends having a radio on board regardless of a boat's size.

"Having a radio on board helps improve your safety margin," he says. "You're not out there missing and

having to wait for a spouse or relative to call."

"In that case, by the time we get wind of it, it's usually pretty late at night so it's a night search."

Gray also recommends wearing life jackets instead of just storing them, noting some tragic drowning accidents last year that resulted from not wearing lifesaving gear.

"People should wear their life jackets, especially if they're on something like a Hobie Cat," he says. "Not too smart" is not putting it too harshly to not wear a life jacket or something like that."

Efforts to educate boaters by organizations like the Coast Guard Auxiliary and the sheriff's department marine patrols, as well as enforcement, have contributed to safer boating conditions, says Russ McNamara of Murray's Boats and Motors in Traverse City. And people new to boating should take an instructional course when they buy a watercraft of their own.

"I think people are becoming more safety conscious with boats as far as accidents," McNamara says. "Fatality rates have come down substantially in the last couple of decades."

## Guard warns of open water in West Bay

TRAVERSE CITY — A tugboat pulling a coal barge has opened up a waterway in the previously frozen West Grand Traverse Bay, Coast Guard officials said.

The tug and barge are docked near the Traverse City Light & Power coal pile in Grellickville, officials said.

A helicopter crew from the Traverse City Air Station flew

over the bay this morning and saw plenty of open water.

The ice around the water is very thin, and Coast Guard officials said ice fishermen should be very cautious.

The tug arrived sometime over the weekend.

The bay has been frozen since Feb. 20, when ice extended from Traverse City's beaches to Power Island.

## Job Well Done!

I was extremely pleased to hear of the successful rescue of five people who were stranded on an ice floe in Saginaw Bay Jan. 28, 1993. All units exhibited outstanding coordination and professionalism in execution of this case. Air Station Detroit executed two smooth hovers, lightly touching the ice to allow the five victims to embark and transported them to shore. Air Station Traverse City conducted a search of the ice floe for other possible victims and Station Saginaw River acted as on scene coordinator and coordinated all shore and air rescue units.

Please convey my personal appreciation to everyone involved for a job well done!

RADM G. A. Penington  
Commander, Ninth District

March 1993

## Looking for ice in all the right places

By LT Mark Gray  
Air Station Traverse City

A question often asked in Traverse City, Mich. with the arrival of winter weather is, "will the bays freeze over this year?" Air Station Traverse City aircrews aren't waiting on the bays, they're already out looking for the ice.

Each year, the air station is involved in the domestic icebreaking mission by providing an aerial vantage point for the controllers

at Group Sault Ste. Marie, Detroit, Milwaukee and District operations. The polar air masses which passed through the region in early January have initiated this year's ice season. Ice has taken root in the St. Marys River, Saginaw and Green Bay, and is quickly developing in the Straits of Mackinac. Aircrews have begun ice patrol flights which are scheduled twice a week with additional flights as needed. The ice masses are either videotaped or hand drawn on area charts.

The ice patrols also provide aircrews with an opportunity to identify potential "SAR hotspots." Large concentrations of ice fishing shanties near ice edges, vehicles on the ice, and snowmobile routes near ice ridges or gaps all are clues on locations of possible upcoming SAR cases. Ice flows which split away from the shoreline



Rock of Ages Lighthouse

with offshore prevailing winds are a common nemesis for area sportsmen.

Watching channels shift and freeze in a matter of hours and seeing the freezing sprays which cover navigation aids instills respect for the harsh Great Lakes marine environment.



March 1993

## SITREPS



### Station Saginaw River/Air Station Detroit

Station Saginaw River responded to a report of several people stranded on an ice floe in the vicinity of Alameda Beach, Saginaw Bay, Jan. 28. Due to an unknown number of people stranded, helicopters from Air Station Detroit and Traverse City responded.

Air Station Detroit hoisted five people while Air Station Traverse City searched the remainder of the ice floe for any others. None were found. One of the five persons rescued was taken to a nearby hospital and treated for mild hypothermia.

### Station Buffalo

An anonymous caller on channel 16 VHF-FM reported a vessel stuck in the ice off Sturgeon Point Jan. 30. The caller then stated that a person had fallen through the ice off Sturgeon Point. Group Buffalo attempted to hail the caller, but he refused to identify himself or offer any additional information. A crew from Station Buffalo

and the Evans Police were dispatched to the area. They searched all known local boat launches, but found no evidence of boaters or people in the area. No tracks were found on the freshly fallen snow, and no ice coverage was observed on the water. Group Buffalo and the D9 OPCEN evaluated the case as a hoax.

### CGC Acacia/CGC Mobile Bay

Group Grand Haven received a call from the tug *Donald C. Hannah* reporting it was disabled and adrift at North Manitou Shoal the afternoon of Feb. 1. The tug had a 264-foot barge in tow carrying 12,000 barrels of #6 fuel oil. CGC *Acacia* was recalled and CGC *Mobile Bay* was diverted from domestic ice breaking duty to assist. Air Station Traverse City provided an over-flight of the tug and dropped a radio to them to maintain commu-

nications with shore units. Four hours later, the tug crew of the *Donald C. Hannah* reported they had repaired their generator and restored power. All units were released except for CGC *Acacia* which escorted the tug through Manitou passage and out to open water. CGC *Acacia* was relieved by the tug *William C. Selvick* which commenced escort of the *Donald C. Hannah* and its tow to Two Rivers, Wis.

### Station Tawas

Station Tawas received a report from the Arenac County Sheriff's department reporting two people on an ice floe off the Au Gres River the afternoon of Feb. 2. The station ice skiff and an Air Station Traverse City helo on routine ice patrol responded. The helo was on scene within minutes of the report and searched the area thoroughly, but spot-

ted no people on the ice. Other civilians on scene reported seeing no one on the ice at the time of the reported distress and the aircraft commander reported the entire area covered with fast ice. The sheriff's department sheriff who took the initial call also reevaluated the report using all the above information. The case was evaluated as a false alarm.



# SHIPMATES

Published for the men and women of the Ninth Coast Guard District family

## Wintertime Search & Rescue

Case loads may decline, but degree of difficulty increases

By CWO Dan Waldschmidt  
Ninth District Public Affairs

Winter operations on the Great Lakes are tough on a good day. When the wind-chill factor is 35 degrees below zero and several people are trapped on an ice floe in Lake St. Clair, winter operations are almost impossible. The men and women of the Ninth Coast Guard District perform some of their work during what's known as the Great Lakes as "Winter OPS."

The first sure sign that the frigid Great Lakes winter is not far off is when the aids to navigation force begin to set winter buoys. The Ninth District cutters, along with the aids-to-navigation teams, scurry all over the lakes and rivers to set 1,747 winter buoys before Christmas. By late December, the deck forces of the cutters are out in the harsh elements for more than 10 hours a day. Then, after a few days rest for the holidays, many of the cutters are underway for ice-breaking.

Although the 180's do their fair share of

"Winter OPS," the Mackinaw, Biscayne Bay, Bristol Bay, Kamaal Bay, Mobile Bay, and Neah Bay are the work horses of the Ninth District icebreaking team. One of their winter chores is to assist vessels that become trapped in the ice. Whenever possible, they escort vessels that need to transit the ice-packed rivers and lakes. When spring ar-



St. Clair Shores crewman during recent ice rescue training.

rives, all six cutters are busy keeping the ice from backing up, which causes flooding in the low lying regions.

Contrary to the belief of some people who have never served in the Great Lakes

region, the men and women of the Ninth District don't take the winter off. In most cases, search and rescue becomes more difficult in the winter.

Rescuers who go out on the ice covered lakes in sub-zero temperatures wear dry suits and other special equipment to prevent exposure and hypothermia. Nevertheless, extended exposure to the bitterly cold weather still puts these rescuers at risk.

The helicopter is the preferred resource for winter search and rescue, since the aviators are not exposed to the elements for extended periods. They can arrive on scene quickly, hoist or land on most ice floes and evacuate people safely. Air Stations Detroit, Traverse City and Chicago work an average of three search and rescue cases per week during January and February.

Anchor Bay in Lake St. Clair and Saginaw Bay in Lake Huron are two of the most popular ice fishing spots in the country.

See Wintertime - page 7

### Copter aids four-wheelers

TRAVERSE CITY - A Coast Guard helicopter crew was called out late Tuesday morning to help find two mud-bogged four-wheelers and the man who had gone out to help them the night before.

The chopper was called out shortly before 10 a.m., nine hours after the three people failed to return from an attempt to get a GMC Jimmy driven by Jeffery Kneer, 20, of Traverse City out of a mudhole off Supply Road, Grand Traverse County sheriff's deputies reported today.

Kneer and his friend, Jennifer Willey, 18, also of Traverse City, got stuck late Monday night just east of the Grand Traverse-Kalkaska line. They walked to Kneer's mother's house on Broomhead Road.

Kelly Swainston of Traverse City then drove them back to the mudhole, and his Chevrolet pickup got bogged down, deputies said.

The helicopter crew located the vehicles and Swainston about 11 a.m. Kneer and Willey, who had gone for help, returned to the vehicles about 45 minutes later, deputies said.

SHIPMATES

## Wintertime Search & Rescue

Continued from cover

Hundreds of outdoorsmen crowd these two bays during most winter weekends. Many snowmobilers also enjoy the ice covered bays but some however, are not so fortunate.

A helo crew from Air Station Detroit rescued a man who fell through the ice and spent 16 hours on Anchor Bay Feb. 23. The man left Fairhaven, Mich., for a snowmobile trip across the bay at 1 a.m. His brother called the Coast Guard 14 hours later to report him missing. The Air Station Detroit helo crew located the missing man, literally frozen to the ice in a crouching position. The "Dolphin" touched down on the ice, brought the frozen man aboard the helo and flew him to the hospital. The man suffered severe frostbite to his hands and feet. He later told a television news crew that he thinks he died out there on the ice. "I could see bright lights and felt like I was floating," he said.

But it's not always ice fishermen and snowmobilers who need to be rescued. Four aspiring track stars from Port Huron High School at the southern end of Lake Huron were getting some early conditioning in mid-February. They ran out onto the ice-covered lake, thinking it was safe. When they made the turn for their return run, they discovered they were stranded on an ice floe. A Coast Guard helo flew to Port Huron and safely delivered the boys to their angry parents who were waiting on shore.

Not every ice rescue case is that simple, however. A winter rescue on the first day of the new year was far from easy for Air Station Detroit and Station Tawas, Mich., ready crews. They helped a 28-year-old Tawas man escape death. Station Tawas was the first to respond to a report of a man through the ice just a few miles from the station.



Neah Bay arrives alongside a tug and barge stuck in the ice.

Ice rescue is grueling, often dangerous work for the crews at Ninth District small boat stations. Their rescue vehicle is usually a small aluminum boat with an outboard motor. They keep the boat attached to the station government vehicle for quick response. To work a case, they sometimes have to drag the boat across hard packed snow to reach the ice covered water. Then, they continue to drag the boat across the open water, then haul the boat back up onto the ice. They continue this procedure until they reach the distressed person(s) and return to shore the same way. If the person is injured,

they secure them inside the boat and drag the loaded boat ashore.

Fortunately, when Station Tawas responded to the man through the ice New Year's Day, they didn't have to deploy their boat. They walked to the hole where the man fell through. With his dry suit on, and secured safely to a line, BM3 Tom Mann went into the icy water to search for the man. After about five minutes

in the frigid water, Mann was pulled back onto the ice and FN Aaron Robinson was lowered into the hole. Just as Robinson was being retrieved from the hole, the East Tawas fire chief arrived on scene. The fire chief brought his diving gear and he was secured to the line and lowered into the hole.

Meanwhile, aircraft commander, LTJG Kirk Pickering, co-pilot LTJG Bill Lewis, ASM2 Russ Torgerson, and AE3 Mark Frohnappel were enroute aboard an HH-65 from Air Station Detroit.

Just after 4 p.m., the diver located the man under 15 feet of water. The ice rescue team from Station Tawas quickly pulled the diver and the victim from the water. People at the scene estimated that the man had spent almost 30 minutes under the water. Although he had no vital signs, he was rushed to a Tawas hospital.

The small Tawas hospital was not equipped to handle a cold water drowning victim, so he was flown to a larger hospital in Saginaw, Mich.

A Tawas Hospital nurse and the helicopter crewmen continued to administer CPR throughout the 25 minute flight to Saginaw. The nurse also defibrillated the patient twice during the flight. By the time the helo arrived at the Saginaw Hospital, the man had a pulse and was breathing on his own. Less than a week later the man was almost fully recovered.

"I couldn't think of a better way to start off the new year than to help save a man's life," Torgerson later said.

By the end of March, the icebreakers will be busy unclogging the narrow areas in the Great Lakes water system. It's a sure sign that spring is close at hand when the ATON fleets begin to set summer buoys. The men and women in the Ninth Coast Guard District are getting ready to go back to their normal routine - protecting life and limb and property in one of the world's busiest recreational boating areas, the Great Lakes.



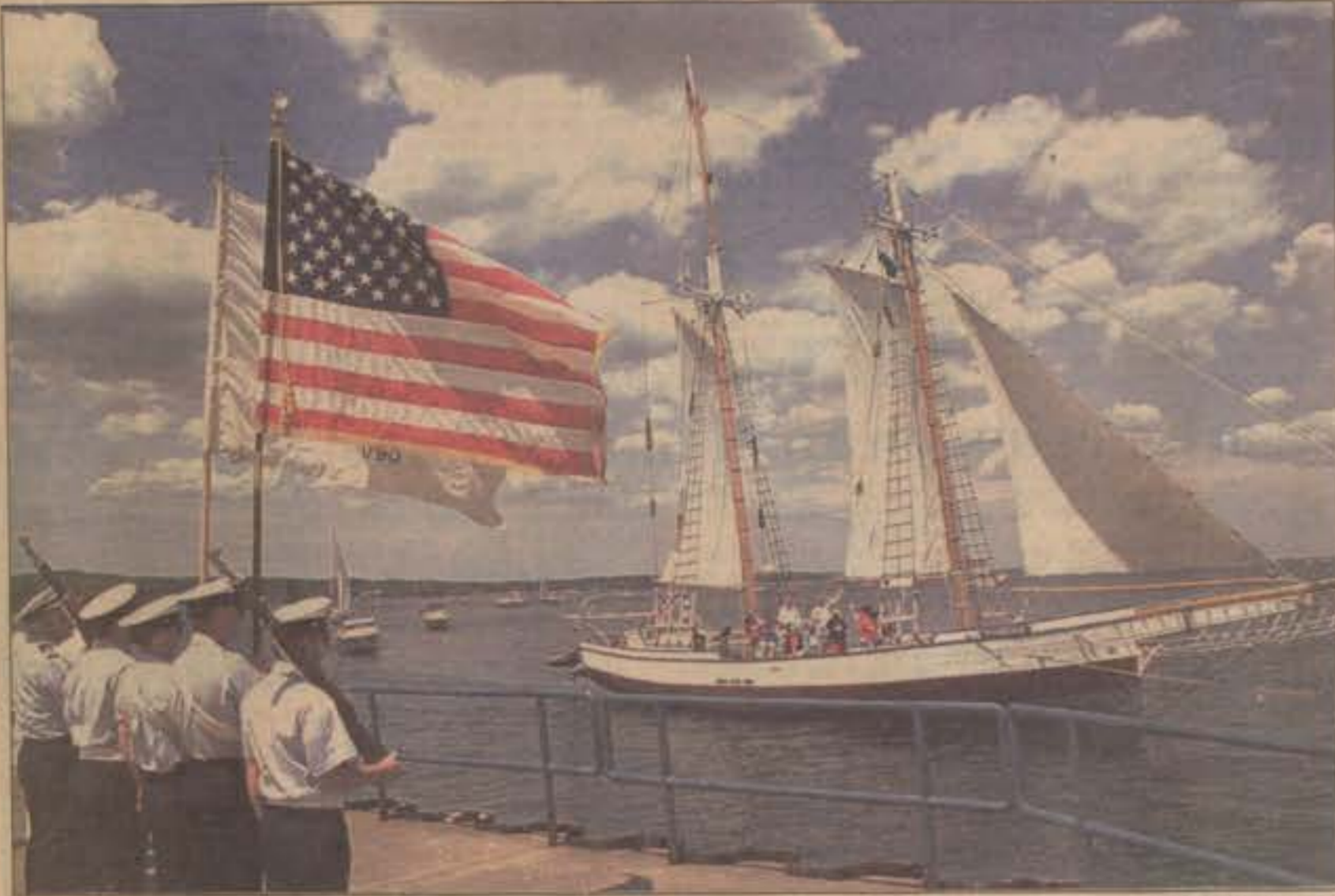
Checking out the ice on Lake Erie.

### Station Marquette/ Air Station Traverse City

An Air Station Traverse City HH-60 and a mobile unit from Station Marquette responded to reports of several people and vehicles on an ice floe five miles off shore near Marquette, Mich., the afternoon of Feb.

28. The helo picked up and transported the six fishermen to a landing area prepared by Station Marquette and local police. Several vehicles had to be left on the ice.





Record Eagle/Kath Vandervoort

**Boat blessing**

The Madeline passes in front of the U.S. Coast Guard color guard Sunday afternoon as part of a parade of boats for the annual blessing of boats ceremony on West Grand Traverse Bay. The blessing was offered by Rev. Dennis Stilwell. Dozens of boats in the parade were escorted by a Coast Guard helicopter.



Record Eagle/Greg Johnson

**Aerial visit**

Cherry Knoll Elementary School students wave to a Coast Guard Jayhawk helicopter as it lifts off from the school playground. The helicopter spent about an hour and a half on a recent informational visit to the school on Three Mile Road in East Bay Township. The Traverse City air station makes visits to schools throughout the Great Lakes region.

### Coast Guard crew rescues women

TRaverse City — A Coast Guard helicopter crew plucked two women out of chilly Lake Michigan Monday after they had spent two hours trying to swim to shore.

Two Wisconsin women, stranded in a paddleboat in Lake Michigan, spent two hours in the 50-degree waters before a Coast Guard helicopter crew hoisted them to safety.

The women were treated for hypothermia, or loss of body temperature, at Escanaba Hospital. Lt. Cmdr. Bill Biggar said.

The women, ages 21 and 22, paddled into Lake Michigan from Cedar River, Wis., and a strong wind from the west pushed them three-quarters of a mile into the lake.

The wind prevented them from paddling back to shore, so they decided to swim for it about 7 p.m., Biggar said.

### In Brief

From staff reports

#### Canoe capsizes off Pyramid Point

EMPIRE — A canoe capsized about a mile off Pyramid Point Sunday, forcing one man to swim ashore and another to spend about three hours holding onto the canoe in cold Lake Michigan waters waiting for help.

Maple City resident Tim Chapman, who stayed with the canoe, was taken to Traverse City Community Hospital for hypothermia about 6 p.m. His friend, who swam for help, was Marco Chavez of Franklin, Mich. Cedar fire volunteer Zeke Kallisa and Jim Patterson, a volunteer with the Glen Arbor Fire Department, went out in a 12-foot aluminum boat and rescued Chapman, 32.

He was airlifted by Traverse City Coast Guard helicopter crew to Traverse City, where he was taken by ambulance to the hospital. He was treated and released.

## COAST GUARD RESCUE: THE BIG-WATER BOATER'S SAFETY NET

# TRAVERSE

JUNE 1993 • \$2.75

NORTHERN  
MICHIGAN'S  
MAGAZINE

### FISHING SEASON!

- HOW THE EXPERTS CATCH 'EM
- WHAT'S KILLING OUR SALMON?
- A LEGACY OF WORMS
- HOW TO COOK A WALLEYE

### GREAT BIKE RIDES

EIGHT ROUTES AROUND YOUR  
FAVORITE LAKES



# GUARDIANS OF THE GREAT LAKES

**J**OHAN OFFENBERG WAS DYING, literally freezing to death on an August afternoon. Six hours had passed since his 14-foot Simfish sailboat had capsized among turbulent, 8-foot waves off the Lake Michigan coast north of Harbor Springs, and he was in the water.

Three times he had pulled himself up on the boat's overturned hull, straddling it and groping for balance as the seas violently pitched the craft to and fro. For a time, he'd wedged his hand tightly in the slot in the hull from which the seas had jerked the centerboard, without which it had been impossible for Offenberg to right the boat. But three times the waves had tossed him

BY THOM RAE  
PHOTOGRAPHY BY THOMAS KACHADURIAN

Get in deadly trouble on the Great Lakes, and the crew of a Traverse City-based Coast Guard helicopter may be your last, best hope.

like a rag doll back into the heaving water, until finally he no longer had the strength to pull his own weight back onto the hull. Instead, he clung with one hand to a handle on the bow, his limp body bobbing in the water in its life vest, the whitecaps breaking across his face.

For the next four hours, the 50-year-old insurance executive from Bexley, Ohio, focused all his remaining energies, all his diminishing concentration on gripping that handle as tightly as he could. He was literally holding on for his life.

But Lake Michigan's chill waters held a lethal upper hand: Although it was the height of summer, the lake water was only 54 degrees. Slowly but certainly, Offenberg's body temperature was falling, and as hypothermia overcame him, he shivered uncontrollably. It was all he could do to breathe and maintain his grip. When his core temperature fell to a point where the shivering stopped, his body became increasingly numb. His vision tunneled severely. Death, he thought, would be a welcome relief after this ordeal.

An accomplished recreational sailor with nearly 30 years experience, Offenberg knew just how dire his situation was. Yet he also knew he had one last, slim chance for survival. His wife, Patty, had seen him off as he launched the Sunfish near their summer cottage south of Good Hart. He had been heading towards Cross Village, 12 miles north, to compete in a sailboat race. People there would have expected him to arrive hours ago, and maybe someone had notified the authorities. Maybe the Coast Guard had sent out a helicopter to look for him. Maybe its crew would be able to find his tiny boat's white hull, upside-down among thousands of whitecaps. Maybe... it was the only hope he had, and all the reason he needed to hold on.

**T**HUMPA-THUMPA-THUMPA. The orange and white blur of U.S. Coast Guard helicopters streaking above the woods and beaches toward unseen destinations is a familiar sight in the northern Michigan sky.

The HH60J Jayhawk helicopters are the highly visible vanguard of the Coast Guard's extensive Great Lakes search-and-rescue network. The sign at the entrance to the Coast Guard's Traverse City Air Station—the Jayhawk's home base—sums up their charter: It portrays a Jayhawk in flight, along with the sobriquet, "Great Lakes Guardians."

Indeed, for tens of thousands of



recreational boaters seeking fun and diversion on the big lakes, the three Sikorsky-built Jayhawks are guardian angels of sorts—a last lifeline of safety, when treacherous weather, mechanical malfunction or human folly and imprudence turn some boater's innocent relaxation into a potentially fatal calamity.

On the August afternoon when John Offenberg lay drifting and dying in the chill waters off Good Hart, one of the Jayhawks was 120 miles to the west, in the sky above Sturgeon Bay, Wisconsin. The town's annual maritime festival was underway, and Lt. Keith Taylor and his four crewmen were there for a mock-rescue demonstration.

Taylor, a 10-year veteran pilot and flight instructor, had confidence in his Jayhawk, knowing it to be ideally equipped for search-and-rescue efforts across the 94,510-square-mile Ninth Coast Guard District, which includes the five Great Lakes.

With a top speed of 205 mph, the Jayhawk can travel from Traverse City to the

Straits of Mackinac in 35 minutes, or be hovering above Lake Superior's Isle Royale within two hours. It carries enough fuel to fly 300 miles, hover for an hour, then fly back to base. With its sophisticated avionics and navigation system, the Jayhawk's crew can fly precise search patterns over open water. Special goggles let them conduct visual searches on dark nights. Forward-looking infrared radar lets the crew spot a vessel by the heat it gives off, and tell the difference between clear water and an oil slick. With automatic de-icers on blades, windshields and engines, the ship can fly in wintry weather that would ground most aircraft.

All this doesn't come cheap. A Jayhawk costs \$12 million; any two of the three stationed in Traverse City is worth more than Grand Traverse Resort. Moreover, Taylor knew, they cost \$5,000 an hour to fly. But how, he sometimes wondered, can you even try to compare cost with benefit? There's no price tag on a human life.

As his Jayhawk hovered over Sturgeon

Bay, Taylor was speaking by radio with the Coast Guard motor lifeboat that would be playing the role of the distressed vessel in the mock rescue, when his conversation was interrupted by a radio call from the Traverse City base. He was to abort the mock rescue at once and proceed to the sky above Good Hart, where a sailor had been missing for several hours. Although they didn't know the sailor's identity then, Taylor and his crew would be searching for John Offenberg.

**P**ATTY OFFENBERG HAD received a phone call around 11 a.m., just minutes after her husband had set sail. She knew John's destination was Cross Village, where the local "yacht club," a loosely organized band of recreational boaters who lived in and around the tiny shoreline town, was hosting its annual sailboat race. The call was from Sally Lamkin, a neighbor whose husband, Burt, also planned to take part in the race. But the event, Sally informed Patty, had been cancelled. The waters had become

too rough in the eyes of race organizers to ensure the participants' safety. Offshore winds had been clocked at 30 knots.

While it was too late to warn her husband, Patty wasn't concerned. She trusted John's sailing proficiency. She was certain he wouldn't have taken off if he thought the conditions were beyond his ability to navigate safely. What she didn't know, however, was that the weather had deceived him. The winds were coming out of the southwest, the waves running along the shoreline. Consequently, John's craft met no resistance at first as he set a course that would take him far enough offshore to clear the reef that protrudes from shore near the old Indian church at Middle Village. It wasn't until he was about 100 yards from shore that the severity of the waves became obvious, and he realized quite suddenly that he was in deep trouble.

Shortly after noon, Patty Offenberg received a second call from Sally and Burt Lamkin, telling her there was still no sign of John at the race site. On Burt's advice,

Patty Offenberg made her first call to the Coast Guard—to the cutter station in Charlevoix. She still couldn't imagine that John was in any real danger, but she reasoned that if the Coast Guard happened to come upon him, they could at least let him know that his family and friends were curious as to his whereabouts. As the afternoon went by, however, Patty Offenberg's confidence began to erode. She dispatched her two sons and a family friend to Cross Village to look for John, and they returned with the disturbing news that not only was there still no sign of John, no one had seen him all afternoon. Patty picked up the phone and dialed the Lamkins.

To Burt Lamkin, a 61-year-old retired school principal and an accomplished boater himself, the concern was now obvious in Patty's voice, and only underscored his own fears. Lamkin had no doubt that John Offenberg was in trouble; he had been unaccounted for too long, considering his sailing abilities. Lamkin suggested strongly that Patty again call



One difficulty of air-sea rescue is the ferocious down-wash of the helicopter's rotors, seen here frothing the water around a Coast Guard rescue boat. Lower right: A helo crew hoists a rescue swimmer back aboard.

the Charlevoix cutter station and ask that they begin a search for John. In the meantime, Lamkin began calling friends up and down the shoreline, asking them to look for signs of Offenberg and his sailboat. Those he called also called others, and within minutes, a loose network of nearly 100 people would be scanning the Lake Michigan shoreline and the surging waters offshore. All would come up empty-handed.

**L**T. TIM DELLOT WAS the senior officer in charge of the Traverse City Air Station that August afternoon, having just come on duty. Like Lt. Taylor, Dellot is a Jayhawk pilot, one of 15 assigned to the station. The pilots and their crews work 24-hour shifts, which turn over each day at 3:15 p.m. In addition to a pilot, each duty crew consists of a copilot, rescue swimmer, flight mechanic, and corpsman.

Like firemen, the duty crews spend much of each shift waiting to be called into action. While they wait, they sometimes spend time aloft practicing rescue maneuvers, often over nearby Grand Traverse Bay. They also fly routine missions, carrying Coast Guard maintenance crews out to remote buoys, and monitoring ice in the shipping channels.

But they all know the waiting can end in a split second, without warning, as the piercing whoop of the station's alarm sends them scrambling to the 50,000-square-foot

hangar where the Jayhawks are berthed. In less than half an hour they can be airborne, hurtling out across the waters to search, and ready to rescue.

In a typical year, the Jayhawks respond to some 180 requests for search-and-rescue assistance. As one might expect, most are maritime missions, but a surprising one in four are over land, which is typically the U.S. Air Force's turf in the federal search-and-rescue scheme. However, an arrangement unique to the Great Lakes region makes overland rescues, too, the Coast Guard's job. Consequently, Dellot's and other Jayhawk crews routinely are called upon to help locate missing hunters, hikers, snowmobilers, escapees from state prison camps—even lost and disoriented Alzheimer's victims.

Dellot has flown many overland rescues and knows they present unique challenges and dangers. Many involve people lost in the forests of northern Michigan, where pilots must fly low and slow so the crew can look straight down between the trees. Dellot likens it to searching for the proverbial needle in a haystack. In the case of missing hunters, crews often have no more description than "big and wearing a bright orange jumpsuit." That might help find someone in a supermarket, but is of little help in woods filled with thousands of hunters wearing orange.

Still, the tedium of such searches occasionally results in happy endings, like

the time an all-night search near Alpena finally turned up an 85-year-old woman who had become lost while black-powder hunting.

Dellot least likes flying over land at night. While topographical maps help him navigate around commercial radio towers and darkened hilltops, they are useless in detecting 100-foot antennae illegally erected by ham radio operators seeking to boost their broadcast reach.

There is no such danger over water, where the majority of the searches take place. Most of those occur, not surprisingly, during the summer boat season, when nights are short. Last year, 60 percent of the Jayhawks' search-and-rescue missions were between Memorial Day and Labor Day.

While summer is the busiest rescue season, Dellot's 16 years of experience have shown him that the maritime danger is potentially most lethal in the fall, especially when diehard boaters try to stretch the boating season to the last possible day. He recalled one such sailboat from Duluth that was caught in 50-knot October winds that ripped off the sails. After drifting all night in Lake Superior, the boat was sighted by a Jayhawk crew 60 miles north of Ontonagon. Despite the fierce waves, the boat's captain waved off the Jayhawk, because he feared the boat would be lost if he and his party were evacuated. Instead, he opted to wait for a Coast Guard cutter that could tow his boat to shore.

But the cutter was four hours away, and the Jayhawk didn't have enough fuel to stay with the boat that long. The pilot decided instead to fly to Iron Mountain for refueling. He was doing just that when he received a radio call that the sailboat was taking on water and that its captain had changed his mind—he now wanted



to be lifted off by the Jayhawk as soon as possible. By that time, however, the winds were so turbulent that the rescue swimmer had gotten sick to his stomach and had to be left behind as the short-handed crew went on to eventually hoist the stranded boater to safety.

Dellot and the other pilots consider sailboats the most difficult vessels from which to hoist people, especially in rough waters. The aircraft must be positioned directly above the boat from where the pilot often can't see the vessel, and so has no point of reference for steadying the helicopter. Worse, the sailboat's mast is often swaying back and forth, threatening to interfere with the rescue line.

Still, despite the hazards, Dellot loves his work, especially when he has the chance to save another person's life. He is convinced there is no better high in the world.

**D**ELLOT WAS AT HIS desk, immersed in paperwork, when he received a call requesting a search for an "overdue" in the water near Good Hart. The call came from the station's communications officer, who had in turn received a call from the Coast Guard group office in Sault Ste. Marie. The group office had received the report from its cutter station in Charlevoix.

The decision whether or not to launch a search is always evaluated on a case-by-case basis. Dellot carefully examined the specifics: Offenberg's experience as a sailor, the fact that he had told his wife and others of his float plan, the five hours he was overdue, the rough conditions on the lake—all of these factors led Dellot to conclude that there was a very real possibility that Offenberg was in serious trouble. He decided to launch an immediate search.

Knowing that it could take 30 minutes to ready his aircraft, Dellot radioed Lt. Taylor, in the air over Sturgeon Bay, and told him to proceed to the search area at once. That would provide the fastest response, but Taylor's aircraft was running low on fuel and could sustain a search for no more than 20 minutes. So Dellot and his crew took off in their Jayhawk to rendezvous with Taylor's craft and relieve it.



helos began their initial pass.

In the rear of Taylor's aircraft, Andy Coykendal scanned the waters off the right side of the Jayhawk. He knew that searches seldom succeed on the first pass, often can last for hours, and sometimes turn up nothing. Since the hull of Offenberg's Sunfish was white, if it was capsized, they might not be able to...

"Suddenly, there it was. Right there!" "Target at three o'clock," said Coykendal, his voice not betraying excitement. Indeed, it was Offenberg's boat, and there he was, too, clinging to its bow. Taylor banked the Jayhawk to the right and circled to signal Dellot's aircraft, approaching from the south, to attempt the rescue. Taylor headed back to Traverse City, and used his radio to alert the hospital in Petoskey.

**T**HUMPA-THUMPA-THUMPA. Even in his semi-conscious state, it was impossible for John Offenberg to ignore the rapid whopping sound of the Jayhawk's propellers as the aircraft descended slowly to him. To Offenberg, it was the sound of salvation, of hopes materialized.

When the rescue swimmer reached him, Offenberg at first balked as the swimmer told him to let go of the transom handle. It made no sense to Offenberg, who wondered why, after going to such great lengths to find him, the Coast Guard

had sent down a rescue swimmer who couldn't speak a word of English. In fact, the Florida-born swimmer's English was quite fluent.

In the months following his rescue, Offenberg would often recall his inability to understand the swimmer's words as an indication of just how incoherent his ordeal had made him. In the emergency room at Northern Michigan Hospital in Petoskey, where Offenberg was delivered less than 30 minutes after the swimmer reached him, doctors found his body temperature was 88 degrees, just one degree above the suspended-animation temperature at which open-heart surgery is performed. Had he remained in the water another 20 minutes, the doctors later said, he probably would not have survived.

John Offenberg didn't just survive. Only six days after his ordeal, he traveled to the Traverse City Air Station to personally thank the entire complement for saving his life.

It was a highly emotional occasion, and no wonder. The station's commanding officer, Capt. Blain Brinson, remarked that in his 27-year career, Offenberg was only the third individual he could ever recall who ever appeared in person to say thanks. **T**

Thom Bar is a contributing editor of Traverse.

# CHERRY FESTIVAL 1993

## Heritage Day Parade and exhibits stir up memories

### Old rolls down Front, new flies overhead

By ROBIN COOK  
Record-Eagle staff writer

TRAVERSE CITY — Sprinkle a little old with the new for a touch of history.

National Cherry Festival visitors young and old took a trip back in time at Tuesday night's AAA Michigan Heritage Parade.

Present-day things like a U.S. Coast Guard helicopter whizzing overhead at the start reminded parade-goers of the present. But the rest of the parade looked like a history book flipped open.

Antique cars, square dancing and old-time bands took parade-watchers back in time.

Julius Houdek of Northport remembered vehicles like the 1921 Model T, the 1930 Model A Ford and the Grand Traverse County Road Commission's 1938 Studebaker snow plow, which rolled down the parade route.

He remembered the 1930s when a plow like the one in the parade shoveled snow down the middle of the streets in Leland. Houdek also owned a 1931 Model A, while his parents had a 1938 Model T, which went a maximum of 55 mph.

"My mother drove it and drove it till it wore out," said Houdek, who had never attended a Heritage Parade before. "When you bought gas, you bought a quarter or 50 cents gas at a time."

The antique cars also thrilled Lansing-area resident Phyllis Perkowski who had seen similar cars on display before at Meadowbrook Hall in Clinton Township.

"It's kind of renewal of some nostalgia," she said.

The parade didn't stir any memories for 10-year-old Erica Wiegmann of Macomb Township. Her favorite part of the parade was the helicopter.

TRAVERSE CITY RECORD-EAGLE  
FRIDAY, JULY 2, 1993

### Crew to help flood victims

TRAVERSE CITY — A four-person U.S. Coast Guard helicopter crew from Traverse City is on a week-long mission to help with flood relief on the Mississippi River.

Two pilots and two crew members from the Traverse City Coast Guard Air Station flew to St. Louis, Mo., Thursday night.

Today, the crew will travel to Davenport, Iowa, to help the U.S. Corps of Engineers and to search for stranded people.

Thursday, July 15, 1993

## Local agencies lend a hand with flood relief efforts

By ROBIN COOK  
Record-Eagle staff writer

TRAVERSE CITY — Coast Guard helicopter crews from Traverse City and several area organizations are helping with flood relief efforts along the Mississippi River in Iowa and Missouri.

The Coast Guard Air Station today sent a four-man crew to assist rescue work from St. Louis, Mo., to Davenport, Iowa, Cmdr. Bill Biggar said. It is the

third crew in two weeks to go to the flood-plagued area.

The crew is also on rescue standby in case any levees break in Hannibal, Mo., Biggar said.

At Camp Grayling, the National Guard collected 300 cots to send to the region, said Maj. Jerry Foehl. The cots still sit in storage waiting for a destination.

The local Salvation Army and Red

Continued on PAGE 4A ▶

### Fresh Water

GREEN BAY, Wis. — April 22 — Two sheriff's deputies who trailed suspects into an icy, muddy swamp were airlifted to a

• Commandant's Bulletin • June 1993

hospital where they were treated April 22 and released, the department said.

"Weather conditions and conditions at the flooded swamp area were such that rescue personnel could easily have been overcome from exposure to the elements," Manitowish Sheriff Tom Kocourek said. "The bottom line is that everyone got out safely and the coordination of rescuers from multiple agencies worked very well."

A Coast Guard helicopter lifted deputies Tom Janssen and Kirk Bessler from a swamp near Kellners Lake after they tried to find two men who fled into the area. Both deputies were treated for exposure.

Authorities had been called to an area near Kellnersville after 10 p.m. April 21 when a car went into a ditch and witnesses saw two men heading toward Kellners Lake.

When the department lost radio contact with the deputies who were searching in icy, waist-high water, they sent in rescuers who found the deputies and suspects, who were trapped in mud.

Both suspects were rescued by boat, while the deputies were airlifted to Triads Clark Regional Medical Center in Neenah by a Coast Guard helicopter called from Traverse City, Mich.

One of the suspects was held on an outstanding warrant for failing to pay a fine.

J-L-4

## ... Local agencies help in flood relief efforts

Continued from PAGE 1A

Cross are accepting financial assistance.

At the Salvation Army, cash or checks will be sent from Traverse City to the Salvation Army in those areas, said Julie Jaworski, case worker.

It is also taking bottled water and other specific products for the relief effort, which started Wednesday.

Acceptable goods include: coffee, bottled water, non-

perishable food, beverage mixes, disposable diapers, baby food, first aid supplies, trash bags, cleaning supplies, squeegees and flat shovels.

The Salvation Army is not accepting clothing at this time, Jaworski said.

"These are the basic items they want, they need," she said. The local Red Cross will accept money.

It also sent four of its workers out to the region for three weeks, said Carrie Ballou, Red Cross intern.

# TRAVERSE CITY Record Eagle

Two sections, 28 pages

Saturday, July 17, 1993

Newsstand price 50 cents

## Flooding continues to spread; Missouri levee bursts



### Traverse City crew gets bird's-eye view of devastation

By ROBIN COOK  
Record-Eagle staff writer

TRAVERSE CITY — Hovering hundreds of feet in the air, Lt. Cmdr. Mike Thorne just had to resign himself to sitting and watching the devastation occur below.

Part of a local four-man aerial observation crew, the Coast Guard pilot returned Thursday from a week-long stint spent mostly flying over flooded areas of Iowa, Missouri, Illinois and Kentucky.

"You'd fly by whole towns buried to the roof in water realizing there are people's lives in that water," Thorne said. "The only thing that would indicate it wasn't a lake was roof tops and trees sticking along the top of the water."

Other local crewmen on the trip were: Air Force Capt. Tom Phillips, Coast Guard Petty Officer Jay Holt, and Coast Guard Petty Officer Mustafa Bozkurt. They were the second local Coast Guard crew to travel to the flood area. The third helicopter unit headed out Thursday.

"We never got the chance to get down there and fill sandbags, but I would have liked to do that," Thorne said.

Instead of land assistance, the crew provided rides for federal highway officials, the U.S. Army Corps of Engineers and state and local emergency management workers who surveyed the damage from the air to come up with possible solutions.

Continued on PAGE 3A ▶

## ... TC crew sees flood

Continued from PAGE 1A

They also helped spot weak spots in levees so that repairs could be made.

"Certainly, we had the best viewpoint to see how it affected the surrounding area," said Phillips, a pilot. "There was an area just north of Quincy (Ill.) that looked like an ocean."

Everything five miles on either side of the Mississippi River was covered with water, Thorne said.

Levees too short for the water level proved to be the biggest problem, Phillips said. When one levee broke, 600,000 acres of farm land were covered.

Lt. Mary Grier, a co-pilot on the first crew that returned July

8, witnessed the starting stages of the flood's devastation. His crew covered an area 40 miles south of St. Louis to Dubuque, Iowa.

Grier's helicopter landed one time at the St. Charles County Airport near St. Louis, where water covered half the airport.

"The next day the airport was completely covered with water," Grier said.

Phillips and Thorne saw Hannibal, Mo., from the ground on the last night of the trip. A 20-foot tall levee, just completed in April, held back the water. On the other side stood a baseball field filled with water up to the bleachers.

"It's just a strange thing to see," Thorne said.



Flood visit: Coast Guard Petty Officer Jay Holt, Air Force Capt. Tom Phillips and Coast Guard Lt. Cmdr. Mike Thorne return Thursday from their trip to assist in the relief effort for flood victims.

### Beaver Island boy treated for poison

TRAVERSE CITY — A six-year-old Beaver Island boy was flown off the island and hospitalized Monday night after swallowing ant poison that contained arsenic.  
The boy, whose name was withheld, was released this morning from Munson Medical Center, Coast Guard officials said.  
A helicopter crew from the Traverse City Air station was called to the island off Charlevoix County about 9:25 p.m. Monday.  
The boy was flown to Cherry Capital Airport and then taken by ambulance to Munson for treatment, Coast Guard officials said.



### Command change

TRAVERSE CITY — Incoming Commander Thomas J. Allard, right, confers with outgoing commander Capt. G. Blain Brinson, as Rear Admiral Rudy K. Peschel gives remarks during change of command ceremonies Friday at the U.S. Coast Guard Air Station in Traverse City.

### TC crews go to flood area

TRAVERSE CITY — A fourth U.S. Coast Guard helicopter crew from Traverse City returned Thursday from the flooded Midwest, while another crew flew out this morning.  
The returning crew worked in Illinois, Iowa and Missouri, where it flew U.S. Army Corp engineers over the flooded areas, said Lt. Mark Reynolds, a pilot.  
They also took up state and federal environmental officials who are assessing the dangerous chemicals and fuels that have spilled into the river, Reynolds said.  
"There's going to be quite a cleanup as far as hazardous materials go," Reynolds said. "A lot of farms have their own gas pumps. The towns have gas stations getting flooded, and there are refineries up and down the river."  
Reynolds said conditions worsened during the two weeks he was there.

### Two injured in plane crash

HOUGHTON — A single-engine plane attempting an unplanned landing during a thunderstorm crashed short of the runway, seriously injuring two Minnesota men, authorities say.  
"The plane is a total loss," said Houghton County sheriff's Deputy Jeff Stromer. "It was really torn apart. These guys are lucky to be alive."  
"Bad weather was 'definitely a factor' in Wednesday's accident, but the exact cause of the crash was unknown, he said.  
The plane took off from Sugi-baw en route to Minneapolis, Stromer said. He said the pilot tried to land at Houghton County Airport during the storm but went down about a quarter-mile from the runway.  
A Civil Air Patrol plane spotted the wreckage and alerted authorities, said patrol Major Kay McLaughlin. She said a U.S. Coast Guard helicopter touched down, and medics began treating the pilot and passenger.

### Tiny town laughs, then flees, floodwater

McBRIDE, Mo. (AP) — As the Mississippi River roared through a collapsed levee, weary volunteers tried to empty enough beer cans to rival mountains of suddenly useless sandbags.  
"Those boys out there drinking beer, they've busted their rear ends to save this town," said Lois Naeger, whose family has owned and operated Al's Place bar and cafe since 1947.  
Three beer-drinking, would-be rescuers propped a small boat on one stack of sandbags, climbed aboard and mocked the approaching floodwaters that broke through the levee 10 miles down river.  
Couriers kept hauling cold suds from the bar. "We've worked for weeks and there's nothing else to do," declared Chalmers Berkuegler, who opened a can under the shade of a pecan tree.  
"Hey, want a beer?" he asked a visitor. "But drink it fast — water's coming."  
Within 30 minutes, swirling, smelly river water inundated Al's Place and the rest of McBride, sending about 120 people scurrying for safety. The 20 residents of nearby Belgique also fled. The levee had protected about 28,000 acres of farmland and 60 homes.  
Elsewhere, about 80,000 residents of St. Joseph remained without water today after Missouri River floodwaters knocked out the city's only water treatment plant.  
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RECORD-EAGLE  
TUESDAY, AUGUST 10, 1993

### Fellow boater saves pair adrift in bay

TRAVERSE CITY — A Traverse City father and his daughter have an alert boater to thank for helping them to shore after their power boat had mechanical problems that stranded them in Grand Traverse Bay for a few hours.  
Jerry Dean and his daughter were traveling from Charlevoix to West Grand Traverse Bay on Monday when their 22-foot power boat began experiencing mechanical problems.  
A U.S. Coast Guard helicopter crew from Traverse City began searching for the pair about 9:45 p.m. when Dean's wife, Linda, reported them missing after they had failed to arrive as scheduled at 8 p.m., said Paul Lehman, an avionics electronics technician.  
The crew found the pair about 11:30 p.m. some 200 yards southeast of Power Island. An unidentified person in a boat who heard about the search over their marine radio towed them to shore, Lehman said.

QUINN'S LUNCHEON



RECORD-EAGLE  
FRIDAY, AUGUST 6, 1993

## ... Tiny town laughs, then flees, floodwater

Continued from PAGE 1A

ment plant. It could be midweek before the plant is restarted, officials said.

St. Joseph residents stood for hours Sunday at water distribution sites. People also scrambled for bottled water in Brownville, Neb., where flooding shut down water service for about 200 residents.

The 650 residents of DeWitt, Neb., had just begun cleaning up from several tornadoes that swept through late Saturday when the floodwaters came.

The Big Blue River and two creeks that meet near DeWitt went over their banks Sunday afternoon and spread through most of the town, 75 miles southwest of Omaha, Neb. The Big Blue was expected to crest sometime today.

No new rain was expected in Iowa, Kansas, Nebraska and northern Missouri until late today or early Tuesday, the National Weather Service said.

At least 41 people deaths have been linked to the Midwest flooding since it began last month. The floods have caused

### Pleva donates 6,000 pounds of ground beef

CEDAR — Local businessman Ray Pleva has donated 6,000 pounds of Plevalean ground beef to help feed flood victims in Illinois and Missouri.  
"I'm sure if we were in that situation, there would be people in other states who would help us," said Pleva, owner of Ray Pleva's Products Inc. and Pleva's Meats in Cedar. "So we just wanted to do our part."  
The meat-and-cherry mix-

ture was shipped out Friday to the American Red Cross in St. Louis and will make some 24,000 meals. The shipment is valued at more than \$12,000.

Pleva contacted Lt. Gov. Connie Binsfeld and the Michigan Red Cross for details on how to make the donation. They helped direct him to St. Louis.

Plevalean consists of ground beef mixed with red tart cherries, oat bran, salt and spices. It earned Mich-

igan's New Product Award in June 1993, an award issued by several organizations including the Michigan State Chamber of Commerce. It also has been recognized by the University of Michigan's Medsport Program as a healthy food.

Plevalean is manufactured for Ray Pleva's Products Inc. by the Ada Beef Co. in Ada, which donated the transportation.

billions of dollars in damage to homes, business and farms.

Despite drier weather, officials were concerned that more dikes, battered for weeks by high waters, might start to crumble. At least two Mississippi River levees — near McBride and Quincy, Ill. — collapsed Sunday.

"I think the water has just been up too long on these levees," said Jack Niemi, an engi-

neer with the Army Corps of Engineers in St. Louis.

The breach of the Sny Island levee Sunday, 10 miles south of Quincy, flooded 45,000 acres. National Guard and Coast Guard helicopters were used to rescue four workers from the levee, one from a tree and one from a bulldozer.

Some 125 miles to the south, officials evacuated nearly 2,000 residents for fear three levees

would give way. They essentially surrendered one levee protecting Valmeyer, Ill., and some 70,000 acres of farmland because of water boiling through the structure.

Back in McBride, about 85 miles south of St. Louis, Naeger was among the last to leave Al's Place. She lingered until the river was lapping at her pickup's rear wheels before

skidding off.

She screamed at her 22-year-old son, Stanley, to flee as water rushed through the bar's front and back doors. He was videotaping the drowning of the family's third-generation business.

In Washington, House Speaker Tom Foley says it is wrong to hold up a \$3 billion financial aid package for a debate on how to pay for it.

A number of conservative Democrats — including some from the Midwest — joined with Republicans last Thursday in a vote that resulted in the package being delayed because of disagreement over whether spending should be cut elsewhere to pay for it, or whether the cost should simply be added to the deficit.

"I think that's wrong," Foley said Sunday of efforts to link flood aid to reductions elsewhere in the budget.  
Foley, appearing on CBS' "Face the Nation," said the dispute will be settled this week and pledged that aid to the Midwest will not be blocked.

## Coast Guard ends 69 years of monitoring distress frequency

BOSTON (AP) — In the end, the Coast Guard's Morse code emergency distress system went out not with a bang but with a dash.  
"Now closing down continuous watch," began the last Morse code message broadcast by the Coast Guard. "Fair winds and following seas with 73s (best wishes) from all of us."

With these words, transmitted in the code's familiar dots and dashes, Coast Guard veteran Rusty Homenway closed out an era.

The Coast Guard began monitoring the 300-kilohertz radio frequency for distress signals at the turn of the century and in 1924 set up its first radio station to monitor the frequency con-

tinuously.  
Since then, Coast Guard radiomen have answered thousands of distress calls (that's SOS, or three dots, three dashes, three dots) and saved countless lives.

But with the advent of satellite and digital technology such as marine phones, ship-to-shore teleprinters and

electronic beacons that can pinpoint a ship, the Morse code frequency has been made obsolete.

"It's a step forward, like going from the horse and buggy to the car," said Lt. Cmdr. William C. Glidden, who oversees communications in the Boston-based Coast Guard First District.

Coast Guard radiomen expressed nostalgia for the code.

"It's another link in the winding down of a culture, like when people stopped speaking Latin," said Rick Booth, a Coast Guard spokesman. Coast Guard officers "are realists, they see that it's time to go, but they're still a little misty-eyed."

# TC Coast Guard site a proving ground for groundwater clean-up

By KAREN NORTON  
Record-Eagle staff writer

TRAVERSE CITY — The field behind the U.S. Coast Guard Air Station here, with its wild grasses and purple knapweed, looks like any other.

It's not. For the past 10 years, this grassy lot has been a hotbed of research and development, a center of pioneering.

Scientists and engineers from all over the world have come here to look and learn. More than 80 research papers have been written about the technology developed here for cleaning up contaminated groundwater.

"It's kind of a sleepy little place, but it is an international development site," said Frank Blaha, project officer and chief of the Coast Guard's environmental compliance unit in Cleveland. "This site has been talked about all over the world."

Cleanup efforts here gained national attention again in the August issue of *National Geographic*. An article titled "Bacteria: Teaching Old Bugs New Tricks" outlined some of the new bioremediation technology developed here when the Environmental Protection Agency and Ann Arbor firm Traverse Group Inc. tested new ways to deal with an old problem.

To date, between \$12 million to \$13 million has been spent here on research and cleanup, Blaha said.

"We've gotten our money's worth," Blaha said. "We're quite proud of what's happened here."

It all began in the summer of 1980, when residents in the shady, quiet Avenue E neighborhood complained that

their water tasted funny. It was brown. It foamed. It smelled like rotten eggs. What they didn't know then was that their groundwater was tainted with jet fuel coming from the nearby Coast Guard base.

In 1984 the Coast Guard hired the Traverse Group to drill interdiction wells to pump out fuel at the station's boundary. Once that was completed, naturally-occurring microbes in the soil began their own cleanup.

In 1986, the Traverse Group and the EPA teamed up to conduct three major demonstration projects using bacteria to consume contamination. Dr. John Armstrong, founder of Traverse Group, said the first two projects involved feeding oxygen, nitrogen and nutrients to indigenous bacteria to encourage their ingestion of contamination in groundwater.

"These were pioneering projects in 1986 and 1987," Armstrong said. "We were on the very leading edge of engineering activity."

The third project, using a new technology known as bioventing, took place between 1986 and 1992. Armstrong said air currents injected and withdrawn from the soil create a kind of bio-reactor in the ground.

"It was completely successful," Armstrong said. "It was a very significant pioneering project. It had not been done before."

Armstrong said the new technology extracted 1,000 pounds of pure jet fuel from the ground in the time conventional methods would have removed 100 pounds.

John Wilson of the EPA research laboratory in Ada, Okla., said the



Research hotbed: Engineer Brent Bodnar, left and project director Greg Pierce of the Traverse Group stand in the field where the last of the clean-up work is taking place.

demonstration projects also helped develop more cost-effective methods of cleanup. Remediation during the first experiment cost \$300 a cubic yard, he said. By the time they experimented with bioventing, the cost was cut to \$30 to \$50 per cubic yard.

"The treatment cost dropped by ten times and it's more effective," Wilson said.

Armstrong said his group is currently involved in another demonstration

project in Traverse City, this one funded by the U.S. Air Force. Armstrong's firm is attempting to treat moving groundwater.

"We've just finished the first phase by demonstrating a full scale treatment curtain in a large model tank," he said. "Next year we hope to do it in the field."

Armstrong said the Air Force is interested in the emerging technology

because "there's probably some contamination at every Air Force facility in the world."

Blaha said cleanup efforts at the Coast Guard station here could be completed within the next two years. A biosparging system, a variation of bioventing, was recently installed at the base. The system will have to run for a year or two before officials can evaluate if any other steps need to be taken, Blaha said.

Record-Eagle/John L. Russell

RECORD-EAGLE  
08AUG93



OFFICIAL JOURNAL OF THE NATIONAL GEOGRAPHIC SOCIETY WASHINGTON, D.C.

**D**EARLY NEW SCIENTISTS: Bioremediation has its detractors. Established engineering will favor cleanup by excavating and incinerating. In earlier years chlorinated cleaning agents took with "legs of lead" that did little—disinfecting but toxic. One city even processed. No hard scientific data supported bioremediation's apparent results.

"We needed to clear the air," said John Wilson of the EPA research laboratory in Ada, Oklahoma. "It decided to spend taxpayer money to research cleanup at a site using microbes—with every step monitored, every result recorded."

Traverse City, Michigan, became his proving ground.

Pollution seems out of place in this quiet town, wrapped on three sides by emerald forest and fringing on Lake Michigan. Traverse is also a maritime city. Some of a U.S. Coast Guard station whose helicopters respond to the distress calls of the region's many boaters.

In the late 1970s residents adjacent to the station became concerned about their well water. "It had a funny taste and smell," recalled Frank Blaha, a former health care billing clerk. "It grew brownish and began to foam in the glass."

Investigators revealed that aviation fuel had been leaking from the station's underground tanks, maybe for decades. In the mid-1980s, the station's fuel tanks had moved a mile with the groundwater, beneath the Pickard family's house and beyond. In 1984 the Coast Guard hired Traverse Group, Inc., a bioremediation firm.

TGI drilled interdiction wells to pump out the fuel at the station boundary. "The effect on the phone was amazing," said William Kinnock, then vice manager for TGI. "With the spread of the spill halted, the indigenous soil microbes quickly did their work, and the phone collapsed on itself. After 18 months we could find no trace of it beyond the station."

The concentration under the station became the focus of these experiments. Dr. Wilson's team at EPA set up to monitor. Interest was stirred on a trip to see technology known as bioventing, pioneered by Robert Dineley of Battelle Memorial Institute in Columbus,



Ohio, among others. With John Armstrong, TGI's founder, I strolled the grove that area shows the spill. Every few feet white plastic well pipes thrust above the green like sentry markers. Some carried air down to the polluted aquifer. Others used draw air up through the soil—the key to bioventing.

"All pumped down to the groundwater picks up the contaminants," said Dr. Armstrong. "Then various pumps draw the dirt out air lock up. As the contaminants filter through the soil they are eaten by the native bacteria, which are encouraged with nutrients."

"All analyzed at the surface is clean. The microbes turn the soil itself into a bio-reactor."

"Bioventing is slow but cheap," said Dr. Wilson. "It runs much under buildings and other surface obstructions. It should be the technology of the future."

Like fuels from leaking tanks, other pollutants are ever-fresh common. Microbes feed growing into well rock.

Paula Arquette shows Kelly Ale Pacer from San Antonio, Texas, steps old joint from C-10—half a million pounds of pollutants a year that few benefits will accept. Other military bases and commercial aircraft contribute similar massive debts.

National Geographic, August 1993

Bacteria: Teaching Old Bugs New Tricks

RECORD-EAGLE  
22AUG93

## In Brief

From staff reports

### Two pulled from lake

TRAVERSE CITY — Two people are missing and two others remain hospitalized after the power boat they were piloting across southern Lake Michigan Friday swamped and broke up in large waves, the U.S. Coast Guard said.

A Coast Guard search helicopter from Traverse City rescued Trent Tobias and his wife Laurie Tobias, both of Antioch, Ill., from the lake at 3:30 p.m. Saturday and took them to Milwaukee, Wis., where they were hospitalized for hypothermia. Officials said the couple were in the water for up to 27 hours.

Still missing are Mark Brickman and his wife Sue Brickman. The ages of the four and the Brickman's hometown were not available Saturday night.

Coast Guard Lt. Mark Gray said the Tobias's 31-foot boat left Waukegon, Ill., with two other boats Friday to travel to Saugatuck, Mich. Someone on board the Tobias boat became ill, Gray said, and that boat became separated from the other two craft. When the Tobias boat didn't reach Saugatuck later in the day, Coast Guard boats from Michigan and Illinois and a Chicago-based helicopter searched for the boat Friday.

The search resumed Saturday morning, and the Traverse City helicopter spotted Tobias and his wife clinging to the engine cover of the boat in the middle of the lake about on a line with Milwaukee.

Tobias said the Brickmans were also clinging to debris and had their life jackets on after the boat broke up, but later removed them. The two couples later became separated.

### Search for missing boater suspended

MILWAUKEE — The body of a Racine man remained missing this morning after the Coast Guard suspended its search in the area where two people were rescued and a woman's body was found after their boat capsized en route to Michigan.

The Coast Guard on Sunday searched Lake Michigan for Marc Brickman, 40, for several hours but called off efforts at about 11 a.m., said Petty Officer Steven McAloney in Milwaukee. The body of Brickman's wife, Sue, 41, was recovered.

RECORD-EAGLE  
23AUG93

## Special Appreciation to:

- Ambassadors & Volunteers
- Board of Directors & Trustees
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- Corporate Members
- Our Vendors
- The Hospitality Industry & Restaurateur's
- Area Grocers & Retailers
- The City of Traverse City and its Employees.
- The DDA & DTCA and its Members
- Grand Traverse County
- Leelanau County
- U.S. Coast Guard
- Michigan State Police
- All of our Friends in the Media
- Cherry Capital Airport

And Every One of You Who Made This Year's National Cherry Festival a Tremendous Success!



# SHIPMATES

Published for the men and women of the Ninth Coast Guard District

## D9 air stations lend a helping hand

By PA3 Brian S. Huth  
Ninth District Public Affairs

As the "mighty Mississippi" wreaked havoc through the Midwest, the Coast Guard once again showed its diversity by playing a major role in the flood-relief operations. Nearly 400 men and women of the Coast Guard, from as far north as St. Paul, Minn., to as far south as Cape Girardeau, Mo., were busy rescuing victims of the worst flood in recent history.

With no air stations in the Second District, the Ninth District men and women from Chicago, Detroit, and Traverse City were called upon to lend a helping hand. The helicopters have been working out of St. Louis Downtown Parks Airport.

The flood-relief operations, referred to as "Operation Buck Shot," began in April. "We started flying to the St. Louis area in mid-April to inspect the river and have been here on a constant basis since June," said LT Rod Lubasky, an Air Station Chicago pilot.

"We've been doing all sorts of jobs since we first got here," Lubasky explained. "We took the Army Corps of Engineers up for overflights. They were checking levees, trying to figure

out when barge traffic would be open again. We've also been running search and rescue cases. You name it, we've pretty much done it or helped do it."

Search and rescue cases have been the top priority for the air crews. "One day we're picking up a man in need of emergency care because an ambulance couldn't



An Air Station Chicago HH-65 "Dolphin" assesses the flood damage during a recent overflight.

in remote areas. "The Red Cross had been delivering the supplies by boat, but obviously we could do it a lot faster," he explained. "Boating is pretty dangerous in the flooded towns. There's too many wires and poles under the water that you can't see."

The crews have been doing their part keeping the public informed of the flooding as well. "We took up a photographer from National Geographic magazine, camera crews from '48 Hours' and 'Good Morning America,' and lots of local media," said Lubasky.

With the flood waters receding, one of the problems now facing the flooded areas is hazardous materials. "We took some Environmental Protection Agency personnel up recently to have a look at the mess. The flood waters have started floating away a lot of hazardous waste containers and propane tanks," said Lubasky. "There's fields out there that are literally jam-packed with propane tanks and hazardous barrels. Obviously, there's a great concern here."

The damage can now better be assessed with the waters going down. Lubasky said when the flooding was at its peak, you could only see the tops of houses, but now, "you can see just what kind of a destructive force this flooding was. We fly over houses that once stood and see hardly a trace of where they were," he said. "You

get to him, the next day we're picking up an 86-year-old lady on her rooftop, and most recently we had two jumpers from a bridge," Lubasky explained.

The Red Cross is another agency which has called upon the Coast Guard air crews for help. According to Lubasky, food and supplies needed to be flown to flood victims

just can't put into words how much devastation has been done to the Midwest. It's heartbreaking.

"I fly around and I see all these houses and wonder what's going to become of them. These people are basically going to have to plow them under and start over from scratch," he concluded.

### Inside:

- RESERVISTS INVADE CALUMET..... 5
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- SITREPS ..... 6
- OF SPOTLIGHT: MARBLEHEAD..... 8

## Air Station T-City battles the "Great flood of '93"

By LTJG Dan Unruh  
Air Station Traverse City

Recently, the Coast Guard has been showing the world recently of its multi-mission capabilities during the "Great Flood of '93" and the crews from Air Station Traverse City have been right alongside supporting the flood relief operations along the Mississippi River.

All three of the air station's "Jayhawks" have been utilized throughout the flooding. They have accumulated over 120 flight hours combined. The six different air crews sharing duties in the flooded region have completed missions from as far south as Paducah, Ky., up to Dubuque, Ia. The aircrews have had their schedules full

with levee and aids to navigation surveillance of support equipment, search and rescue standby, and observation flights for state and federal agencies. Some of the agencies supported were the FAA, Army Corps of Engineers, Red Cross, EPA, DNR, and the FHA. The "Jayhawk" crews have also assisted many Coast Guard groups, including MSD Davenport, MSO St. Louis, MSO Memphis, and MSO Louisville.

Search and rescue was the order of the day recently when one of the crews was called upon to rescue three people and a dog from the meat packing company "The Smokehouse," in Chesterfield, Mo. The crew consisted of Air Force exchange pilot CAPT Tom Phillips, LTJG Russ Zallick, AE2 Chris Blanco and AE3 Bob Pylika.

For several days, television stations from around the nation showed footage of "The Smokehouse" and its occupants stubbornly holding out atop the roof.

Eventually, they requested assistance from the Coast Guard. That's when the "Jayhawk" crew was called to the rescue.

When they arrived on scene, only the owner of "The Smokehouse" requested to be hoisted off the roof. His plan was to come back with his boat and retrieve his wife, dog and another worker of the meat packing company. They preferred to ride a boat rather than a helicopter. "Some people would pay for a ride in the 'Jayhawk' if they had the opportunity," remarked Phillips.

## SITREPS

### Air Station Traverse City

A crew from Air Station Traverse City were dispatched the early morning of Aug. 21 to search for an overdue pleasure craft transiting southern Lake Michigan from Illinois to Michigan. The crew located two of the four

passengers, a man and his wife, clinging to debris. Both survivors were extremely hypothermic. Unfortunately, the two other passengers were reported by survivors as drowned.

### Station St. Ignace

Station St. Ignace received a request from the Mackinac Island Hospital to MEDEVAC a 38-year-old woman suffering from abdominal pains to a shoreside hospital. The flight surgeon from Air Station Traverse

City was briefed and evacuation by the station's 41-foot UTB was recommended. Station St. Ignace's boat safely transported the patient to an awaiting ambulance for further transport to a shoreside hospital.

### TC Coast Guard crew rescues rafters

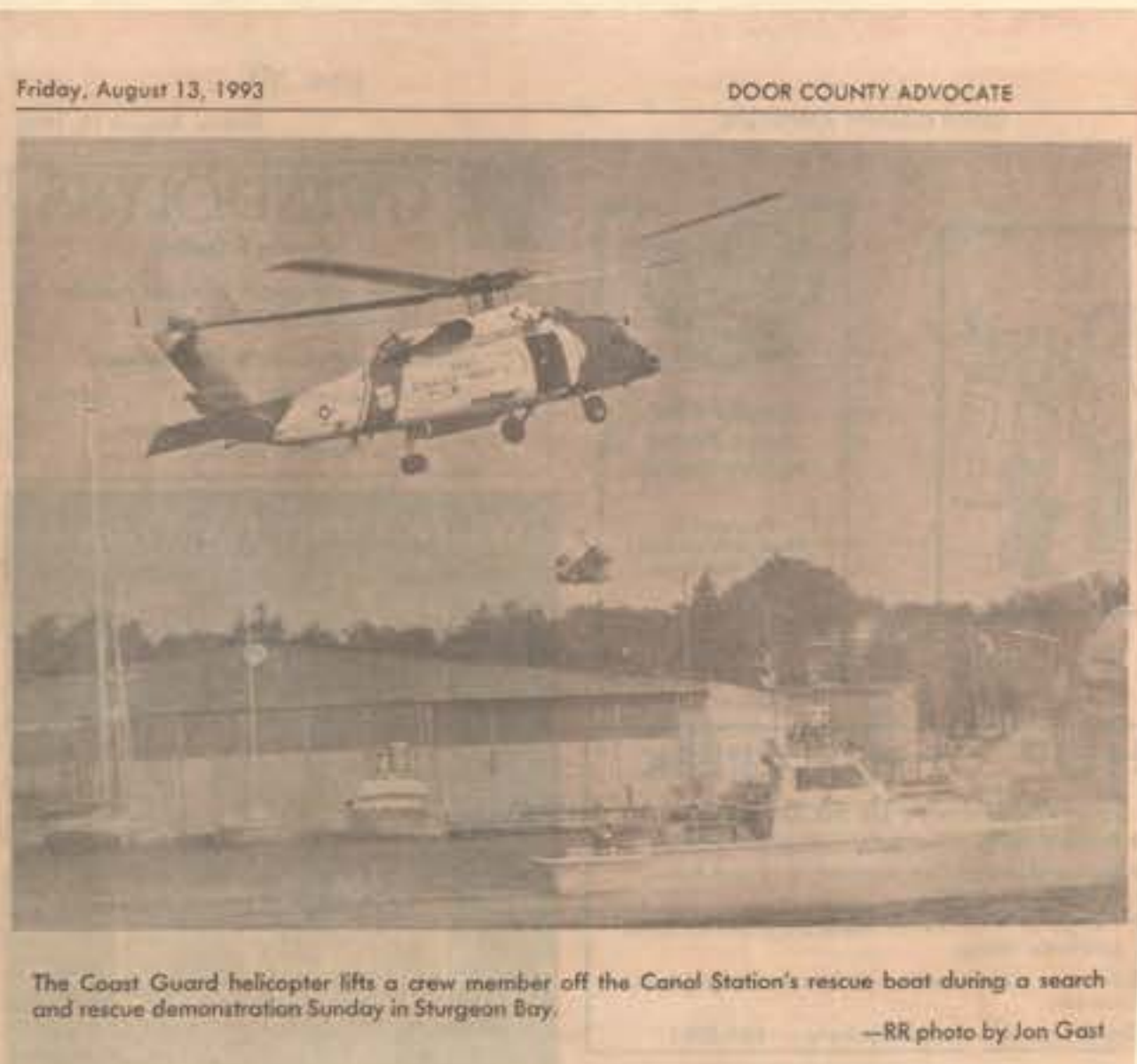
RECORD-EGGLE  
25 AUG 93

OSCODA — A U.S. Coast Guard helicopter from Traverse City hoisted a man and woman to safety early this morning after they spent nearly 17 hours on an inflatable, six-foot raft in Lake Huron. Bill Cobble, 46, of Toledo and Pam Hartbarger, 41, of Waterville, Ohio launched at 1 p.m. in Oscoda. A friend called the Oscoda Police Department at 10:30 p.m. to report them missing. The Tawas Coast Guard, notified at 10:37 p.m., looked for them by boat starting at 11:04 p.m., calling on the helicopter for help at 1:16 a.m. The helicopter crew finally found the raft at 5:43 a.m., blown eight miles offshore near the town of Greenbush. With the help of a rescue swimmer, the man and woman boarded a rescue basket and were hoisted up. They were taken to Wurtsmith Air Force Base and then to the Tawas St. Joseph Hospital emergency room. The hospital reported they "were doing great," but suffering from slight hypothermia, said Petty Officer Ted Horton at the Tawas Coast Guard Station this morning. Horton said the water temperature at 11 p.m. was about 67 degrees, with a 72-degree air temperature.

### Search on for missing guardsman

RECORD-EGGLE  
21 SEP 93

CLEVELAND — Coast Guard boats and aircraft continued searching today for an Ohio Coast Guardsman knocked into the water when a tugboat owned by Luedtke Engineering of Frankfort sank about 1 a.m. today in Lake Erie. The three crew members of the 70-foot-long Duke Luedtke were thrown into the water when the boat capsized, but were rescued by Coast Guard ship crewmen on two vessels. All three crew members are from Ohio, said Karl Luedtke, chairman of the engineering firm. Luedtke said the tug started taking on water for unknown reasons when it was returning to port after towing dredging equipment from Erie, Pa., to West Harbor, Ohio. A pump apparently malfunctioned. The tug sank about 10 miles offshore, about 30 miles west of Cleveland, he said. The reason for capsizing has not yet been determined, but the waves were not particularly rough, he said. The tug capsized just after two Coast Guardsmen went below the deck to inspect it, said Coast Guard Petty Officer Paul Alcott. One Coast Guardsman crawled out of the tug and was rescued. Divers are searching for the other man, who may still be in the tug. Their names are not being released. A four-person helicopter team from the Traverse City Coast Guard station left about 1:30 a.m. to help in the search with special night vision equipment.



The Coast Guard helicopter lifts a crew member off the Canal Station's rescue boat during a search and rescue demonstration Sunday in Sturgeon Bay.

--RR photo by Jon Gast

A GUIDE TO ENJOYMENT IN DOOR COUNTY

# Resorter Reporter

DOOR COUNTY ADVOCATE RESORT SECTION

Circulation 21,000

Friday, August 13, 1993



TRAVERSE  
CITY

Record  Eagle

Four sections, 40 pages

Thursday, September 16, 1993

Newstand price 50 cents



**Wet  
drill**

Air crew members from the Coast Guard Air Station in Traverse City jump into Grand Traverse Bay on Wednesday afternoon as part of an annual training exercise. All crew members who fly for the Coast Guard must drill with water equipment as part of their training.

Record-Eagle/John L. Russell



# The News Advocate

15 CENTS

MONDAY, SEPTEMBER 27, 1993

1 SECTION

NINETY-FIFTH YEAR NO. 305



18 OCT 93

## Police study possible link between Oscoda, Fife Lake abductions

By WILLIAM SCOTT  
Record-Eagle staff writer

**KALKASKA** — Kalkaska County authorities are looking for a possible link between the abduction of a 10-year-old girl in Oscoda County Saturday and the August kidnap and rape of an 11-year-old Fife Lake girl.

Oscoda County sheriff's deputies are looking for a white man in his 20s who kidnaped the 10-year-old Saturday evening at County Road 489 and Town Hall Road about nine miles south of Lewiston.

The girl was walking to a friend's house and was reported missing about 8:15 p.m. when she didn't show up.

Officers, a tracking dog and a Coast Guard helicopter crew searched until 1:30 a.m. Sunday, then began searching again at 8 a.m., deputies said. They found the girl shortly after 10 a.m. at an undisclosed location. They declined to say whether she had been raped.

Kalkaska County Undersheriff Bill Spencer said Oscoda County authorities notified the task

force investigating the Fife Lake case as soon as they received reports of the abduction.

"It caught my attention on the radio on my way out the door this morning," Spencer said. "Our people are looking into that right now."

The descriptions of the suspects and vehicles in the two cases differ, but Kalkaska County officials said such descriptions may not be totally accurate.

The Oscoda County girl described her kidnapper as being 5 feet 6 inches to 5 feet 10 inches tall, with a medium build. His car was described as a small black two-door, deputies. No other details were available.

The Fife Lake girl described her attacker as 30 to 40 years old, 5 feet 8 inches to 5 feet 10 inches tall, driving a blue car.

She was kidnaped Aug. 26 while riding her bicycle on Ingersoll Road. She was raped at a building within a two-hour drive of the area, and was found naked and handcuffed to a road sign near Saginaw the next day.

## From llamas to jetcopters, Festival has it all



### Weekend filled with events, activities

By DAVID COYLE  
Staff Writer

"It just gets better and better each year," said Victorian grocer Laura Fortier who, along with Karen Kimble, made sure travellers know where the Victorian Port City Festival was taking place this weekend.

Standing at the corner of Cypress (U.S. 31) and River Streets in full Victorian dress, Fortier and Kimble were welcoming people to the two-day festival which was so jammed-packed with events one could wear themselves out trying to take it all in.

From Coast Guard rescue helicopters to seaplanes in Manistee Lake, Native American drum and dance performances to live llamas in the park — Manistee's fifth annual Victorian Port City Festival had a little something for everybody.

"It's the investment of the 90s," said JoAnn Krus of her llamas at the Manistee City Marina.

A cousin to the alpaca, the llama is a member of the camel family, according to Krus.

Krus said llamas make excellent pets because of their intelligence and easy trainability, she was also demonstrating many uses for llama wool.

Out of Coast Guard Air Station Traverse City, the H-60 Jayhawk - Coast Guard Rescue Helicopter and its four-man crew made a stop at First Street Beach for public tours.

According to Coast Guard Lieutenant and Jayhawk pilot Marc Gray, the H-60 Jayhawk can hit speeds of 200 miles-per-hour and is on call for the whole Great Lakes area.

"The four-man crew is comprised of a pilot, co-pilot, flight mechanic, and an Emergency Medical Technician (EMT) who is also a rescue swimmer.

"He's the guy that gets to jump out of the plane," said the Jayhawk mechanic.



Dave Coyle / MNA

**FULL WEEKEND:** A full slate of events made for an interesting weekend during the Port City Festival in downtown Manistee. On top, the U.S. Coast Guard's H-60 Jayhawk rescue helicopter landed at First Street Beach to give residents an inside look. Above, a llama owned by JoAnn Krus drew attention at the Manistee City Marina. At

GRAND VALLEY ADVANCE SEPTEMBER 28, 1993 PAGE 1

# ADVANCE Grand Valley



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VOLUME 28, NUMBER 34



### Exhibitions help enliven open house

A crew from the United States Coast Guard showed off a helicopter at Jenison High School's open house last week. Brad Gryson, (left) of the Blendon/Olive Township Fire Department, also demonstrated firefighting equipment for students and parents.

ADVANCE photos by TOM FRIME



RECORD-GAZETTE  
12 OCT 93

### Overdue windsurfer turns up safe

**TRAVERSE CITY** — A windsurfer who was reluctant to stop Monday night had a Coast Guard helicopter crew searching East Grand Traverse Bay near Elk Rapids for an hour.

The crew launched from the Traverse City Air Station about 9:45 p.m. after the Williamsburg man's wife reported him overdue.

At 10:45 the crew received word that the surfer, Daniel Paulson, was safely ashore.

He'd simply stayed out longer than he had planned, and telephoned his wife as soon as he came in, Coast Guard officials said.



295G93

THE MANISTEE NEWS ADVOCATE

## Boat Smart

Tom Rana



# Helicopter a life saver

### Coast Guard Station Manistee

The crew of a U.S. Coast Guard HH-601 Jayhawk helicopter watched the faint tint of early dawn creep across the distant horizon. Below the shoreline of Oscoda vaguely appeared in the distant reach. The pilot, Lieutenant Marc Gray, banked the aircraft easing her around to a heading that would take the weary crew home to Traverse City.

Silence held the crew frustrated by a long night of searching for two men reportedly adrift in a small beach raft since the prior day.

Crewmen aboard wore night vision goggles. During the night search the scope of the human eye narrowed down to a thin band of light offered by the aircraft's night sun. For hours, crewmen's eyes had followed the swath of light as it cut across darkened seas.

Coming around to the desired heading, Lieutenant Gray's eyes picked up a faint object shrouded by a green glow. He adjusted his night vision goggles. The small TV-like screens in the goggles clearly reflected an object below made present by the faint light of the new day.

Bingo. Within a short breath the air crew had the two missing men safely aboard.

That rescue took place a few weeks ago and represented two more lives saved, bringing the total to 45 in all saved this year by the Coast Guard Traverse Air Station. It was Traverse Air in fact who recently rescued two survivors from the ill-fated voyage of the married couples' boat that sank while traveling across Lake Michigan from Racine, Wis., to Saugatuck, Mich.

During 1992 the Coast Guard executed 52,645 search and rescue cases. Coast Guard aircraft handled only 14 percent of those cases yet accounted for nearly 47 percent (2,470) of the 5,547 lives saved by Coast Guard personnel. Moreover, one out of three rescue cases handled by Coast Guard aircraft during 1992 resulted in a life saved.

It's comforting to know that this life-saving resource is readily available to local mariners.

Traverse Air search and rescue responsibilities also span the entire Great Lakes. Three Sikorsky Jayhawks are assigned to the Traverse City station. Each of the 21,246 pound birds is capable of remaining on-station for 1.5 hours on a 300 nautical mile radius from Traverse City.

With a crew of four the Jayhawk can transport at least six survivors. Requirements also call for the aircraft to perform in violent storm-force winds up to 63 knots (Beaufort Scale 11) and exceptionally heavy sea states. She cruises at 146 knots with maximum speeds at 180 knots. Once airborne she's capable of reaching Manistee in 20 minutes.

The cockpit of the Jayhawk reads like the space ship Enterprise. Multi-function keypad access and cockpit video displays provide easy eye access to navigation data provided by dual, redundant mission computers. Display screens also include weather and search radar that provides razor-cut like images. Navigational systems include Global Position Systems (GPS), and automatic approach, coupled hover and automatic departure programs.

According to Commander Biggar, one of 14 pilots stationed at Traverse Air, the aircraft automatic approach system allows the aircraft to auto-pilot itself to a preset position and altitude, 30 feet or less, offering a life-saving advantage in fog.

A crew of four operate the Jayhawk: a pilot, copilot, flight mechanic and rescue swimmer. Since the Jayhawk cannot land on water the rescue swimmer often becomes a key link between the aircraft and the person to be rescued. ASM2 Marion Drobny one of seven rescue swimmers stationed at Traverse Air said: "The rotary wash droplets feel like needles when they strike your face, I have to wear protective eye gear. It's like being strapped on the hood of car and being sent through a car wash."

Drobny emphasized that what makes the flight crew succeed is team work. "Each person knows their assigned task and often performs them without having to say a word." Drobny was quick to point out that although flight crews often get the glory, the ground crews, who keep the aircraft flying, are as important if not more so than the air crews. Few would agree.

That clockwork-like team effort comes after a great deal of training: pilot instruction takes around 18 months, air crewmen, flight mechanics and ground support technicians attend schools ranging from five months to over a year. Ongoing training is a must.

The aircraft and crew at Traverse City are on 24-hour call year-round. And year-round they do fly. In fact, they are the only rescue resource beside ice cutters that the Coast Guard has available when winter icing forces the dry-docking of most Coast Guard boats.

Just how ready are they? I asked ASM2 Drobny if he performed rescue swimming training during winter months. He said: "We fly around until we find a hole in the ice and in I go."

Besides maritime search and rescue, Traverse Air is called on to perform an array of missions including air searches for prison escapees, lost hunters, marijuana fields, stranded ice fishermen, snowmobiles and whatever else that might befall winter goers. One night when the lights failed on Sugar Loaf, authorities called in the Coast Guard helicopter to illuminate the slopes with the night sun so skiers could find their way.

There are few operations the Jayhawk and crew can't or won't perform. If they can't, rosary beads may have to do.



Gay McGowan / News Advocate

**COAST GUARD RESCUE DRILL:** Despite rough Lake Michigan waters Monday morning the Station Manistee Coast Guardsmen participated in a hoisting evolution drill, a practice operation between shipboard rescue crews and the H-60 Medium Range Rescue Helicopter stationed at Coast Guard Air Station Traverse City. Pictured: BM 2 Matteson from Station Manistee prepares to pull the rescue basket — dangling below the Jayhawk helicopter — aboard the 35-foot Manistee Coast Guard cutter.

## Whirlwind tour



Staff photo by Dave O'Brien

### Landing for a lesson

Above, students crowd around a U.S. Coast Guard helicopter that landed for an exhibit Tuesday at Zeeland Middle School. The helicopter was brought in from Traverse City for an eighth-grade career choices class — a six-week exploration of career opportunities. At right, Coast Guard Rescue Swimmer Don Villemaire demonstrates his life vest to eighth-grader Eric Hirdes and other students.



THE HOLLAND SENTINEL  
06 OCT 93

### Boat overturns, U.P. man lost

ST. IGNACE — Sheriff's deputies, state police and the Coast Guard searched Friday for a man whose boat apparently overturned on South Manistique Lake during a fierce gale.

The 24-year-old man, whose name was not released, took his boat onto the lake Thursday afternoon and never returned, Mackinac County Sheriff Lawrence Leveille said in a statement. The boat was found Thursday night.

Winds of up to 71 miles per hour blew across the eastern Upper Peninsula on Thursday, temporarily cutting power on Mackinac Island and nearly halting shipping on the St. Marys River and eastern Lake Superior.

The Mackinac Island blackout happened when two transmission poles snapped, Edison Saul spokesman Don Sawruk said. The island was without power much of the day, until a repair crew could be flown in.

### Airport expanding parking

TRAVERSE CITY — Cherry Capital airport will add 100 more parking spaces near the main terminal to keep up with swelling traffic.

The new lot will be an addition to Lot B, on the east side of the main airport road and on land leased from the adjacent U.S. Coast Guard Air Station.

Even though the airport commission added 150 spaces in 1991, the parking overflow in March was 70 cars. The new addition will bring total capacity of public and leased parking around the main terminal to 750 spaces.



Check it out: Luke Vander Kooij of Lisa Basham's career class tries on a life jacket at the Coast Guard demonstration at Zeeland Middle School.

## CHOPPER STOP

Coast Guard helicopter visits middle school to showcase possible careers in the military



In for a landing: The U.S. Coast Guard search-and-rescue helicopter alights on the soccer field at Zeeland Middle School.

### ZEELAND

By Kym Schuetz  
The Grand Rapids Press

Although most military services are being decreased, Uncle Sam's hiring rate for the Coast Guard remains unchanged.

But recruits need more technical aptitude, background and post-secondary schooling than ever before.

That was the message of the four-man flight crew of a Coast Guard HH60J "J-Hawk" search-and-rescue helicopter, which landed Tuesday on the Zeeland Middle School soccer field. Its crew participated in a one-day eighth-grade career exploration unit showcasing jobs in the military.

"It's never too early to get the students thinking — and planning — about what to do after they graduate from high school," said Lisa Basham, who requested that the 65-foot chopper

visit students in her Life Skills classes. "They'll either go to college, get vocational training, join the work world or enter the military. "And probably most of our students aren't aware of what careers are

available in the military." Basham's students — as well as other students from the middle school and neighboring Roosevelt Elementary

06 OCT 93 see CHOPPER, L2

## Zeeland Middle School

Zeeland Public Schools

JAEC SHOBBROOK  
Principal

179 W. Roosevelt  
Zeeland, MI 49464  
Phone (616) 772-2149  
Fax (616) 772-4618

MARCIA J. WIRTH  
Assistant Principal

TO: Commanding Officer  
Coast Guard Air Station Traverse City

FROM: Lisa Basham  
Zeeland Middle School Life Management Skills Teacher

DATE: October 14, 1993

RE: Coast Guard Helicopter Visitation  
October 5, 1993

Dear Sir:

On behalf of the staff and students of Zeeland Middle School, I want to express my appreciation to you and the crew of CG 6012 for your willingness to share career opportunities and explain the Coast Guard mission to our students.

After your visit, many students have commented that not only were they thrilled with what they saw, but they now feel special because of the attention your crew gave them.

The crew's message, to stay in school and strive to achieve whatever you want to be, really made an impact on them. Your presence also was observed by several hundred students from our Middle School and Roosevelt School.

Please express my sincere appreciation to all who made this visit possible and a special thank you to the helicopter crew who made this a very special day for many children.

Lisa Basham

## CHOPPER

Students explore possible careers in military

CONTINUED FROM L1

School — were spellbound as the flight crew demonstrated survival gear and search-and-rescue equipment on the Coast Guard's largest chopper.

The 2-year-old, \$16 million helicopter is one of three choppers based at the Coast Guard station in Traverse City. It averages 170 search-and-rescue missions a year, about three-fourths of them over water, throughout the greater Great Lakes Region, said Lt. Marvin Grier, who pilots the craft.

"Everybody knows about our search-and-rescue operations, but a lot of our work is in cooperation with law enforcement agencies to find escaped prisoners and drugs," Lt. Marc Gray, co-pilot of the helicopter told students. "But we also take care of lighthouses and buoys and inspect ships, too."

Contrary to popular beliefs, the Coast Guard is part of the Department of Transportation, not the Department of Defense, and its active duty force has been

largely unaffected by defense cuts, said Grier.

Its active duty force relatively small. At 37,000 strong nationwide, the Coast Guard is smaller than the New York City Police Department, Grier said.

The Coast Guard's Reserve Unit, whose mission is more connected with national defense, is being gradually made smaller, Grier said.

"Finishing school and getting a strong technical background is very important," Grier said. "Flying a helicopter is very high-tech."

Manufactured by the Connecticut-based Sikorski, the helicopter has several computerized features, including an infrared beam used to detect marijuana growing in hot houses, Grier said.

The chopper seats six comfortably, can take off weighing up to 22,000 pounds and cruises at 180 miles per hour at an altitude of 10,000 feet, Grier said.

### Cracks found in helicopters

TRaverse CITY — Coast Guard mechanics have discovered cracks in body reinforcement plates on their three Jayhawk helicopters stationed at the local air station, but spokesmen say the cracks do not present a danger to pilots.

One of the aircraft is grounded so that mechanics for Sikorsky Aircraft Corp., which manufactured the craft, can repair it.

Meanwhile, the other two have been authorized for full operation. When repairs are completed on one, one of the others will be grounded for repairs, Lt. Cmdr. Keith Taylor said.

The cracks are considered routine and the areas affected are inspected at regular intervals.

The Coast Guard bought three of the helicopters for the station for \$14 million apiece about two years ago and uses them for search and rescue missions on and around the Great Lakes. The Coast Guard also helps local and federal agencies in drug and environmental investigations.

The cracks have not limited those operations, Taylor said.



Above: The winners and their humans. Right: Emcee "The Captain" Bill Vogel and a Great Dane, ready for the beach. Below left: Dog neighbors came as bride and groom.

### Goblins on leashes

TRaverse CITY — It was a canine good time for 120 contestants in "Dog-O-Ween II The Howling" at Cherryland Mall.

The dog costumes included a dinosaur, Holstein cow, vacuum cleaner, and "MuttDonna."

"It's all just a blur of color for me now," says KHQ's "The Captain" Bill Vogel. Event footage was broadcast by "CBS This Morning" and "700 Club."

"We're making Traverse City 'Dog-O-Ween' capital of the world," Vogel says.

- AWARDS**
- Large: First, golden retriever Molly and Jazz (Bridge Troy, Mark Reynolds); second, black Labrador Sir Barksalot (Wendie Jones).
  - Medium: First, Australian shepherd Melody (Megan Grant); second, springer spaniel Libby (Dana Hattadi).
  - Small: First, Yorkshire terrier Amber (Terry Barnes); second, Shih Tzu Cheshire (Olo Soosa).
  - Presentation: Babe (Terry Deelman); Behavior: Wilback (Zorcy Karver); Scariest: Lady (Aura Deeman); Silliest: Maggie (Tudie Woodcock); Homeliest: Howard (Traci Miles).

**SPONSORS**  
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**JUDGES**  
Mike Cherry, Cherryland Humane Society; Joel Frank, KHQ; Deanna Fene, TV 5810; John Russell, Record-Eagle; Nancy Sandstrom, TV 2248; Dave Walker, TV 7A; Laura Babstare, Bokhara Kennels; Janice Gels, House of Pets.

LT MARK REYNOLDS  
(THE ONE WITH THE  
A-DIAL CAP) →



RECORD EAGLE  
31 OCT 93

# UNICOM

## THE MUSKEGON COMPOSITE SQUADRON NEWSLETTER

**SQUADRON COMMANDER:**  
Captain JACK REDEKER  
17268 PEPPERMILL DRIVE  
Spring Lake, MI 49456  
(616) 846-4136

**PUBLIC AFFAIRS OFFICER:**  
1st Lt. JOE HEBERT  
1830 WAVERLY  
Grand Haven, MI 49417  
(616) 847-6997

CHARTER # 20119      OCTOBER 1993      VOLUME 3:9

### U.S.C.G. VISIT

Four members of the Muskegon Composite Squadron were rewarded for their efforts and contributions to the squadron and Civil Air Patrol by receiving a unique orientation ride. An air crew of the United States Coast Guard's Traverse City Air Station, flew a J-Hawk helicopter to Muskegon County Airport for a visit to the squadron and give the orientation ride to the selected members. Those members were: 1st Lt. Scott Hemmelsbach, 1st Lt. Joe Hebert, C/Sgt Joanne Nic, and C/A Anthony Gutierrez. These members were chosen because 1st Lt. Hemmelsbach and 1st Lt. Hebert spent a week in Marshall Missouri, flying and working in the Emergency Operations Center on the flood relief mission. C/Sgt Nic and C/A Gutierrez were recognized for their achievements in the squadron and outstanding performances at the Michigan Wing summer encampment.

of its light profile, advanced high tech navigation systems, and instrumentation. The J-Hawk is powered by two GE turbine engines that generates up to 2,000 shaft horse power each.

All of the squadron's members were impressed in how technologically advanced this helicopter is compared to anything else they've seen. The four members that got the ride remarked about the J-Hawk's power and smoothness of the flight. The orientation ride lasted approximately forty minutes which included a sunset liftoff from the Lake Michigan shoreline airport and a night landing.

In Michigan, the United States Coast Guard and Civil Air Patrol work in close proximity to each other on many SAR missions because the state is mostly surrounded by water. This creates a thin line of responsibility and thusly creating the need to work together on many SAR missions. This was the second visit by the USCG's Traverse City Air Station with their one of five J-Hawks to promote goodwill. The Muskegon Squadron presented an engraved plaque in thanks to the USCG. []

This helicopter is based on the HH-60 Blackhawk airframe, which is then converted to meet United States Coast Guard specifications for search and rescue. The J-Hawk is becoming the premier SAR helicopter in the USCG fleet because

### What you think

What's the most memorable thing you've done on Halloween?

Dressing up and scaring the other kids in the neighborhood when I was growing up.  
—Mark Osentowski, Traverse City  
*(AEZ)*  
WHERE HAVE I SEEN THIS GUY BEFORE?!



Celebrating my husband's birthday in between the trick-or-treaters.  
—Karyn Oncu, Traverse City



Last year I dressed as the Church Lady. That was fun.  
—Gerald Sapak, Traverse City



My birthday is the 29th, so I usually always got a Halloween birthday party as a kid. That was probably the most exciting holiday of the year for me.  
—Gene Malkovich, Beulah



I remember dropping a whole bag of candy on the lawn one time. It was raining. I cried and cried. All my friends and I got down on our hands and knees and picked it all up.  
—Jessica Lawrence, Traverse City



We toilet-papered the neighbors' house, the yard, the windmill and even the dog, and they were home. It was supposed to be a vicious guard dog and he didn't do a thing.  
—Jan McDonald, Traverse City



Today's What You Think question was asked in downtown Traverse City by Record-Eagle staff writer Will Scott and photographer John Russell.

# Summer fun with Grand Haven CG

By CDR M.J. Smith  
Group Grand Haven

Coast Guard Group Grand Haven and Station Grand Haven teamed up this summer to build a different kind of life experience for minority sixth and seventh grade students from around western Michigan.

After meeting with representatives from the King-Chavez-Parks Program based at Western Michigan University, Group Grand Haven developed a four-day summer program which allowed minority youths to live and work at Coast Guard Station Grand Haven.

They saw first-hand the opportunities of the service, and learned how important an education is in every aspect of Coast Guard on-the-job-training.

With two four-day sessions scheduled, a total of over 24 young adults experienced the chance to call the Coast Guard home for a few days, and share the thrill of being part of the "Semper Paratus" team.

With parents and guardians by their side, the first week's crew arrived with many questions and a few second thoughts.

Greeted by the group commander, deputy commander and station commanding officer, they received a hardy welcome and a short list of service rules, which would make the program work for everyone.

Immediately after the welcome, it was time to see what it was all about, and there was a lot to see. The four-day program included underway time on the 41 and 44-foot boats, coastal navigation classes, marlinpike seamanship competition, morning fitness programs, maritime museum tours, sailing time aboard a Coast Guard Auxiliary craft, visits to two other small boat stations and Little Sable Lighthouse, a tour of Air Station Traverse City, first-aid class, fire fighting demonstrations and a final closing ceremony.



Graduation Day for a special crew at Station Grand Haven as they display their shirts, plaques and certificates of attendance.

Photo by CDR M.J. Smith



BM2 R.G. Heath shares the art of knot tying with the new crew on the dock in front of the station.

Photo by CDR M.J. Smith

As a reminder of their Coast Guard experiences, each participant received a certificate of attendance, a "Coast Guard City, USA" T-shirt and an official Coast Guard ball cap.

Group Grand Haven and Station Grand Haven opened the doors for increased minority awareness in "Coast Guard City, USA" and offered a unique summer "real life" episode for several minority youths.

One young female participant exclaimed, as she received her certificate, "Hey, I'm all right! I could be in the Coast Guard some day."

The result of the two four-day sessions were so rewarding, a minority high school group and a college group participated in shorter one-day programs later in the summer.

Funded by Western Michigan University, the programs are already being reviewed with the hope of continuation for the summer of 1994.



# SITREPS

## Air Station Traverse City

Air Station Traverse City Responded to a request for assistance from the M/V John G. Munson for a crewman who was suffering chest pains on the morning of Oct. 4, 1993. The 63 year-old crewman was thought to be having a heart attack. An HH-60 was

launched after the air station's flight surgeon and the crewman's physician were consulted. The crewman was flown from the John G. Munson near the Keweenaw Peninsula in Lake Superior to the a hospital in Marquette, Mich.

## Station Portage

Station Portage responded to a report of a sinking vessel with four POB on 1 Sept. 17, 1993. The report was first received by Group Sault St. Marie that the P/C Waver was taking on water 15 miles north of Eagle Harbor, Mich. A UTB and a UTL were launched from Station Portage in response,

and an Air Station Traverse City HH-60 was launched to assist. The P/C Buddy May stood by Waver until the two Coast Guard boats arrived. Both the UTB and UTL provided pumps, and brought the flooding under control. The P/C Waver made it safely to Eagle Harbor.

RECORD-EAGLE  
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Record-Eagle/John L. Russell

## Mock disaster

Ten 'victims' are rescued from a simulated crash between a United States Coast Guard helicopter and a Cherry Capital Airport snowplow Thursday. The mock disaster drill was an exercise for personnel from the Coast Guard, airport, Traverse City Fire Department and Emergency Medical Services.



Helicopter Humanitarian Missions

# Sikorsky Lifeline

November 1993 Stratford, Connecticut

## HAWK Helicopters Assist in Midwest Flood Relief

**C**oast Guard HH-60J JAYHAWK helicopters from Air Station Traverse City, Michigan, showed the versatility of the aircraft by assisting in the Great Flood of '93 along the Mississippi River.

All three of the air station's JAYHAWK helicopters supported flood relief operations from Dubuque, Iowa, to Paducah, Ky. They accumulated more than 120 flight hours, with six different aircrews sharing the missions. They helped identify weak spots in levees and flew aids to navigation surveillance, search and rescue standby and observation flights for state and federal agencies. Operation Buck Shot, as it was known, took place on a constant basis during the summer.

Army Reserve BLACK HAWKS from the 7th Battalion, 158th Aviation Regiment, based at Scott Air Force Base, Ill., performed transport missions in the flooded area, carrying Army officials and representatives of the Federal Emergency Management Agency.

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## DAR to host final meeting of 1993

ACME - A program titled "Probing Our Coastline" will highlight the final 1993 meeting of the Job Winslow Chapter of the Daughters of the American Revolution. Meetings will resume in April. The meeting will begin at noon Nov. 13 at The Embers on the Bay, 5255 U.S. 31. The program will be presented by personnel from the Traverse City U.S. Coast Guard Station. Members are asked to bring items for use by hospitalized veterans in Iron Mountain. Spouses, guests and visiting DAR members are welcome. For information or reservations, call 929-3087 or 941-7593.



**Busy bay**

A U.S. Coast Guard helicopter, above, churns up the waters on West Grand Traverse Bay during a rescue training mission as the Amoco tug Michigan pushes the barge Great Lakes out of the bay behind it. The exercise took place Tuesday afternoon near the red 8 bell buoy off Grelickville, where about an hour later the Coast Guard cutter Acacia, left, showed up on its yearly trip to remove the Grand Traverse Bay buoys for the winter.

**Coast Guard finds body**

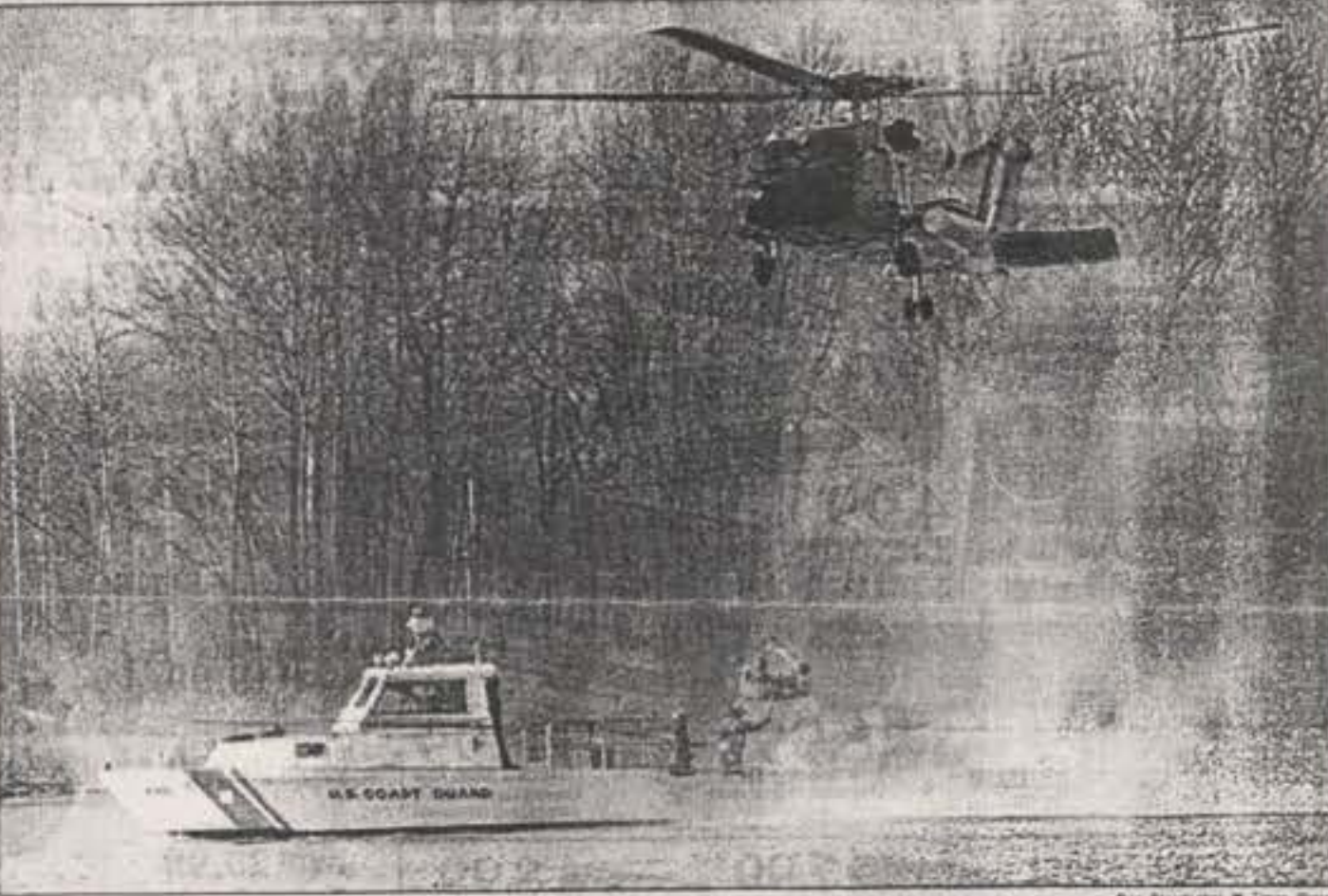
TRAVERSE CITY — The body of a Grand Rapids doctor who apparently died of natural causes while hunting near Houghton Lake was found by a Coast Guard crew Thursday after a two-day search.

A state police trooper said relatives of Dr. Keats Vining, 75, called his hunting lodge in Missaukee County Wednesday to say he had not returned home as scheduled. His friends at the lodge, who had assumed Vining had returned home, began searching for him. They searched until after dark, then called the Michigan State Police.

After a fruitless search with tracking dogs, troopers called for a Coast Guard helicopter crew from Traverse City. The crew located Vining's body in a marshy area near Houghton Lake about 9 a.m. Thursday.

State police said Vining was familiar with the terrain he was hunting, but that he had been ill recently and could have wandered into the swamp after being stricken with a heart attack or stroke. Police do not suspect foul play.

An autopsy will be performed in Grand Rapids.



▲ A U.S. Coast Guard helicopter from Traverse City hoists a rescue worker from a moving boat during a training exercise on the Saginaw River Wednesday.

**Rescuers rehearse winter drama**

By Tim Younkman  
Times Writer

The sun was bright, the winds calm and the air nippy, but tolerable — and there was no ice on the water.

Other than the comparatively balmy weather, it was a typical winter rescue mission Wednesday for the U.S. Coast Guard's air rescue team from Traverse City.

Normally, the rescue crews encounter much more unstable weather conditions, poor visibility and considerable risk in maneuvering on ice floes.

The Traverse City crew, along with another helicopter crew from the Coast Guard's Detroit air station, flew into Bay County to participate in a gathering of water-rescue teams from Bay, Saginaw and Midland counties.

A demonstration of a rescue and transfer of a person from a moving boat to a helicopter and back highlighted the morning meeting at the

U.S. Coast Guard Saginaw River Station in Essexville.

Chief Petty Officer Stephen H. Betters, in charge of the Saginaw River Station, said rescue work on the Saginaw Bay makes the local station the busiest in the northern United States.

Betters, 30, who took over as commander of the station in June, organized the meeting and rescue demonstration for members of rescue squads from throughout the area.

The stars of Wednesday's demonstration were the pilots of the two helicopters as they talked to the rescue teams first and then displayed their helicopters for inspection.

Cmdr. Thomas Haase, pilot of the heavy-duty H-60 helicopter from Traverse City, said his chopper, capable of speeds of 170 mph, can make the jump from Traverse City to Bay City in about 35 to 40 minutes, depending on conditions.

Cmdr. Art Halvorson, who pilots the lighter and more maneuverable H-65 chopper, can arrive on a call from his Detroit station in 20 minutes or less.

The two helicopters are on call for much of the Great Lakes but receive many calls for help in winter in the Saginaw Bay and St. Clair areas.

Haase, a 21-year veteran of the Coast Guard, said the heavier helicopter he flies does not sit down on

the ice when involved in rescue missions because it might pierce the ice during landing, which could lead to a crash.

He is involved in rescues by use of hydraulic basket lines. To demonstrate the maneuver, he piloted the helicopter over the Saginaw River north of Bay Harbor Marina.

The demonstration included lowering the basket to a slow-moving Coast Guard rescue boat. He approached the boat from the stern and glided in sideways, dropping the basket down and hoisting up a crewman. Rescue workers reversed the maneuver in the second half of the demonstration to land a crewman on a moving boat.

He said in real-ice conditions, the movement of the helicopter is tricky.

Sometimes, bits of ice shear right off from the propeller wash, and it scatters out just like bits of glass," he said, noting it is dangerous for those on the ice.

See Rescuers, 2B

**Navy's Blue Angels visiting TC**

TRAVERSE CITY — Members of the U.S. Navy Blue Angels flight team are in town today to firm up details on a performance in this year's National Cherry Festival.

Because the flight team has performed an air show at three other Cherry Festivals, there's not much doubt the city will be approved after a site inspection today, festival Executive Director Thomas Kern said.

"I envision we will see the Blue Angels here for opening weekend this summer," Kern said.

The Cherry Festival runs from July 2-9.

The Blue Angels wows crowds with flight formations over Grand Traverse Bay.

The high-flying team has been here every other year since 1988. Kern said the Blue Angels gets requests from 400 communities a year for performances, but only accepts about 40 requests.

The Cherry Festival pays a \$8,000 per performance day fee to the federal government.

**Man, son, dog rescued from swamp**

TRAVERSE CITY — A crew from the Coast Guard Air Station in Traverse City rescued a Muskegon man, his son and their dog from a swamp near the Muskegon River early this morning.

Greg Maynard, 35, and his 11-year-old son, also named Greg, were fishing Sunday along Cedar Creek in Muskegon County and became lost in a swamp.

After the two were reported missing, local sheriff's deputies searched unsuccessfully and called the air station early this morning. A helicopter crew using night-vision goggles spotted the fishermen's flashlight within 10 minutes after arriving in the area.

The fishermen and their dog were hoisted from the swamp into the helicopter and taken unhurt to the Muskegon County Airport, a Coast Guard spokesman said.

**Rescuers practice their icy work to come**

From 1B

The pilot must maneuver the aircraft at just the right altitude to allow retrieval of people from the ice without endangering them further.

At times, the larger helicopter may back off so the lighter helicopter can move in.

Halvorson said his aircraft can land on the ice, if necessary. "I'd say visibility is the key factor in any rescue," Halvorson said.

If handled correctly, high winds are not much of a problem, but visibility can be critical. Rescue crews viewed an instruction video on how to be positioned when the helicopter moves in. In all cases, the people on the ice must get face down on the ice until the chopper lands

and then a crewman can send out a taut line for the stranded people to hold while moving toward the aircraft.

With the idea that visibility is important in rescue missions, especially at night, the Coast Guard now is using night-vision goggles for crewmen to spot stranded victims on the ice or in the water.

"Sometimes, you can see people in the water better with the night vision on than in the daylight," Haase said.

The crewmen also had stories of some of their exploits.

"I've done this for 17 years and I've seen quite a lot," Halvorson said.

He even had a case where a stranded fisherman refused to be rescued — at first.

"He said he wouldn't come

unless we could take his snowmobile, too," Halvorson smiled.

"We, of course, said we couldn't do that."

The man had to think about it for a minute before realizing that if he wasn't taken back by the helicopter, he was out there alone on a drifting floe and his future would be uncertain.

"He came along," Halvorson said.

Betters said a joint rescue training session will be held once a year and possibly more often, to better acquaint local squads with the latest equipment and techniques.

"The idea is for everyone to know what to do and what to expect when the time comes," Halvorson added, praising Betters' efforts.



Because of the prevailing weather conditions, the water could not be drained until the following morning.

**22.000 Tons of Trash** (CIV) 1700 Buckhorn, Station 10, Upper and Lower South St. Major work is completed in a search for black boxes who may be required in the winter, remaining after the winter, work of a major project in northern Lake George on the morning of Oct. 21.

At the Town of Newburgh (1000), the 10,000 tons of trash are to be sent to the local landfill in 1979 and a 100,000 tons of trash to be sent to the landfill.

The most important to change is the 100,000 tons of trash who are now sent to the landfill.

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October 1979

The \$70,000 Question

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State

Coast Guard urges increased cooperation

U.S. Coast Guard officials are urging increased cooperation between the Coast Guard and other agencies in the search for missing aircraft.

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THE MUSKOGON CHRONICLE

DECEMBER 1979

A Christmas miracle in a Muskegon marsh

By [Name]

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I'd say they were pretty happy to see us. The song was really enjoyed because we couldn't get out of the basket since we had boarded the aircraft.

MIRACLE

Continued from Page 1

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Coast Guard crews clean Thunder Bay Island



A U.S. Coast Guard helicopter prepares to land a batch of 10 tons of garbage off Thunder Bay Island Thursday afternoon. The helicopter, based out of Traverse City, hoisted every ton of about 175 cubic yards of garbage from the Coast Guard island during a week-long project.

Coast Guard crews are cleaning up Thunder Bay Island, a small island in the western part of Lake Michigan. The island is about 100 feet long and 10 feet wide. It is a beautiful area with many beautiful views. It is a great place to visit during the winter months.

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Records - 12/11/94  
06F0394

# Large stretches now iced over

By JOHN FLESHER  
Associated Press Writer

TRAVERSE CITY (AP) — Great Lakes? Try Great Ice Fields. Winter's arctic siege, remarkable for its intensity and duration, has turned vast stretches of the nation's five inland seas into ice-covered, windswept plains.

Portions of the Great Lakes commonly freeze over in the dead of winter. But the ice hasn't been this widespread or thick since the late 1970s.

It's a nightmare for shippers and a dream come true for ice fishermen. But for most folks in the region, it's just another reminder — as if one were needed — of how savagely cold it is.

"For the last 10 years or so we've had some pretty wimpy winters," Petty Officer Bob Morehead, spokesman for the Ninth Coast Guard District in Cleveland, said Friday. "Looks like we're making up for it."

Harried Coast Guard icebreaking crews have freed 82 vessels stranded on Great Lakes waterways — more than in the past three years combined, Morehead said. And there's still half a winter to go.

Ice covered more than 90 percent of Lake Superior and Lake Huron in the past week, according to the National Ice Center run by the Navy and the National Oceanic and Atmospheric Administration.

That's not unusual for Huron. But Superior, with its vastness and depths reaching 1,335 feet, seldom has more than two-thirds of its surface covered despite being the northernmost of the Great Lakes, said oceanographer Raymond Assel of the NOAA Great Lakes Environmental Research Laboratory in Ann Arbor.

Lakes Michigan and Ontario were ringed by ice covering 25 to 30 percent of their surfaces. Lake Erie, by far the shallowest with an average depth of 62 feet, was totally covered.

Scientists generally agree the last time so much of the lakes' surface was frozen was in 1978, another miserably cold year.

"That year, we had all the lakes virtually iced over," said Daron Boyce, a National Weather Service forecaster in Cleveland. "That's a very rare case."

Measuring ice cover is no easy task. The primary tools are satellite photography — often hampered by clouds — and aerial observation by the Coast Guard, which lacks the time and resources for complete inspections.

Also, the situation can change literally overnight, Boyce said. Ice fields stretching as far as the eye can see are chopped to bits when storm winds kick up heaving waves. Once the water calms, the surface quickly refreezes.

Thickness varies widely, from a thin sheet to many feet.

Most commercial shipping on the lakes routinely stops from late January until March 25. That's when the Soo Locks reopen at Sault Ste. Marie, allowing cargo vessels laden with iron ore, coal or limestone to navigate the St. Marys River between Lakes Superior and Huron. Some ships, including fuel tankers, operate through the winter.



Big breakup: The icebreaker Mackinaw breaks ice in the Soo locks in this photo from March of 1993. The Coast Guard says it will mothball the ship.

06F0394

# Busy Mackinaw may be mothballed by year's end

By DAN HEATON  
Record-Eagle Cadillac bureau

CHEBOYGAN — For the U.S. Coast Guard Cutter Mackinaw, the winter of 1993-94 has been among the best of times. But the worst of times are just around the corner.

Never in the ship's 50 years on the Great Lakes has the 290-foot icebreaker been in greater demand, shipping officials said.

Starting on Dec. 27, almost a full month earlier than usual, the Mackinaw has been breaking ice in the northern Great Lakes almost constantly to keep a path open for tankers and freighters.

But sometime this year the Mackinaw is scheduled to make its last cruise on the Great Lakes. Coast Guard officials said plans to mothball the ship are unchanged, and the icebreaker will be out of service by the end of this year.

Officials in the lake freighter business and in Cheboygan — which has been home port for the Mackinaw for nearly all its 50 years — say they need the Mackinaw.

"We have needed more help than normal this year," said Glen Nekvasil, director of communication for the Lake Carriers Association, which represents 15 fleets that operate on the Great Lakes.

"When the ice gets as thick as it has been this year, only the Cutter Mackinaw is designed to handle that kind of work load," he said. The Coast Guard, however, says that

isn't so. Its five new Bay Class cutters assigned to the Great Lakes can do the job just as well, the Guard says — and for a lot less money.

This winter the Coast Guard has had five Bay Class cutters helping in ice-breaking operations, including the St. Ignace-based Biscayne Bay and the Soo-based Katmai Bay. Two Canadian Coast Guard cutters have also been a part of this winter's ice breaking fleet.

According to the Coast Guard, the Mackinaw, the largest cutter on the Great Lakes, costs \$5 million a year to operate, including \$2.2 million in salary for its crew of 75. And it is in need of a major overhaul.

By contrast, they say, the Bay Class cutters cost just \$900,000 a year to keep going and require a crew of just 17. And the new cutters can do double-duty as buoy tenders if needed, they say.

Overhauling the Mackinaw, they say, will cost \$15 million.

Funding for the Mackinaw will run out on Sept. 30, the end of the current federal fiscal year, according to Eric Hoffman, an aide to U.S. Rep. Bart Stupak (D-Menominee).

Over the years, Stupak and his predecessor, Bob Davis, have fought almost annual battles to keep funding in place for the Mackinaw.

Cheboygan has gotten used to going to bat for the Mackinaw, city officials said.

"Since the cutter was assigned here in the 1940s, there has been an almost regular crisis about that ship being transferred elsewhere or being abandoned. Unfortunately, this is probably

the most critical the situation has ever been and looks to be the Mackinaw's last year," said Jim Muschell, a former Cheboygan mayor and an engineer who studies the impact of ice damage on shore structures during the winter freeze and thaw.

"I hate to speculate on whether anything can be done now to extend the life of the cutter," Hoffman said from Washington, D.C. last week.

Another northern Michigan cutter, the Acacia, which is ported in Charlevoix, also has an uncertain future. Although it is larger than the smaller Bay Class ice-breaking cutters, the 180-foot Acacia is a buoy tender and is not normally assigned ice breaking duties.

"We do have an ice-breaking bow, but we are underpowered for large-scale ice-breaking duties," said Lt. Cmdr. Steve Corporon, the Acacia's commanding officer. "But, we did break a fishing boat out already this winter and can do that if needed."

The Bay Class cutters have a special new "bubbler" system that pumps air under the ice to break it up, making it easier to handle.

Corporon said he hopes a decision is made by this summer on the future of the Acacia and its crew of 52.

"That is being studied right now," he said. "Do we stay in Charlevoix, go to Cheboygan or somewhere else? It is all up in the air right now."

Rumors are flying here on what might — if anything — replace the Mackinaw. Coast Guard officials at the District Headquarters in Cleveland

say no final decisions have been made.

"We have heard everything from nothing will replace it to they will station two smaller cutters there," Hoffman said.

Nekvasil said his group is positive that the Mackinaw is necessary.

"She's 75 feet wide so she cuts a nice wide path for our larger ships to get through," he said. "The 140-foot cutters are only 38 feet wide. They say they will use two of them together, but when the ice is as thick as it has been, I don't know that they have the horsepower to break up the ice."

"We are only talking about keeping the shipping channels open through which 70 percent of the raw material that is used in this nation's steel production moves, for heaven's sake."

Larry Otto is a former executive officer aboard the Mackinaw who retired from the Coast Guard in 1971 and decided to stay in Cheboygan. He said in his experience on the Great Lakes, the Mackinaw is a necessity.

"The smaller ships this year have not been able to do the job," Otto said.

Otto, who is active in reunion parties for those who have served aboard the Mackinaw, said some 3,000 members of the Coast Guard have served aboard the ship in its 50 years in Cheboygan.

"I think that the Coast Guard and Cheboygan have had a good marriage these 50 years and I don't see a reason to ruin a good marriage," said Bob Henderson, a past member of Cheboygan's SOS (Save Our Ship) committee.

10F0394



Icebound: The tug Michigan and barge Great Lakes, stuck in the ice near the mouth of Grand Traverse Bay, wait Wednesday for help from U.S. Coast Guard icebreaker Mackinaw. The Mackinaw later escorted the tug and barge through the ice to mid-bay, where it stopped and was waiting this morning to accompany the tug and barge back out through the thick ice in the north end of the bay. The tug and barge reached the dock about midnight and began unloading a cargo of 18,000 gallons of unleaded gasoline at 2 a.m.

# The deep-freeze: 'This weather stinks'

By DIANE CONNERS  
Record-Eagle staff writer

TRAVERSE CITY — For the 14th day since Dec. 21, Grand Traverse area residents awoke to subzero temperatures. The temperature this morning at Cherry Capital Airport was 14 degrees below zero.

And Lake Superior, the largest of the Great Lakes, was declared ice-covered today for the first time in 16 years.

"This weather stinks, doesn't it?" chief meteorologist Mark Allen of WPBN-TV 7&4 said this morning.

The last time Traverse City residents saw temperatures above freezing was Jan. 23 — the only day the mercury rose above 32 degrees since Dec. 21.

The average temperature at the airport in January was 13.6 degrees — 7.2 degrees below normal. But it was still nowhere near the record low for Traverse City on this day, 33 below in 1899.

U.S. Coast Guard Lt. Marc Gray, stationed in Traverse City, flew over Lake

Michigan Tuesday and the only open water he saw was a 20-mile triangle west and south of Beaver Island.

Temperatures will start moving back up to the 20s late this week and may even hit 30 next week, Allen said. But he predicted another "shot" of frigid air in late February or early March.

Record low temperatures that were set or tied today in Michigan included: 28 below in Pellston; 27 below in Marquette; 25 below in Alpena; 19 below in Flint; and 9 below in Muskegon.



# Vehicle goes through ice in Straits; man missing

By WILL SCOTT  
Record-Eagle staff writer

TRAVERSE CITY — A man was reported missing and presumed drowned this morning after a "tracked vehicle" towing two empty hay sleds broke through thin ice on its way back to St. Ignace from Mackinac Island.

The tractor vehicle plunged to the bottom. The name of the driver was still being withheld this morning, said Mackinac Island Police Chief Lawrence Jones in a press release.

State police said the vehicle was used to carry hay for the horses on Mackinac Island. The

accident occurred about 7:30 a.m. in Lake Huron just north of the Straits of Mackinac. The water there is 90 to 100 feet deep, state police said.

A companion following the vehicle reported the accident to the Mackinac Island Police Department at 7:55 a.m. The companion was uninjured.

Divers from the Mackinac Island Sheriff's Department and a helicopter crew from the Coast Guard's Traverse City Air Station were called to the site, halfway between St. Ignace and the island.

State police in St. Ignace said the vehicle is larger than a snowmobile and has an enclosed cab. Police said the vehicle had

been hauling hay for the past week.

Snowmobilers have been crossing from St. Ignace to the island since early January and ice in the vicinity was reported to be about two feet thick. Police are closing the immediate area to snowmobile traffic while the search continues.

Police estimated the ice at the scene of the accident to be 4 to 6 inches thick.

Motor vehicles, except emergency vehicles, are banned on the island about 4 1/2 miles east of St. Ignace. Mackinac Island Carriage Tours Inc.'s horse-drawn buggies are the main transportation.



THE ST. IGNACE NEWS  
17 FEB 94

## Island Man Dies in Fall Through Ice



Mackinac Island residents confer with a U.S. Coast Guard rescue diver by broken ice where an Island man drowned Tuesday, February 15. Officials say a 3,500-pound Island Carriage Tour bombardier was returning from transporting hay to the island when the sleigh ice broke. The man drowned in water estimated to be about 100 feet deep. At right is one of the sleighs used to haul hay. Another sleigh partially is submerged in the broken ice.

By Wesley H. Maurer Jr.

A Mackinac Island man was presumed to have died early Tuesday morning when a 3,500-pound Bombardier tractor in which he was riding fell through thin ice off British Landing. The enclosed tractor was being used this month to haul hay from St. Ignace to the island over the ice bridge. The man's name is being withheld until next of kin are notified.

The accident occurred about 7:30 a.m. Tuesday, February 15, as the man and a companion, George Wellington, were returning to St. Ignace after hauling a load of hay to the island. Wellington was riding a snowmobile beside the Bombardier when the tractor dropped through thin ice, leaving behind two empty sleighs it was pulling. The tractor was about one mile from Mackinac Island's British Landing when it broke through the ice. The water there is between 90 and 100 feet deep.

While most of the ice between St. Ignace and the Island is two feet thick

## Bombardier Accident Follows Hay Transport

or more, the spot where the Bombardier went down had only about four to six inches of ice because of strong currents beneath.

Islanders rushing to the scene hoped the tractor, though submerged, was still attached to the sleighs, but investigation told them the machine had come loose.

Local divers had hoped to try to locate the machine Tuesday afternoon. Two St. Ignace men, Al Stempki and Ken Gillmore, divers for the Mackinac County Sheriff's Department, were on hand about 10 a.m. but said strong currents, cold and deep water, and other dangers in the area made it unsafe for only two divers to attempt it alone. A single State Police diver was dispatched to the scene Tuesday afternoon to assess the situation.

Mackinac Island Police Chief Lawrence Jones said his office was notified of the accident at 7:55 a.m. Jones coordinated the initial rescue attempts at the site.

The U.S. Coast Guard, Station St. Ignace, was also notified about 8 a.m., said Chief Kurt Echols, and a rescue team arrived at the scene about 8:20 on four-wheeled all-terrain vehicles (ATV). Echols said his men had originally started pulling their rescue skiff to the scene but it became bogged down in the snow, so they used two ATVs instead. Six men from the station were at the site at any one time, Echols said, with 10 participating throughout the morning. They were called back to St. Ignace about noon, once the site had been roped off and secured. The Coast Guard rescue

teams brought with them first aid packs and assisted in the rescue efforts.

The Coast Guard rescue helicopter from Traverse City arrived at the accident site about 8:40 a.m. It had been dispatched, Echols said, as a medical transport vehicle in the event the victim could be recovered. The helicopter's aviation rescue swimmer, Petty Officer Ronald Howard, was lowered to the ice and assisted in determining that the Bombardier was not still attached to the sleigh. While not a diver, Echols said, the man was equipped for water recovery from near the surface.

The Bombardier is owned by Mackinac Island Carriage Tours and was being used to haul hay for next summer's tourist season. An unusually cold winter allowed the company to attempt to haul between 300 and 350 tons of hay over the ice. The company uses about 500 tons each year.

Hauling began Monday, February 7, and was to continue for about 30 days, if the weather held.

Wellington said the two men became mired in snow while bringing a load over Monday evening. They left the island shortly after 5:30 a.m. Tuesday to retrieve a. After unhooking it on the island, they left for St. Ignace again to pick up another load.

The man driving the Bombardier, Wellington said, was pulling two empty sleds, about 14 feet long. He was in the cab with the doors closed when the machine plunged through the ice without warning. The men had crossed the same spot less than an hour before with their first load of hay.

RECORD-EAGLE  
16 FEB 94

## More divers join search for Mackinac Island man who crashed through ice

ST. IGNACE (AP) — More divers have been called in to search for a Mackinac Island man whose snow machine crashed through the ice Tuesday morning.

The 48-year-old island resident had been hauling hay from the mainland to the island and apparently drowned when his vehicle fell through the ice about a mile off the island.

The driver was believed trapped in the vehicle's enclosed cab 90-100 feet below the surface, Mackinac Island Police Chief Lawrence Jones said.

Two sleighs being towed by the tracked vehicle, which is slightly larger than a snowmobile, did not fall through the ice.

The accident occurred about 7:30 a.m. about a mile west of the island. A companion following on a snowmobile notified authorities.

The man had dropped off a load of hay to feed horses on the island and was returning to the mainland when his vehicle plunged through ice, police said.

Jones said the man was an employee of Mackinac Island Carriage Tours Inc., whose horse-

drawn buggies are the island's primary means of transportation.

Jones said police are withholding his name at the family's request.

The only motorized vehicles allowed on Mackinac Island are those needed for emergencies.

Jones said local divers searched for the driver Tuesday, but had to stop because of strong currents. More divers were expected to arrive this morning from the state police Underwater Recovery Team.

Most ice in the area is about two feet thick. But strong currents in the straits linking lakes Huron and Michigan apparently thinned the ice to 4 to 6 inches at the crash site, Jones said.

Snowmobiles have been crossing the ice from St. Ignace to the island, about 4 1/2 miles away on the Lake Huron side of the straits, since early January. The tracked vehicle had been hauling hay for the past week.

Police said snowmobiles have plunged through the ice in past years, but they knew of no drownings.

RECORD-EAGLE  
17 FEB 94

## Hunt ends for Mackinac Island man who broke through ice

ST. IGNACE (AP) — Authorities called off the search Wednesday for the body of a Mackinac Island resident after divers found his empty snow machine in 92 feet of water.

The 48-year-old man apparently drowned after the machine, slightly larger than a snowmobile with an enclosed cab, broke through a weak spot in the ice on Lake Huron.

The accident occurred about 7:30 a.m. Tuesday a mile off the island as he was returning to St. Ignace across the ice. Police said they are

withholding the man's name at his family's request.

Divers began Wednesday's search about 10 a.m. and found the machine sitting upright just below the hole in the ice. The cab's front and rear windows were broken and the door was open. Divers then made a sweeping search within 100 feet of the vehicle, but found no trace of the driver. Divers reported a very strong current.

The crash occurred as the man returned to

the mainland after pulling two sleighs of hay to the island. The currents apparently had washed away ice to only 4-6 inches thick at the crash site, compared with 2 feet of thickness in most other areas.

The hay is used to feed horses on the island, the only Mackinac Island transportation except for emergency vehicles. It is hauled the 4 1/2 miles from mainland to island by boat or sleigh, depending on ice conditions.



February 1, 1994

Letter to the Editor,

Last week Area 2 Special Olympics held its Winter Games at Twin Lakes Camp. Over 75 athletes attended the Games to compete in cross-country skiing and snowshoeing. I would like to take this opportunity to thank the dedicated and hard working men and women of Coast Guard Air Station Traverse City for making this event possible and memorable for all that attended. Coast Guard volunteers were on sight long before the athletes arrived to organize equipment and groom and mark the courses. Throughout the day they helped athletes with equipment, picked them up when they fell down and cheered them on as they crossed the finish line. These volunteers were there long after the athletes left to help pack up equipment.

We have had the pleasure of working with Coast Guard volunteers at Special Olympics events for the past six years. Whether they are veteran volunteers or helping for the first time, the Coast Guard reputation is always upheld. These men and women have the ability to run our competitions with minimal direction. If their organizational skills at helping run Special Olympics Games are any indication of what they do on their job, then the people of northern Michigan can feel secure if they ever need any assistance from Coast Guard Air Station Traverse City.

Sincerely,

Mary K. Little

Mary K. Little  
Area 2 Director

cc: Commander Tom Allard  
Senior Chief August Dobert

Michigan Special Olympics  
415 West 15th • Traverse City, Michigan 49684 • (616) 941-7212

Created by The Joseph P. Kennedy, Jr. Foundation  
Authorized and Accredited by Special Olympics International for the Benefit of Citizens with Mental Retardation

FEBRUARY 1994

SHIPMATES



Station Saginaw River received a 911 call about three people who were stranded on an ice floe in Saginaw Bay the afternoon of Dec. 29, 1993.

The station's 14-foot ice skiff was trailed to the scene and launched.

With the aid of a Pinnacconing Township Fire Department hovercraft, all three people were safely recovered from the ice floe without incident.

Air Station Traverse City medically evacuated a 30-year-old man from Beaver Island, Mich., in the early morning hours of Jan. 2, 1994.

After being contacted by the Charlevoix, Mich., Police Department, a helo was dispatched to evacuate John Romberg Jr. from the island because there was no doctor there to treat him for the chest pains he was experiencing.

Romberg was delivered safely to an awaiting ambulance at Traverse City and transported by EMS to Munson Hospital.

REC'D - OTGLE  
23 MAR 94

## Icebreaker Mackinaw might have another year of clearing Great Lakes



WASHINGTON (AP) — The largest icebreaker on the Great Lakes, aging and expensive but revered by shippers, might be able to postpone its permanent docking date this year.

Rep. Bob Carr, D-Mich., said Tuesday he planned to save the 290-foot cutter Mackinaw from being decommissioned in June.

As chairman of the appropriations subcommittee that does out money for transportation matters, Carr told the commandant of the Coast Guard that the Mackinaw should run at least another year.

"It's clear that the winter we've had demonstrates the necessity for real serious ice breaking," said Carr, of East Lansing. "The Mackinaw is really the only vessel that has the capability to assure that even in the toughest winters there would be the capability of getting these shipments through."

Though the Mackinaw, which cleared ice on Grand Traverse Bay earlier this winter, can't run forever, he said, there isn't a good replacement for it yet.

The Coast Guard maintains that most ice cutting can be handled by 140-foot cutters, which have a crew of about 18. Two would be called in to handle the most difficult jobs, said Cmdr. Tim Sullivan, spokesman for Coast Guard Adm. J. William Kime.

The 50-year-old Mackinaw, based in Cheboygan, Mich., with a crew of 78, costs about \$4.5 million a year to operate.

"For us, it's strictly a budgeting issue," Sullivan said. "We don't have any choice but to decommission her at this point."

Sullivan said the Coast Guard would see if it could find money in the existing budget to extend operations to the end of the fiscal year, Sept. 30. But he said more money probably would be necessary.

"The tough question is, 'What else are you going to do without?'" Sullivan said.

Carr said he would find the money, about \$1.8 million for the rest of this year's operations and in excess of \$3 million for the 1995 fiscal year. He also has talked to Budget Director Leon Panetta, he said.

"The amount of money we will spend will be less than the economic disruption that will occur if the Mackinaw's capability weren't on hand," Carr said. "The shippers have been most forceful in that argument."

George Ryan, president of the Lake Carriers Association, said industries such as steel, iron ore, construction and power utilities are dependent on the Mackinaw at least three months of the year.

Without it, they would have to stockpile, Ryan said. Electric utilities might have to charge more because inventories are expensive, he said.

There were two examples this month of the need for the 10,000-horsepower of the Mack-

Continued on PAGE 8A

SHIPMATES



Group Buffalo, Station Oswego, Air Station Detroit and the RCC were all involved in search and rescue efforts for two crewmembers of a distressed tug early on the morning of Nov. 27.

Group Buffalo received a Mayday call from the tug CL1 stating a wooden barge was taking on water approximately six miles north of Oswego, N.Y. The barge had two people and a railroad dining car on board.

As Station Oswego's 44-foot MLB, RHIB, and four merchant vessels were enroute to assist, the CL1 caught the towline to the barge in its propeller and lost power.

The two men were thrown overboard as the barge sank into the rough seas.

One of the men was recovered by Station Oswego's RHIB crew, but was later pronounced dead on arrival at Oswego Hospital.

An Air Station Detroit HH-65, two Canadian Coast Guard aircraft and two local police helicopters, along with Station Oswego's 44-footer, conducted an intensive search for the missing crewman with negative results.

Air Station Chicago assisted the Oak Brook, Ill. Police Department in their search for a 16-year-old boy on the evening of Nov. 27.

The youth jumped into the 34 degree water of Salt Creek for a swim.

His body was recovered the morning of Nov. 28.

Station Cleveland Harbor received a request for assistance from the M/V James R. Barker the morning of Dec. 8.

One of the crewmembers aboard the vessel fell down an engine room ladder,

resulting in neck and back injuries.

Station Cleveland Harbor dispatched a 41-foot UTB to render assistance to the injured crewman.

Once on scene, Station Cleveland Harbor's EMT and another boat crewman boarded the vessel to assess the situation.

They stabilized the 27-year-old man and prepared him for medical evacuation. However, because the James R. Barker was less than 20 miles off Cleveland's shore, Group Detroit felt the safest transfer could be made pier-side.

Station Cleveland Harbor arranged to have local EMS meet the Barker when it moored, and the patient was transported to Charity Hospital.

Station Erie's case against a Canadian national who, while intoxicated, assaulted BM1 Craig Shiellenberger on the evening of Aug. 14, came to a conclusion Dec. 8.

The defendant, Ernest D. Davis, 52, of Ontario, Canada pleaded guilty to all counts. He was fined \$3,500 and sentenced to serve five days in jail, time served.

The Assistant District Attorney requested the funds from the fine be directed to the Coast Guard, along with a letter of apology to the boarding team from Davis.

Air Station Traverse City rescued a Muskegon, Mich., man, his 11-year-old son and their dog from a frigid swamp in the early morning hours of Dec. 20.

Greg Maynard, 34, and his son, Gregory, went fishing in the Cedar Creek and Muskegon River area around 3 p.m. Sunday, Dec. 19, and did not return home as scheduled.

Sheriff's deputies using dogs tracked the trio to Cedar Creek, but were unable to cross. Air Station Traverse City launched an H1-60 to search for them.

The crew of the helo located the missing fishermen and their dog, with the aid of night vision goggles, in less than an

hour, recovered them and flew them to safety.

JANUARY 1994



### Breaking trail

The United States Coast Guard Cutter Biscayne Bay breaks the ice at the Total Petroleum dock in Greilickville on Wednesday afternoon. The 140-foot-long ice breaker left its home port of St. Ignace on Tuesday morning to break a trail through the foot-thick ice on Grand Traverse Bay for the Amoco tug Michigan and its fuel barge Great Lakes. The cutter planned to meet the tanker at the mouth of the bay this morning and escort it back to the Greilickville dock by this evening.

REC'D - OTGLE  
03 MAR 94



## Crystal plains: Great Lakes' icy expanse



A Coast Guard cutter (left) plows a "relief track" through icy Lake Michigan on Tuesday, easing the way for a tug and barge bound for Chicago with heating oil.

### A deep freeze from Duluth to Buffalo

By Stevenson Swanson  
TRIBUNE STAFF WRITER

DULUTH—Ice is not a simple matter of frozen water. It is as varied as driftwood.

There is pancake ice, for example, those round floes with upturned edges. There is trash ice, the broken mass that an icebreaker leaves behind. And on the Great Lakes this winter, there is fast ice.

That's fast as in firm, fixed, attached. Not since the winter of 1978 have the Great Lakes been so firmly, so determinedly frozen.

Beached icebergs line the shore of Lake Superior north of Duluth, where they have been pushed out of the lake by new ice. They are two feet thick and clearer than a baby's conscience.

These 15-foot-high chunks of ice are the western edge of an almost continuous sheet that stretches east across the 31,800 square miles of Lake Superior, through the Soo

### Ice on the Great Lakes

National Weather Service climatologists say that ice coverage on the Great Lakes this winter is the most extensive since 1978.



Locks into Lake Huron, down the St. Clair and Detroit Rivers into Lake Erie and over to the Niagara River, at the eastern end of Lake Erie.

Lakes Michigan and Ontario are also iced over, but not to the extent of the three other Great Lakes. Parts of central and southern Lake Michigan have liquefied during this week's thaw but could refreeze quickly if temperatures drop. Lake Ontario, the least susceptible of the lakes to freezing, is about 30 percent ice-covered, according to Daron Boyce, the lead marine forecaster for the National Weather Service in Cleveland.

The ice has made lake shipping a slow-

See Ice, Page B



Fisherman Ron Dandree of Duluth greets the sun as it rises over Lake Superior on Tuesday. Three snapshots of life on the Great Lakes ice, Page B.

## Ice

Continued from Page 1

motion exercise at best, with barges and tugs struggling to follow in the fast-freezing tracks that Coast Guard cutters have broken open. The opening of the full commercial shipping season as scheduled March 25 may be in doubt.

But the ice also has opened a new avenue of transportation, both commercial and recreational. Places such as Mackinac Island get provisions over an ice bridge, and snowmobilers and cross-country skiers are exploring the temporary terrains of the frozen landscape—adventures that have proved risky and even fatal when ice suddenly has given way.

"It's the old-fashioned winter that your grandfather used to talk about, where he had to walk six miles to school through the snow drifts," said Boyce, who studies satellite photos and reports from ship, shore and Coast Guard helicopters to arrive at his ice estimates.

Parts of the Great Lakes, such as Whitefish Bay in eastern Lake Superior, are almost guaranteed to freeze every year. But because of the vast surfaces of the lakes and the churning action of wind and waves, it's only about once a decade that all five lakes have such widespread icing.

The freezing of a Great Lake starts in the fall, when the topmost layer of water begins to cool. As it does, it becomes heavier, sinks to the bottom of the lake, and a warmer layer of water takes its place at the top. Then that layer cools off and falls to the bottom, a cycle that is called the "fall turnover."

"The water literally flips over," Boyce said.

The fall turnover ends when all the warm water has risen to the top and cooled off. Then the lakes reach an "isothermic" state, in which the water temperature is the same from top to bottom.

That happens first on Lake Erie because, with an average depth of 82 feet, it is the shallowest of the

Stories by Stevenson Swanson;  
photos by Eduardo Contreras

lakes, explained Raymond Assel, an oceanographer at the Great Lakes Environmental Research Laboratory in Ann Arbor, Mich., a branch of the National Oceanographic and Atmospheric Administration.

The last lake to finish turning over is Lake Superior, which extends to depths as great as 1,550 feet and has the biggest surface area.

After the fall turnover is complete, surface water begins to freeze, beginning with the shorelines and the shallowest points on a lake, such as bays. If the cold lasts, the ice shelf moves farther and farther out into open water.

But even when a lake freezes over completely, patches of clear water can appear overnight if winds kick up waves. And the ice does not get thicker than about 40 inches, unless one piece of ice rides over another, a process known as "rafting."

"Once you get an ice cover formed, the ice tends to act as an insulator," Assel said. "And snow on top of the ice also insulates the water beneath, so it doesn't lose any more heat."

The freezing of Lake Erie is an annual event; it is usually 60 to 100 percent frozen in winter, Assel said. What lifts this year's winter above the norm is the solid state of the four other lakes.

Lake Ontario rarely freezes over completely because it is deep and benefits from the more moderate temperatures of its location—it is farther south than Superior. Ontario last froze over in 1978, when, for one morning in February, all five lakes were 100 percent frozen.

That probably won't happen this year. So far, Lakes Superior, Huron and Erie have been 100 percent frozen; Michigan has been 55 percent solid, and Ontario 50 percent.

But Boyce said the worst may not be over, at least for Lake Superior. The greatest of the Great Lakes can keep making ice into March, when the sun finally climbs high enough into the northern sky to free the waters for another spring.

RECORD-EXCUSE

11 MAR 94

### Saginaw Bay ice takes another life

ESSEXVILLE — A Huron County man died after falling through the ice on Saginaw Bay, authorities said Friday.

Wilbert Bauer, 69, was fishing when he fell through the ice about two miles offshore from his Sebawaing home, Petty Officer William Plunk said from the U.S. Coast Guard station at Essexville.

Volunteers pulled Bauer out of the water and took him to shore in an airboat, Plunk said.

A Coast Guard helicopter from Detroit picked Bauer up and, 22 p.m., took him to St. Mary's Medical Center in Saginaw, where he was pronounced dead of "complications from drowning," said a nursing supervisor who asked not to be identified.

Bauer was the third ice fisherman to drown in Saginaw Bay this winter. Walter Noll, 35, and Dennis Kelley, 41, both of Lapeer County's Hadley Township, fell through thin ice during a Feb. 25 blizzard.

RECORD-EXCUSE

18 MAR 94

### In Brief

From staff reports

#### Girl, 2, missing for 4 hours found safe

TRAVERSE CITY — A 2½-year-old girl who wandered away from her Leelanau County home was found unharmed after a four-hour ground and air search Thursday.

Leelanau County sheriff's deputies said the girl, who they did not identify, wandered away from her home on School Lake Road in Cleveland Township about 1:15 p.m. Family and friends searched for two hours, then called police.

A U.S. Coast Guard helicopter crew and deputies on the ground located the girl at about the same time. She was in good condition when she was found west of School Lake Road, deputies said.

She was accompanied by a dog she had been playing with when she disappeared.

### ... Icebreaker Mackinaw might work another year

Continued from PAGE 1A

inaw compared to the 2,500-horsepower of the 140-foot cutters, Ryan said.

A large ore carrier trying to leave Erie, Pa., for Sandusky, Ohio, to load coal for Marysville, Mich., left March 15. Despite the efforts of a smaller cutter, it went two miles in four days. It broke free with the help of a Canadian ice breaker, the only ship that comes close to the size of the Mackinaw, which was busy elsewhere on the Great Lakes, he said.

Last week, a ship took four days to travel from Sturgeon Bay, Wis., to Escanaba, Mich., with only 30 miles of ice field, Ryan said. It broke free with the

help of a commercial tug, he said.

"The 140s are good and we're glad to have them, and their crews work very hard. But they don't give industry any confidence level that would permit them to plan their stockpiles," Ryan said.

"I would categorically state that if the Mackinaw left and we only had the 140s, industry would have to plan another three weeks to one month stockpile, and that's darned expensive."

Sullivan said a decision might be made within the next few days. He said the Coast Guard was worried what the indecision would do to the Mackinaw crew, who had been planning to move

from Cheboygan to other operations.

"This is not only a ship problem, it's a people problem," he said.

RECORD-DATE  
20 FEB 94



Under broad skies 1 1/2 miles offshore on Lake Superior's Sucker Bay near Duluth, Scott Smith drops lines 200 feet deep for lake trout.

## Superior's broad ice carries fishermen to new waters

DULUTH—When the ice moved in on this port city, the ice fishermen moved out. Farther out on the lake, that is.

The snow that covers frozen Lake Superior—simply called "the big lake" here—bears the tracks of countless snowmobiles and all-terrain vehicles, all heading away from shore toward a line of black tents barely visible on the horizon.

Usually these icehouses are huddled close to the shore of Sucker Bay, where winter anglers go in search of lake trout.

And they generally drag rowboats with them, in case their piece of ice breaks away and drifts into open water.

Not this year. "This year has been great," said Scott Smith, 24, of Ely, Minn., who spent about eight hours one day this week hunkered over a hole in the 16-inch-thick ice about 1 1/2 miles offshore.

The last couple of years, the ice would last only a couple of weeks, and if the wind was blowing it would be moving a little bit.



Two tugboats are frozen in place this week with a view of Duluth's skyline in the Port Terminal area.

His friend, Dale Merrill, 20, of Cloquet, Minn., has heard of hearty—or are they foolhardy?—souls venturing five miles out to fish, but the best fish seem to lurk in the frigid

depths between one and two miles out.

Merrill baited a jig with a piece of herring and dropped it down about 240 feet into the black water.

"You fish six or eight inches off the bottom," said Merrill, who pulled up a 10-pounder recently. "That's where the big fish are. When you get a bite, they really nail it."

## Tugboats face a Sisyphean labor

OFF HOG ISLAND, Mich.—From a Coast Guard helicopter, the vast ice plain that is usually Lake Michigan looks like black marble that has been captured by the wind into ridges and whorls to trap wisps of blowing snow.

Judging from the labors of the tug James A. Hannah, the ice resembles marble in more than looks. Clouds of black smoke pour from its stack as it struggles to push an oil-laden barge through the ice. It has been moving little more than two miles a day. Its destination, Chicago, is 300 miles away.

The commercial shipping season is suspended from Jan. 15 to March 25 every year, but some shipping continues in the coldest months, especially the transporting of heating oil, which is in greatest demand then.

In a normal winter, Coast Guard icebreakers maintain tracks through a few ice-covered areas, such as the Straits of

Mackinac. Simply maintaining tracks is out of the question this season. The tracks refreeze too quickly.

"Now, we've got to assist each boat," said Lt. Jay Dell, operations officer for the Coast Guard station in Sault Ste. Marie, Mich. "We've got to worry about getting a boat all the way across the lake."

Aiding the Hannah was the Biscayne Bay, a 140-foot cutter designed to break ice. The Biscayne Bay, which smashes ice by riding up on it, cut a relief track next to the Hannah.

That allowed the tug and barge to shove the chunks of ice in front out of the way.

The cutter radioed the helicopter, a Coast Guard Jayhawk based in Traverse City, and asked it to scout ahead to the west. The narrow track through the ice, a bluish-white line, grew fainter with each mile.

"They're going to have to re-break this whole thing," said co-pilot Lt. Cmdr. Keith Taylor.



Crews search this week for a man whose snow tractor fell through ice off Michigan's Meckinac Island while pulling a sled full of hay. Divers were unable to recover his body.

## Unlike water, still ice sometimes not so deep

ST. IGNACE, Mich.—It is easy to forget that ice is, after all, only made of water.

It seems as solid as the earth to snowmobilers who roar off the docks at St. Ignace and follow lines of Christmas trees to Mackinac Island, about four miles offshore in Lake Huron.

But currents can undercut the ice until it is dangerously thin.

That is what happened to a patch of ice that gave way earlier this week under the weight of a Bombardier, a snow tractor with an enclosed cabin.

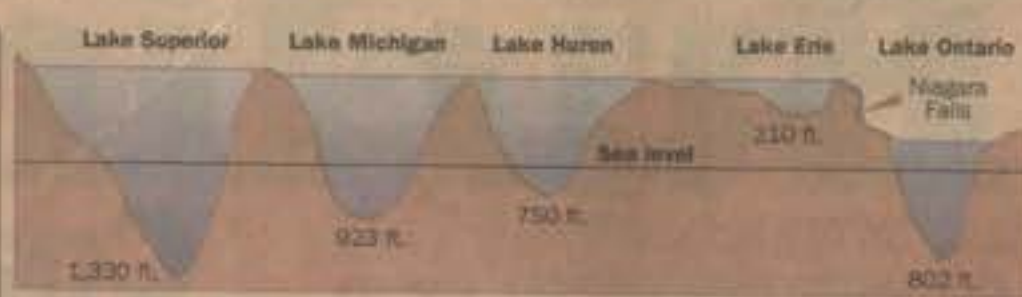
The tractor sank in 80 feet of icy water, its driver, who was returning to the mainland after delivering a load of hay for the island's horses, drowned. Divers were unable to recover his body.

Another man who had long years of experience on Great Lakes ice drowned last week in Lake Erie near Marblehead, Ohio, when his snowmobile plunged through a weak spot.

"It's important people remember to take precautions as the weather warms up and ice starts to melt," said Lt. David Sprunt of the Coast Guard's Cleveland office.

## Lake ice expected to last for weeks

Shoppers who use the lakes to transport materials are anxiously awaiting the National Weather Service's "Ice Breakup Outlook Report," which will not be issued until early March. Unlike milder winters in recent years, NWS personnel predict 1994's ice will still be here well into spring. Coast Guard icebreakers are struggling to keep shipping lanes open on Lakes Michigan, Huron and Erie. Locks that link Lakes Superior and Ontario to the rest of the system have been closed since Jan. 15, the normal end of shipping season. They are scheduled to reopen March 25. Ports of Duluth, Green Bay, Detroit and Toledo are surrounded by fast ice, a condition where ice is so frozen in place that winds and water currents cannot dislodge the formation.



**Geography and geology of Great Lakes aids freezing**  
Lakes Superior and Ontario are deepest and take longer to freeze, shallow parts of Lake Erie freeze more quickly, and Lakes Huron and Michigan often have large areas of open water during the winter. Southern areas of lakes also stay open for much of the winter. Lake Ontario is both deep and more southerly and seldom completely freezes, but is landlocked to shipping because its links to Lake Erie and the St. Lawrence River close for the winter.

- Ice glossary**
- **Blue ice:** Ice without snow covering.
  - **Brash ice:** Ice cakes and small chunks of ice that have broken off and refrozen into new ice formations.
  - **Cakes:** Floating ice smaller than 50 feet across.
  - **Fast ice:** Immobilized ice formations.
  - **Flows:** Sheets of floating ice more than 50 feet across.
  - **Ice jam:** Drifting ice cakes or floes forced into the shore or into fast ice.
  - **Lake ice:** Ice formed from lake waters; appears blue or white.
  - **Pancake ice:** Circular pieces of ice from one to eight feet across.

RECORD-DATE  
08 MAR 94

## In Brief

By The Associated Press

### Body discovered in icy channel

PENTWATER — The body of a 34-year-old man was recovered Monday from the Pentwater channel, one day after he apparently fell off an icy pier, authorities said.

The death of William Eugene McLouth of Pentwater was being treated as an accidental drowning, said Laura Love, dispatcher for the Oceana County Sheriff's Department. McLouth and another person were walking on the pier Sunday around 7:30 p.m. when McLouth apparently fell in.

Three county dive teams and the U.S. Coast Guard searched until about midnight and resumed the search 9 a.m. Monday, Love said. The body was recovered about 11 a.m. in 10 feet of water, not far from where the victim fell in.

An autopsy was being performed.

Ice Blue Angels



United States Coast Guard Cmdr. Tom Haase and Grand Traverse County Sheriff's Department Deputy Tom Bengley use a four-wheeler to check a satellite position receiver to record their exact position on the ice on West Grand Traverse Bay in Traverse City. The pair, with the help of a surveyor on shore, were taking advantage of the stable ice to mark positions for permanent anchors for air shows, such as the Blue Angels. The ice lets them move easily to exact positions that would be very difficult in a drifting boat.

Record-Eagle  
21 MAR 94

Coast Guard crew handles fuel spill

TRAVERSE CITY — A crew at the U.S. Coast Guard Air Station contained and cleaned up a fuel spill Saturday.

A spokesman said an estimated 20 to 100 gallons of aviation fuel leaked from a holding tank on a truck onto a concrete surface Saturday morning.

The fuel is believed to have been confined to the concrete before it evaporated or was cleaned up, the spokesman said.



Breaking ice

The U.S. Coast Guard's Mackinaw plows through the ice at Sault Ste. Marie, Mich., in the shipping channel of St. Mary's River between Michigan's Upper Peninsula and Canada.

4D TRAVERSE CITY RECORD-EAGLE  
FRIDAY, MARCH 4, 1994

Coast Guard makes Special Olympics memorable

More than 75 athletes have warm memories of their competition in the Area 2 Special Olympics winter games at Twin Lakes Camp. Some of the people who helped make the memories so warm and lasting are the men and women of the Traverse City Coast Guard Air Station.

These dedicated people were on site long before the athletes arrived, to organize equipment and groom and mark the courses, wrote Mary K. Little, Area 2 director. Throughout the day they helped athletes with equipment, picked them up when they fell and cheered them as they crossed the finish line. They then remained long after the athletes left to help pack up the equipment.

"We have had the pleasure of working with Coast Guard volunteers at Special Olympics events for the past six years," Little wrote. "Whether they are veteran volunteers or helping for the first time, the Coast Guard reputation is always upheld. If their organizational skills at helping run Special Olympics Games are any indication of what they do on their job, then the people of northern Michigan can feel secure if they ever need assistance from Coast Guard Air Station Traverse City."

Northern Notes  
Stephanie Beach



Installed the carpeting Craig Meredith of Mitchell Corp. in Benzonia donated the use of a serger to bind the edges of the leftover carpet to be used as runners and Tammy Bowers, also of Mitchell Corporation, transported the leftover carpet to the plant in Cadillac for binding. Earl Soderquist and Tom Hopkins of Honor Hardware & Building Supply/Frankfort Building Supply/Frankfort donated baseboard to complete the new look and Ed Carter of Coverall Cleaning Concepts will install it.

Also, now available to seniors in Benzie County is a 15-foot electric chair lift recently added to the Commission on Aging's loan closet. Those needing such a device can call the commission at 882-4851. The lift was donated by Dennis and Julie Wiley of the Pine Knot Motel in Beulah.

Stephanie Beach is a Record-Eagle staff writer. Items for this column are welcome and can be sent to Northern Notes, Traverse City Record-Eagle, P.O. Box 632, Traverse City, Mich. 49685.

States vie to host retired Mackinaw

MUSKEGON (AP) — While supporters struggle to keep the Mackinaw afloat one more year, the federal government is looking for a home for the Coast Guard icebreaker after it is decommissioned.

The General Services Administration has given Michigan one month to submit a proposal for providing the Mackinaw a permanent docking place, said Maureen McNulty, spokeswoman for the state Department of Management and Budget.

Wisconsin, Minnesota and Iowa have submitted or are preparing bids.

McNulty said if Michigan is selected, the Department of Management and Budget's federal surplus division will solicit proposals from various museums, organizations and cities eager to host the ship. The department has contacted several groups and cities that might want the Mackinaw.

The Coast Guard plans to retire the 50-year-old ship as early as May, saying its work can be done by smaller cutters for less money.

Members of Congress want the Coast Guard to delay the decommissioning by at least a year, saying no other ship can match the Mackinaw's icebreaking ability in extremely cold winters such as this year's.

Groups in Mackinaw City and Sault Ste. Marie have expressed interest in giving the cutter a home.

Record-Eagle  
23 MARCH

The Leelanau Enterprise 50¢ and Tribune

VOL 117 — No. 25

LELAND, MICH. 49654

Thursday, March 24, 1994

THREE SECTIONS

36 PAGES

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Tot found with guardian dog

Rescuers find girl after 4 hours wandering with family pet

By Mark Urban  
Of The Enterprise staff

Every parent's nightmare became a reality last week for Jim and Stephanie Murphy of Cleveland Township. Thursday started like any other day. Stephanie was at work while Jim was taking care of 3-month-old son James

Joseph. Then Kayla, who turns 3 in May, went outside to play with the family's golden labrador retriever, about 20 minutes before her scheduled afternoon nap.

But Kayla decided to go for a little walk in the woods surrounding the Murphy's rather secluded School Lake Rd. house.

Kayla was found, safe but tired and hungry, about four hours later. She had traveled more than 1 1/2 miles over heavy terrain.

She was still within 15 to 20 minutes' walking distance from the Murphy property when a search party, aided by a Coast Guard helicopter, located her. (Continued on page 11)



KAYLA Murphy, nearly 3, gives the family's golden labrador retriever a hug Tuesday. Kayla and Sam wandered away from the family's School Lake Rd. home and were found some 4 hours later after walking more than 1 1/2 miles.

Tot found with guardian dog

Rescuers find girl after 4 hours wandering with family pet

Continued from Page 1

Sam, the family's retriever, was still by Kayla's side. In fact, the dog wouldn't let the search party get near Kayla until Murphy arrived on the scene minutes later.

"She had both her mom and me pretty worried even though I was confident we could find her," Murphy said. "I was really surprised how far she made it."

Dressed in snowpants, a coat, mittens and a hat over a sweatshirt and a turtleneck, Kayla left the Murphy property headed north. She turned east down an incline to near School and Bass lakes. Kayla and Sam then went north and followed the shoreline for awhile before heading southwest, over the biggest hill in the area.

Murphy said he believed Sam was leading Kayla back to the house. He said Kayla ordinarily wouldn't have climbed the hill.

"Sam's definitely the hero," Murphy said. "He probably stayed with her because she was doing something she shouldn't be doing. I know Sam knew that."

"Thank God for Sam," Mrs. Murphy added. "Jim and I were saying that we don't know what would've happened if Sam wasn't there with her."

On their excursion, Sam had come upon a porcupine. In the melee that followed the dog got several quills in his nose. But the faithful companion, who probably attacked the prickly creature to protect Kayla, still refused to leave the little girl alone.

Growing up, we always had family dogs," Murphy said. "It seems like they are always real protective of kids. He's just another one to carry on that tradition."

Kayla had been outside for 20 minutes when Murphy went to call her back in the house. After hearing no response, he went inside, huddled up

the baby and looked briefly around the property.

He went back inside and sought the help of his neighbor, retired Department of Natural Resources conservation officer Reimo (Ed) Narva. While Murphy called Stephanie at the Maple Valley Nursing Home where she works, Narva started looking and was quickly joined by Murphy after his wife arrived home.

"When I pulled into the driveway I expected to see her walking down the driveway," Mrs. Murphy said. "I didn't expect her to be 1 1/2 miles from the house."

Murphy and Narva began tracking Kayla, which was difficult because the little girl didn't leave good tracks in the hard-packed snow. Near School Lake, Narva broke away, flagged down a passing car on M-22 and had the driver call the Sheriff's Department.

Mrs. Murphy also called 9-1-1 at about 3:20 p.m. "I'm thankful for that system we have around here," she said.

Joining Deputies Tom L. Skowronski, Mark E. Stevens and Michael P. Oltersdorf in the search were several volunteers. In addition to Narva, Daniel Weber, Mick Weber, Chris Gushurst and Rich Zywicki joined the search. Helen Narva went to the house to help Mrs. Murphy.

"I'm just real happy that she was OK," Narva said. "It's one of those things where it's amazing how a kid can get so far away so quickly. I'm just happy that we found her, that's the main thing."

The Murphys said the search wouldn't have been possible without all the volunteers. "I was amazed how quickly everybody was out there," Murphy said.

"It was incredible how many people were here that quickly," Mrs. Murphy added. "We were very thankful we had all those people helping."

The couple said Kayla is unlike any other child, most times appearing "fearless." The next day Murphy overheard her talking to Sam about going back outside to play.

Mrs. Murphy said Kayla later confided in her during the child's bath that night.

"She finally said, 'Mommy I was really scared,'" Mrs. Murphy said. "She talks about the porcupine but other than that she hasn't come out and talked much about it."

Murphy said Kayla looked at the whole rescue as part of a "hero's welcome." One of the first things she wanted was to ride in the helicopter. But Kayla had to settle for a short trip in the Cedar Fire and Rescue ambulance, with Sam in the back, from Bass Lake back to the Murphy home.

The child was checked by the rescue personnel but other than being cold and hungry, she was all right. Kayla lost her mittens toward the end of her adventure, though.

Even though Kayla is "grounded" and can't watch any "Barney the Dinosaur" videotapes for a week, her walk through woods doesn't seem to have had any effect on the cuddly little girl.

Both Murphys said they were fortunate that they live in the country around people that care and look out for each other. They said they try not to think about what would have happened if they lived in the city and the child wandered off.

"You take all that for granted," Murphy said. "All of a sudden one takes a walk."

# Dog stranded on ice keeps rescuers at bay

## 8-hour ordeal on West Bay ends with pooch's rescue

By WILL SCOTT  
Record-Eagle staff writer

TRaverse CITY — Duke knew how to work a crowd. The medium-sized spaniel mix spent most of Thursday wandering back and forth on West Grand Traverse Bay, dragging his black nylon rope. Finally, a Coast Guard helicopter crew hauled him ashore.

Staffers at Shearson-Lehman Brothers Inc. first spotted the gold and white pooch about 9 a.m. Thursday. They tried luring him ashore with cookies, but he kept his distance.

Weakening ice conditions and open water along the shoreline kept most people from going out on the ice.

Worried passersby called the Grand Traverse County Sheriff's department, the animal control office, the city fire department and the Coast Guard Air Station.

Animal control officer Garth VanKersen, who watched the dog for several hours, said some people wanted him or fire-fighters to venture out on the ice. He said there was no point in it — the dog would just run if the would-be rescuers got close.

"This is one of those darned-if-you-do and darned-if-you-don't situations," he said.

VanKersen and sheriff's deputies had little luck telling people the dog's best chance of coming off the ice voluntarily was for everyone to clear out. But one group after another tried calling and whistling to Duke — all to no avail.

Susy Stilmac, who watched the dog most of the day, said she called every agency she could think of.

She said she asked the Coast

Continued on PAGE 8A



Duke: Spent much of Thursday wandering on West Grand Traverse Bay.

# ... West Bay ordeal ends with dog's rescue

Continued from PAGE 1A

Guard to pluck the dog off the ice with a helicopter. They told her they don't make dog rescues.

"I said, 'Well, if I go out there and get the dog, will you come and get me?' They said, 'Please don't do that.'"

In the end, though, a helicopter crew, returning from Lake Superior, did make the rescue, partly out of concern that someone might venture out and get stranded.

Lt. J.G. Dan Unruh, co-pilot on the crew, said just before they landed at the air station, they were told to check out the dog on the ice. Once there, they hovered above the ice, trying to "corral" him onto shore.

But Duke just ran along the

shoreline, out of reach of rescuers.

Finally, he ended up on a small ice floe, then slipped or jumped into the water.

Crew members lowered rescue swimmer Marion Drobny, who picked the dog up and waded ashore. Drobny turned the dog over to someone he knew in the Shearson building around 5 p.m., ending the eight-hour ordeal.

Shearson staffers wrapped the shaking critter in a blanket and fed him pieces of chicken meat and part of a dinner roll.

Duke's owners are vacationing in Florida, and left a nephew to care for him. He apparently broke loose after the nephew went to school. A relative who wouldn't give her name eventually came and retrieved Duke.



Dog day: U.S. Coast Guard rescue swimmer Marion Drobny, left, radios to his helicopter crew after pulling Duke out of the water. At right, Drobny gets hoisted back aboard the hovering helicopter.



Record-Eagle/Will Scott

MARCH/APRIL 1994

### SHIPMATES

## MAIL BUOY



### Salutes Coast Guard

The following letter appeared on the Traverse City Record Eagle's editorial page.

I was fortunate to be included in a recent tour of the Traverse City Coast Guard Air Station. My companions and I were awestruck by the high level of professionalism and selflessness exhibited by these dedicated men and women.

Stationed in Traverse City are 15 helicopter pilots and 70 aircrew members who routinely place themselves in uncomfortable and dangerous situations in order to make our waterways navigable, protect the environment and save the lives of people in distress.

They regularly launch air search and rescue and emergency medical transportation missions during the kind of severe weather conditions that ground most aircraft.

It is popular nowadays to bash big government and many of its established institutions as overblown and non-productive. Lets all take a minute to salute one institution that more than earns its small chunk of our tax dollars.

Commander Tom Allard, his 17 officers and 100 enlisted personnel help make northern Michigan a cleaner and safer place to live.

Don Maxbauer  
Traverse City, Mich.

RECORD-EAGLE  
5/6 APR 94

### Fife Lake man, son reported missing

TRaverse CITY — A Fife Lake man and his son were reported missing early this morning. Grand Traverse County sheriff's deputies reported.

Ronald W. Stocker, 30, and his 7-year-old son went into the woods near their home to shoot BB guns at 6 p.m. Monday and did not return, deputies said this morning.

Officers were searching the area today.

Stocker was driving a red Ford pickup truck with license plate number PA 5118.

# Stuck truck strands father, son

By WILL SCOTT  
Record-Eagle staff writer

TRaverse CITY — Ronald Stocker knew where he was when his pickup truck got stuck on a swampy two-track in Fife Lake Township.

Trouble was, no one else did, so the 30-year-old Fife Lake man and his 7-year-old son, Shane Kelly, spent Monday night in the woods.

On Tuesday morning, Stocker walked about five miles, carrying the boy on his back, to U.S. 131 where a motorist took them home.

Stocker's brother, Emery Smith, said Stocker and Shane

"He kind of enjoyed it. It was kind of like camping. He knew as long as he was with his dad, he'd be all right. Ronnie was awful cold though."

### Emery Smith Brother of man stuck in woods with son

went out to shoot BB guns in the woods and look for some signs of a bear where they'd seen tracks last fall.

Stocker's two-wheel drive pickup got stuck in the mud, and he tried until midnight to free it, Smith said. Then he built a fire and tended it all night while Shane slept in the truck.

Stocker's family called the

Grand Traverse County Sheriff's Department about 5 a.m. Deputies searched a five-mile radius, which fell just short of the stranded pair.

Smith said 15 to 20 friends and family members had searched most of the night.

He said everyone knew his brother was familiar with the terrain, so they were sure he

wasn't just lost.

"The only thing we were worried about was him being hurt, not being able to walk out," Smith said.

He said a Coast Guard helicopter, which aided the search for about an hour, flew over Stocker about 10 a.m., so he decided to stay there for another hour in case they'd spotted him.

When no one came, he and Shane headed out.

Smith said the ordeal didn't bother young Shane.

"He kind of enjoyed it. It was kind of like camping. He knew as long as he was with his dad, he'd be all right. Ronnie was awful cold though."

# Ice stays on bay for 70 days, falls short of record

By BILL ECHLIN  
Record-Eagle staff writer

TRAVERSE CITY — The Grand Traverse Bay freeze-over officially ended after 70 days this year, making it one of the longest bay freezes in recent years. The bay is considered frozen when there is continuous ice from Clinch Park Beach out to Power Island. The longest bay freeze-over this century was recorded in 1904 when the bay was iced over 91 days from Jan. 25 to April 25,

according to records kept by the Traverse City Area Chamber of Commerce. Lt. Dan Unruh of the U.S. Coast Guard station in Traverse City said pilots there reported breaks in the ice Saturday. "The bay is no longer officially frozen," he said. "I wouldn't go out and ice fish there, if I were you." Though West Grand Traverse Bay was virtually free of ice Saturday, shifting winds pushed ice back into it yesterday. Those same shifting winds have kept the Coast Guard busy trying to keep

open shipping lanes off the eastern portion of the Upper Peninsula. On Monday seven U.S. and Canadian ice breakers were working to keep Whitefish Bay lanes open as nine commercial ships were stacked up waiting their turn to pass. The Straits of Mackinac was temporarily closed to shipping on Friday night. Strong southeast winds shifted ice floes, creating a hazard to commercial vessels. The Canadian vessel Algolake suffered a punctured hull Friday. The

Coast Guard also reported the St. Mary's River became clogged over the weekend as well. The start of this year's Grand Traverse Bay freeze was on Jan. 30, the earliest date in about 14 years, according to Pat Hobson, the Traverse City chamber's "bay watcher." This year's freeze reached well beyond Power Island and even past the tips of the Leelanau and Old Mission peninsulas.

RECORD-EAGLE  
29 APR 94

## Missing Benzie girl found unharmed

BEULAH — A 6-year-old girl who wandered away from her home was safely returned Thursday after a two-hour search involving police, firefighters, the U.S. Coast Guard and tracking dogs.

Kristin Gilland was playing with her dog at her home in the Valley and Fewins roads area when they wandered away at about 1:45 p.m., according to the Benzie County Sheriff's Department.

Two hours later they were located a mile east of her home by Undersheriff Robert Blank and Sgt. John Brazaski.

# One area fire thought to be intentional

## 200 firefighters helped put out three area blazes

By BILL ECHLIN  
Record-Eagle staff writer

TRAVERSE CITY — Three wildfires that destroyed 275 acres of forest are officially out, and police are looking for an arsonist they believe set a 25-acre fire Sunday morning at Rasha and Supply roads in East Bay Township.

One witness told authorities he was nearly run over by a young man in an older car leaving the area at a high rate of speed just before the fire was spotted.

A local fire official who asked not to be named said there have been a series of suspicious fires in the area during the last two years.

"There was no apparent reason for the fire starting there, so the fire is suspicious," said Fred Muller, rural chief for the Grand Traverse County Fire Department. "The Department of Natural Resources is investigating that one."

Fire officials are asking anyone who may have seen something out of the ordinary in that area to call the Grand Traverse County Sheriff's Department at 922-4500, the Michigan State Police at 946-4646 or the DNR at 1-800-ARSON.

DNR officials estimated about 200 firefighters, some from as far away as Grayling, Mich. and Roscommon, were involved in controlling three blazes Saturday and Sunday. Some worked

### Grand Traverse fires



State DNR officials said about 200 firefighters worked to control three blazes Saturday and Sunday in Grand Traverse County. All three were considered under control by midday Sunday. Though arsonists continued to work on hot spots.

Record-Eagle/Dan Nason

## ... Arson investigated

Continued from PAGE 1A

nearly 20 hours. By midday Sunday, all fires in the Grand Traverse area were considered under control and DNR rangers headed into burned-out areas with shovels to put out hot spots and doublecheck conditions.

No new significant fires were reported through most of Sunday, even though the ground remained dry and winds continued to be worrisome, gusting to 36 mph. A long-awaited rain started late Sunday afternoon, significantly reducing the fire danger. Well over an inch of rain fell in the next 12 hours, greatly improving conditions, the DNR said.

No homes were damaged by Saturday's blazes and there were no injuries reported, but some firefighting equipment was damaged from pushing through rough terrain to get at the fires.

About 100 Whitewater and Union township residents were allowed back into their homes late Saturday after the fires had been contained.

In all, firefighters had to combat three significant fires: one east of Broomhead Road and south of Deal Road in Whitewater Township; one south of the Boardman River and west of Supply Road; and the Rasha-Supply fire along a powerline corridor that started sometime after 2 a.m. Sunday.

Residents in all three areas were advised to leave or be ready to go at a moment's notice Saturday.

The Williamsburg United Methodist Church prepared to act as an emergency shelter and supplied firefighters with 198 sandwiches and coffee Saturday and more again on Sunday. Church volunteer Merle Morgan said Sunday no families had sought shelter there.

McDonald's restaurants in Traverse City also provided food and drink and several area excavating companies brought in heavy earth-moving equipment to assist the DNR.

Gawkers proved to be an obstacle in trying to move heavy gear around narrow back roads to combat the fires, said Joe Fields, area forest manager for the DNR's Traverse City office. Dennis Fiebelkorn, a DNR

forest fire officer from Roscommon, worked on the Broomhead-Deal roads fire. He said firefighters were worried the blaze would work its way north up a valley to Deal Road where there are a number of homes. Crews were able to get ahead of it and carve out fire breaks — ditches and strips cleared of fire fuel — before the blaze could get that far. An estimated 150 acres of field and pine forest were burned over in that area.

"Because of the wind and dryness, there was always the possibility that it could get away," Fiebelkorn said. "It was great that we got good information from the overhead team," he said.

The DNR set up a mobile command base in the county on Saturday and Sunday, and DNR planes and U.S. Coast Guard helicopter help spot fires from the air.

Floyd Miliken, a DNR fire officer from Grayling, worked on the fire of Supply Road in the Boardman River valley. His yellow firefighter gear was covered with as much mud as soot Sunday morning from having to slog through cedar swamps with hoses to get at the blaze there.

"It was really bad," he said. "We couldn't get in there with any equipment. We had to drag lines in. We stopped the head of the fire heading north and then the wind switched and went south so we had to move around to the other end."

He said it was fortunate that the many producing oil and gas wells in the area were mostly newer installations with pipe lines buried well below the ground.

"That was no problem for us here but it can be over in the Grayling area where many are on the surface," he said.

Muller, the Grand Traverse rural fire chief, worked on the fire between Rasha and Supply roads. About a half mile of land along a powerline corridor there was burned over. Firefighters worked until 4 a.m. Sunday before the blaze was knocked down enough to ensure area homes were no longer in danger, he said.



To the Helicopter Unit that came for Karl Emmel last Friday.

Thank you very much for taking my son to the hospital. He is home now and getting better.

Thanks for being there!

Karl Emmel

Thanks for the ride

You're like the cavalry, only you smell better.

Karl Emmel

RECORD-EAGLE  
29 APR 94



# Kiwanis Club of Cheboygan

P.O. Box 324  
CHEBOYGAN, MICHIGAN 49721

April 14, 1994

Commandant (G-CCS)  
United States Coast Guard  
Washington, D.C. 20593

Dear Commandant,

On behalf of the Cheboygan Kiwanis Club, I wish to extend a most gracious thank you to the United States Coast Guard. With one phone call to the Michigan Saulte Group USCG, the process was put in action. A phone call to the Traverse City Air Station and the Coast Guard in its finest tradition completed the necessary paperwork most expediently.

The speed in which permission was given was exceptional. Even an illness set back did not impede the pilots from their important mission. You made a six year old boy's (with little time left on this earth), dream come true. Like most boys, he was in love with helicopters and with anything military. Young Josh Staffan was diagnosed with cancer, one year ago. He and his parents thought they were winning the war. Just as he was ready to be released from the hospital, he developed a seizure. Tests afterward confirmed that the cancer was back with a vengeance.

His parents brought him home. He was home twelve (12) days. He left this world on his father's birthday, finally free of pain. Josh was a brave child who touched the hearts of many people. Many of us, like all of you, never knew him. I'm sure the pilots felt the privilege and joy in being able to grant Josh's final wish, giving his parents a wonderful and precious memory to hold forever in their hearts.

A simple thank you seems so inadequate for the wonderful gift you made possible. From the bottom of my heart, I do Thank you.

God Bless everyone one of you.

Sincerely,

*Kathleen M. Simmons*  
Kathleen M. Simmons  
President

CC: USCG Saulte Ste Marie  
USCG Air Station Traverse City

## Brandy Memorial Fundraiser

12301 Duxbury Plymouth, NJ 08170  
(313) 459-9780 Fax 38-2999689



April 4, 1994

To: Mackinaw City Police Department  
Kiwanis Club  
Rotary Club  
Coast Guard  
ALL Others Who Have Helped the Staffan Family



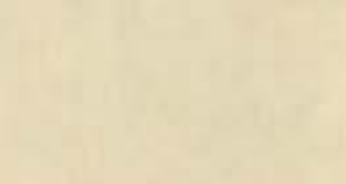
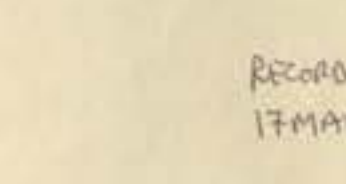
Josh and his family rejected everyone at Mott Children's Hospital in such a profound way. That last visit between Josh and his little friend Bombi, my toy poodle, hurt me in a way I can't describe.

When I called to tell your community our story and our deep despair in not being able to touch them again in some tender way, the police dispatcher Sharon was so kind to "listen and listen". The way you all then JUMPED IN to take over -- missing my head -- simply overwhelmed me.

You must live in a very wonderful community. The Good Samaritan spirit is surely alive and active there. So many people say that they care, but few put that caring into action. And ACTION you took! Thanks go to the Mackinaw City Police, Kathy Simmons and her incredibly responsive Kiwanis Club, the Rotary Club, who I hear is now sharing in this "tender mercy" effort, the Coast Guard for a helicopter ride, local restaurants, as well as your local K-Mart that sent Josh his very own Jeep.

I pray Josh's family someday will look back on these tender mercies and be comforted that the God Lord even called on strangers and neighbors to touch and comfort them for Him.

Making the children's lives a bit brighter had been my goal for a very long time. This is the first time my neighbors and friends just drove me to follow a family to their home.

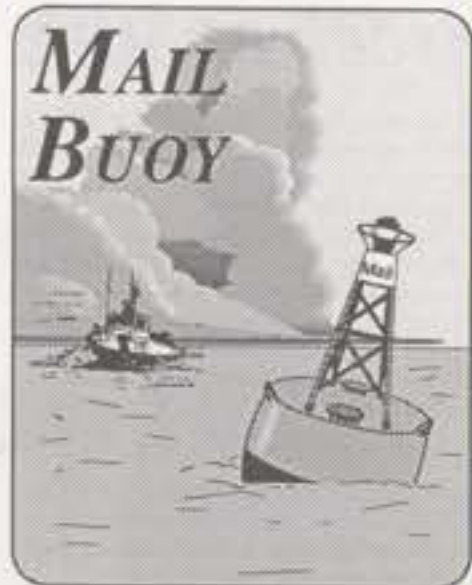


Let's Do a  
Good Deed for a  
Child in Need

If any little deed of ours can make one life the brighter,  
God bless us do that deed at once and make their burden lighter.

MAY 1994

### SHIPMATES



### Commendable job Air Station Traverse City

I was extremely proud to hear of your efforts in searching for the three people missing from a trip across the ice between Hamburg, N.Y., and Point Abino, Ontario, in eastern Lake Erie.

Although regrettable that a successful conclusion did not occur, your efforts in searching a large area at night while using FLIR and NVGs is commended.

Please extend my personal appreciation to the aircrew for a job well done.

RADM Rudy K. Peschel  
Commander, Ninth District

### SHIPMATES



□ An Air Station Traverse City HH-60 crew went to the aid of a fellow Coast Guardsman March 28.

Group Sault Ste. Marie received a request for assistance from the corpsman aboard the CGC Mackinaw for a DC3 with a fractured right leg.

CC-6012's aircrew arrived on scene with the Mackinaw and soon after, evacuated the injured crewman to Marquette, Mich., for medical treatment.

RECORD - OAGLE  
17 MAY 94

### TC Coast Guard crews join search

TRAVERSE CITY - Coast Guard helicopter crews from Traverse City and Detroit searched through the night for three missing fishermen on Lake Erie.

The three had rented a 16-foot aluminum boat with an 8-horsepower motor Monday to fish on Maumee Bay on the western end of the lake, Coast Guard officials said. The boat had three lifejackets.

They were reported overdue, and a search crew from Detroit found the overturned boat but no sign of the fishermen.

A crew from the Traverse City Air Station got called at 12:15 a.m. to help with the search using night-vision goggles. The crew returned about 9 a.m. today.

### Woman dies when boat capsizes

DETROIT - A boat capsized Saturday on the Detroit River, killing one woman on board. Two adults and two children were rescued.

Their names were not immediately released.

Coast Guard officials say the 18-foot motor boat capsized near the Ambassador Bridge at about 2 p.m. Four people were quickly rescued - including a 4-year-old boy who was found conscious and uninjured in a compartment beneath the boat's hull, Petty Officer Gary Nestle said.

A 22-year-old woman was recovered unconscious about a half-hour after the accident, Nestle said. She was pronounced dead at Detroit Receiving Hospital, WWJ-AM radio reported.

The exact cause of the accident was unknown Saturday afternoon, Nestle said.

RECORD - OAGLE  
22 MAY 94



PENASEE GLOBE, WAYLAND, MI  
11 MAY 94



EYES WERE DRAWN TO THE SKIES last Wednesday as a U.S. Coast Guard helicopter flew over Wayland and landed at the St. Therese School parking lot. Students were given a first-hand look at the inside of the helicopter and the machine's capabilities and uses. Megan Richards, fourth grader at the local school, said it was very impressive. "They (crew members) told us how they helped people, how much the helicopter weighed and how the helicopter is used in water rescue," she said.

THE TOWN MEETING, ELK RAPIDS  
11 MAY 94



THE U.S. COAST GUARD team and helicopter is surrounded by third grade students from Sue Howard's and Sandy Mummert's Lakeland Elementary class.

### Coast Guard helicopter visits on Kids' Appreciation Day

By Jackie Weber, Contributing writer  
Members of Lakeland PTA arranged for the U.S. Coast Guard from Traverse City to land a helicopter on the track behind the school last Friday, in honor of Kids' Appreciation Day.  
Members of the U.S. Coast Guard spoke to the students. They demonstrated how to rescue people in the water using a metal basket lowered from the helicopter.  
Each class had an opportunity to visit with members of the team and see for

themselves the inside of the helicopter.  
The Coast Guard covers Lake Huron, Lake Superior and Lake Michigan. The officers told stories about the ice patrols and their work with the National Park Service. They spoke about the environment and how each person can help.  
Members of the U.S. Coast Guard visit approximately 40 schools during the year. From the Traverse City station, the children met: Sam Mitchell, Ken Malocha, Mike Morano, Larry Musarra, and Tony Hahn.



REGIONAL COAST GUARD TRAINING: Coast Guard Station Manistee volunteers participated in annual training exercises — including navigation skills and flare practice on Friday. The May training exercises have been held in Manistee for six years now according to Petty Officer Jeff Miller, Officer in Charge at Station Manistee. On hand for a helicopter hoist training exercise (pictured above) were a crew out of the Traverse City Coast Guard Air Base flying the H-60 Jayhawk helicopter, Commander U.S.C.G. Tom Hoase, operations officer of the Traverse City Base told the Coast Guard volunteers they were going to get to know the H-60 Jayhawk "up close and personal."

### Plan calls for new athletic fields on Parsons Road

By BOB WHEATON  
Record-Eagle staff writer  
TRAVERSE CITY — Unused land at the U.S. Coast Guard Air Station could be given to the Traverse City public schools to be used as an athletic facility that would include a soccer field.  
Plans to build the facility there hinge on approval of a Coast Guard funding bill by Congress and President Clinton.  
On Wednesday, U.S. Rep. Bart Stupak, D-Menominee, announced a plan to transfer 22 acres of land along Parsons Road from the air station to the school district.  
A bill passed by a Congressional subcommittee Wednesday included an amendment authored by Stupak that called for the land transfer. If the bill is approved, the school district won't have to pay for the land.  
"The amendment was included in the bill by a unanimous vote, and I don't antic-



ipate any problems as this legislation moves forward," Stupak said. "We have a little ways to go, but I don't anticipate any glitches as we move forward."  
The amendment is part of a bill that deals with funding and several other issues related to the U.S. Coast Guard.  
The Coast Guard and Navigation Subcommittee approved

The school district does not have a soccer field and has been using other fields for soccer.  
Wharton praised Stupak for his assistance with the project and said the Coast Guard land is an ideal location for the sports fields.  
Expansion of district athletic facilities is part of a plan by the group Between the Fences, which also wants to rebuild Thirby Field into a football stadium.  
"We're just as happy as everyone else," said Roger Mervau, a spokesperson for Between the Fences. "Bart really went to bat for Traverse City."  
The plan for rebuilding Thirby Field awaits final approval by the city commission, which set six conditions that project organizers and the district must meet.  
Plans call for the community group to pay for the \$4.7 million project with donations and \$600,000 from a trust fund left by deceased Traverse City lawyer Harry Running.  
In addition to soccer and baseball, the Coast Guard field could provide several other recreational uses and relieve the demand for use of the Civic Center, Wharton said.  
"We want to work collaboratively with the city and the county to provide land for recreation," he said.  
School officials expect the land transfer to be approved in a matter of weeks or months, Wharton said.  
The Coast Guard land may have been too expensive for Between the Fences to purchase, Mervau said.  
The group had considered using Thirby as a site for soccer, but has now dropped that idea because of the possibility of playing soccer at the air station site. Between the Fences has also decided to reduce the planned seating capacity of the football stadium from 7,500 to 6,000.  
Stupak began work on the

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### ... Facility would include soccer field

Continued from PAGE 1A  
land transfer after Wharton sent a letter to Stupak on April 21 after Wharton heard the Coast Guard no longer needed the land.  
The land was classified as federal excess property and would have been listed for sale in a federal register if Stupak hadn't intervened, said Eric Hoffman, Stupak's press secretary.  
The land has been vacant since last fall, when the U.S. Army Reserve stopped storing trucks there, said Commander Thomas Allard of the Traverse City air station. It was once used as a naval station.  
There is a small storage shed on the land, which is separated from the remainder of the Coast Guard's 70 acres of property by a fence.  
In the early 1980s, there were plans for the property to be given to the county for a recreational complex. But plans were halted because of fuel contamination discovered there.  
The contamination has since been cleaned up, Allard said.  
The Coast Guard doesn't need the land and would be happy to see it converted to a use that would benefit taxpayers, Allard said.  
Stupak agreed.  
"The Traverse City area is very sports-minded," he said. "Many people in the community

love playing soccer, softball and baseball. My amendment gets them what they want and what they deserve — the land to build a quality facility that's just a short distance from the downtown and residential area."

Continued on PAGE 4A

## To The Rescue

Manistee Coast Guard Station personnel and auxiliary recently participated in rescue training sessions. This is part of regular exercises and training conducted to keep personnel honed in skills they hope they never really have to use. As the boating season gears up, safety and preparedness are key words for anyone venturing out onto our Big Lake or even our smaller, more docile waters.



Photos by Mike Tillotson



JUNE 1994

SHIPMATES



□ Air Station Traverse City was called upon to perform a medical evacuation of a downed hang glider pilot near Frankfort, Mich., the evening of April 9.

The 49-year-old woman had gone down in the water off Green Point and managed to reach the beach.

The Benzie County Sheriff's Department contacted Station Frankfort and stated they needed Coast Guard assistance to get the woman off the beach and to an area where she could be treated.

The beach she was on was inaccessible to the rescuers from the cliffs above. An aircrew in an HH-60 launched and was on scene within an hour after the initial call was made to Station Frankfort.

The woman was transported to an awaiting ambulance at Air Station Traverse City and treated for a broken left leg.

□ Air Station Traverse City was contacted by Air Force Rescue Coordination Center, Langley, who requested their assistance in locating a 30-year-old man who was missing in a remote area west of Marinette, Wis., April 15.

A Traverse City HH-60 aircrew embarked an Oconto County Sheriff's observer. Shortly after, a ground search party located the missing man.

The helo crew recovered the paraplegic man, who was suffering from moderate hypothermia, and transported him to an awaiting EMS at the Menominee Airport. He was then transported to the Marinette Hospital where he was reported in good condition.

The man became lost the night of April 14 while riding an ATV in the Nicolet State Forest.

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### Coast Guard has open house

TRAVERSE CITY — The Coast Guard Air Station will host an open house Sunday to promote Safe Boating Week and raise money for the Boys and Girls Club of Grand Traverse.

The open house, from 10 a.m. to 1 p.m. at the air station hangar off Airport Access Road, will feature breakfast provided by Bob Evans Restaurant.

Members of the Coast Guard Auxiliary will be on hand to answer questions and provide safe boating information, and one of the air station's three helicopters will be on display.

Tickets for the event are \$5 for adults, \$4 for seniors, \$3 for students and free for children younger than 5.

## Region/State

TRAVERSE CITY RECORD-EAGLE  
SUNDAY, JUNE 5, 1994 3C

# Personal watercraft linked to boating deaths

WASHINGTON (AP) — Those jet-propelled watercraft zipping around Michigan's lakes like motorcycles weaving through car traffic might be the cause of a slight increase in boating fatalities in the state.

Boating deaths on Michigan waterways totaled 41 in 1993, up from 38 a year earlier, according to preliminary statistics the U.S. Coast Guard plans to publish soon. Boating accidents increased to 346, up from 306.

Nationally, there were a record-low 800 deaths in 1993, down from 816 in 1992. The number of accidents increased to 6,335, up from 6,048.

Most accidents reported were collisions with other vehicles, and 65 percent of all vessels involved were open motorboats and personal watercraft, the Coast Guard said.

Personal watercraft is the generic term for small vessels that one or two users either sit, stand or kneel on, much like water versions of motorcycles or scooters. Their primary power source is an inboard motor that

powers a water jet pump. Sgt. Lyle Belknap, of the marine safety unit of the Michigan Department of Natural Resources law division, said there have been a few accidents involving that type of watercraft already this season.

"The reports have been much the same: an inexperienced operator turns into the path of a larger boat," Belknap said. "The problem in Michigan is if you're above the age of 16 you can buy any type boat and operate it and you don't have to have any training."

Personal watercraft represent the fastest growing segment of boat sales, nearly a fourth of the power boat market. About 107,000 were sold nationwide last year, up from 79,000 a year earlier, said Martina Yourovopoulos, account executive for the Personal Watercraft Industry Association, based in Winter Park, Fla.

Their dramatically increasing popularity is due in part to their low cost compared to boats.

The average model costs about

\$5,800, compared to more than \$9,000 for a traditional boat with an outboard motor, said David Pilvelait, director of community relations for the Boat Owners Association of the United States, or BOAT-USA.

Because of that, new entry-level boaters are making their way onto waterways, many of them failing to learn marine safety, Pilvelait said.

"They're coming into the sport so quickly we really have to do catchup in terms of education," he said. "They're non-traditional boaters and they don't consider themselves to be boaters."

They need to follow the same rules of the road as traditional boaters.

Michigan's fatality rate is lower than projected considering it has more registered boats — 880,000 — than any other state, Belknap said.

California and Florida, which have fewer registered boats, had 87 and 63 fatalities, respectively, according to the Coast Guard.

"Any one fatality is a cause of concern. But I'm sure like anything else there will be slight fluctuations," Belknap said.

Despite the increase in swift personal watercraft and the accidents that accompany them, most fatalities still involve boats that are either moving slowly or aren't moving at all. Anglers and hunters, who think of their boats as a platform rather than a vehicle, often are the victims, he said.

"A wave might cause them to tip over and fall in," Belknap said. "Most water in Michigan is quite chilly. That first fall when you go in is like taking a cold shower, it takes your breath away and you gasp. They swallow water right away."

Most aren't wearing life preservers. Though Michigan has a law that boats have to carry the jackets, it doesn't require that the passengers wear them, he said. On April 1, a new law took effect that requires children under age 8 to wear flotation devices if they are on an open portion of a boat.

As boating season takes off in Michigan, Belknap says his advice is "wear life jackets."

"They don't work unless you wear them," he said.

The state also has cracked down on drunken boaters because half of all fatalities involve alcohol, Belknap said. Pilvelait said education is the key to the national decrease in boating deaths.

"Last year's figures are a continuation of a 10-year decline in boating fatalities and I think it's largely due to the fact that boating safety education programs are doing a much better job," he said.

"People are generally more aware of the need to know the rules of the road, so to speak. And boating safety education efforts in general are clearly paying off. Education is the key to making waterways safer."

While the number of registered boats increased from 10.8 million in 1989 to 11.2 million in 1993, the deaths per 100,000 boats decreased to 3.9 from 4.7.

# TRAVERSE CITY Record Eagle

Two sections, 32 pages

Saturday, June 11, 1994

Newsstand price 50 cents

## Senate slows soccer land transfer

By POLLY BASORE ELLIOTT  
Onaway News Service

WASHINGTON — Legislative hurdles on Capitol Hill could delay the transfer of 22 acres of Coast Guard land to the Traverse City Public Schools system. School officials want to build a soccer field on the land.

Formal transfer of the land along Parsons Road, near Cherry Capital Airport, was expected within weeks.

Now, it appears the transfer could take months, setting back plans to convert the Coast Guard

Air Station property to a community athletic site.

"What it's going to do is make it difficult to develop the site in a timely manner," said Peter Wharton, superintendent of Traverse City Public Schools, who had hoped the site would be ready for the spring soccer season.

Wharton said officials want to get to work soon grading the land, choosing a site for the field, planting grass seed, and constructing parking. But first, he needs an act of Congress.

Transfer of the land requires approval of both the House and

Senate. While Rep. Bart Stupak, D-Menominee, has made some progress in pushing the land transfer through the House, no action has been taken in the Senate.

The Senate is not expected to take up Coast Guard legislation until sometime later in the session, between August and October, according to the Senate Commerce, Science and Transportation Committee.

Before the Traverse City schools can assume ownership of the land, several legislative hurdles must be cleared.

Last month, Stupak offered an amendment to the 1995 Coast Guard Authorization bill authorizing the land transfer. That amendment passed the Coast Guard and navigation subcommittee of the House Merchant Marine and Fisheries Committee on May 18.

Full committee action on the bill is expected toward the end of June. Pending committee approval, the bill would then go before the full House for a vote.

Senate approval of the legislation is also required.

The Senate Commerce, Sci-

ence and Transportation Committee on May 3 held a hearing on whether to reauthorize the Coast Guard, but no Coast Guard legislation has been acted on yet.

"I do not anticipate any problems are Senate," said Stupak, who said he asked Sen. Don Riegle, D-Mich., to shepherd the legislation through.

Once the House and Senate both approve Coast Guard legislation, any differences must be worked out in conference. During conference, Stupak said he will work to make sure the land

transfer is included in the final version of the bill.

Without intervening legislation, the Coast Guard would list the land as excess federal property, offering it for sale through the General Services Administration. Stupak says his efforts will save the school system money and time.

The congressman's amendment provides for Traverse City schools to avoid the time-consuming process of buying the land through the GSA and gives the school system the property for free.

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### Coast Guard rescues stranded sailors

TRaverse CITY — Coast Guard helicopter crews from Traverse City found three stranded sailors in southern Lake Michigan Thursday morning after they spent the night on their overturned sailboat.

The three, all from St. Joseph Mich., suffered no injuries or hypothermia. All three wore wetsuits and life vests, and Coast Guard officials said those precautions saved their lives in the 60-degree water.

The men set out from St. Joseph in an 18-foot Hobie Cat about 8:30 p.m. Wednesday, and rough water overturned their boat two hours later.

After failing to paddle the craft ashore, they wrapped themselves in the sail and waited for help to arrive. They were rescued at 9 a.m. Thursday.

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### Letters

#### Wear your life vest!

Sunday, June 5, kicked off National Safe Boating Week with a blessing of the fleet at the Clinch Park Open Space. The U.S. Coast Guard Auxiliary and numerous maritime services use this week as a special opportunity to educate the public on safe boating practices. Consequently, as I was driving to work the other morning I saw something that prompted me to write this letter.

I am in the Coast Guard and stationed at the Coast Guard Air Station adjacent to Cherry Capital Airport. I live about five miles north of town on Old Mission Peninsula and was traveling south along Center Road at a point where it runs directly along the western shoreline of East Bay. Anyway, it was a beautiful day and I saw four small fishing boats about 100 yards offshore. Each boat contained one or two fishermen. The thing that got my attention was the fact that not one of them was wearing a life vest.

Listen, talk to anyone in the Coast Guard and they can tell you stories about bodies they've fished out of the drink because the victim wasn't wearing a life vest. They'll go on to tell you that those folks probably would be alive today if they had just worn a vest. Already this short boating season has produced a handful of "victims" who weren't wearing their life vests. In one case the skipper fell in and was gone, for good. A tragic, senseless loss of life and, believe me, it happens all the time.

I heard on the news the other day that there are two obvious things that all Americans can do to dramatically increase their chances of a long life: one — quit smoking, and two — wear seat belts. Well, if you spend any time on the water there is a third: WEAR YOUR LIFE VEST!

Michael Thorne  
Traverse City



David Coyle / News Advocate

**AIR SHOW:** The United States Coast Guard brought a big bird to school Tuesday to give Jefferson Elementary School students a special show and tell.

Above, Josh Mhakszak and other students hear about the air rescue copter from Lt. Marc Gray. At right, Gray shows Heather Burnett some of the equipment needed by Coast Guard crews. The copter landed at the Manistee High School track.

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### Coast Guard crews involved in search

TRaverse CITY — Two Coast Guard helicopter crews have been sent to search for three missing sailors in Lake Michigan near Benton Harbor.

Coast Guard officials said the three men went out in an 18-foot Hobie Cat about 9 p.m. Wednesday off St. Joseph. They never returned. One chopper crew searched the area from midnight until 4 p.m., and a second crew left Traverse City about 8:30 a.m.

Officials said all three men, ages 28, 28 and 30, are experienced sailors.

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### Doctor drowns in Lake Superior

MARQUETTE — A local doctor drowned after his 12-foot sailboat overturned in gale-blasted Lake Superior, the Coast Guard said.

A helicopter search crew Wednesday found the body of Dr. David Reed, 48, of the Sand River community.

The search began Tuesday night after the Coast Guard got reports of a man struggling to right the boat, which capsized in six-foot seas about 1.5 miles off Shot Point.

Three helicopters and two boats were used in the search.

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SUMMER MAGAZINE

## Coast Guard Auxiliary offers tips on staying afloat when weather goes afoul

One of life's most harrowing experiences for the boater, especially the small craft skipper, is being caught far out on the water in foul weather.

This is why the U.S. Coast Guard Auxiliary, in its public classes on boating skills and seamanship, caution skippers of all

ages to keep a continuous wary eye on the weather. With little warning, a calm, sunny day can transform, sometimes in a matter of minutes, into a threatening, even dangerous conditions. Line squalls, local fogs and the likes cannot be predicted.

When wind or water start to

indicate the possibility of foul weather, it's time to head for shelter. It is also time for everyone to put on their personal flotation device.

Now you must make a decision, do you weather the storm at anchor, or at low power, or do you attempt to run for safer

waters? In cases of extremely severe weather conditions, it may be better to anchor up or ride out the bad weather until it passes.

If you decide to run with the storm, be careful to use only enough power to keep your boat heading into the waves, not let-

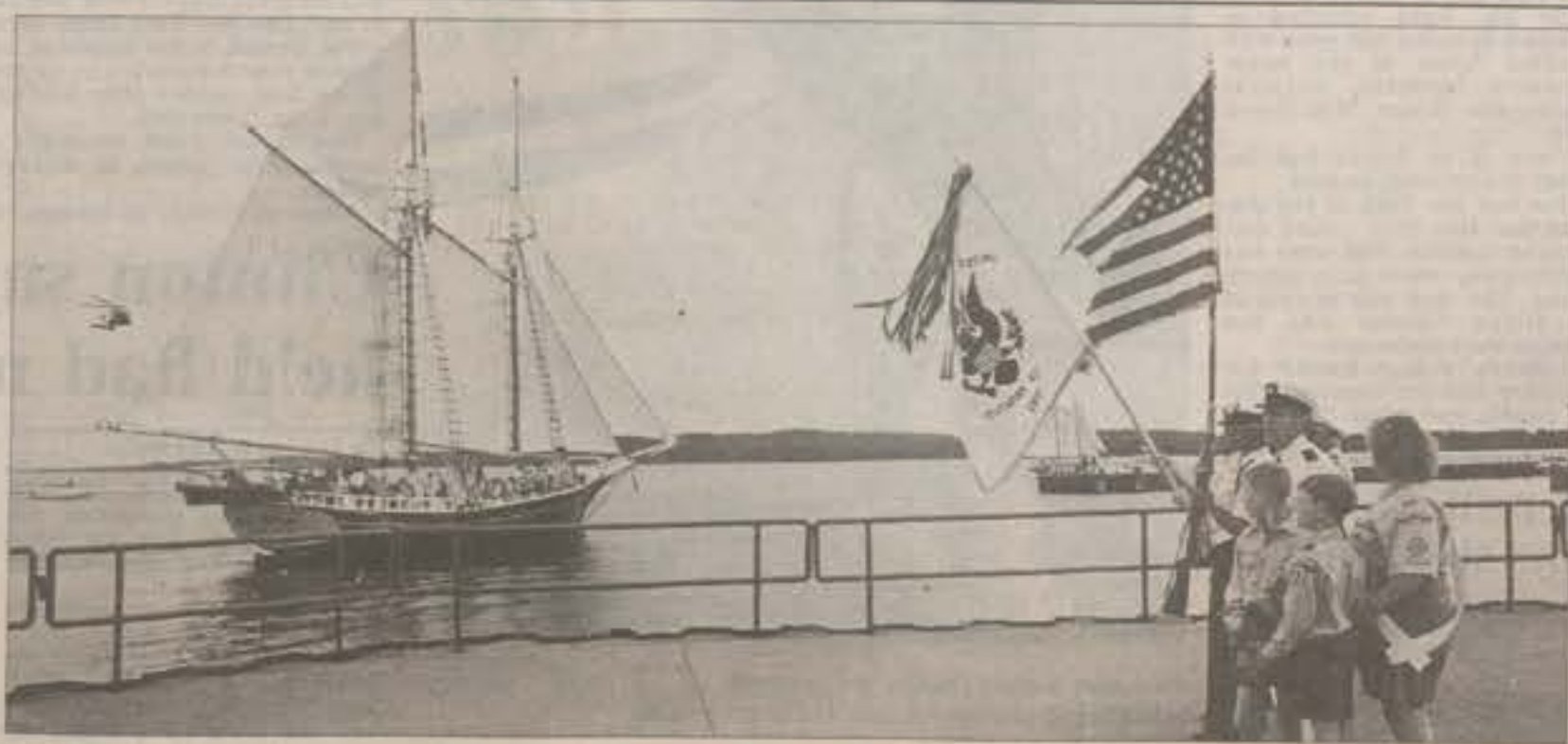
ting it pound. A little pitching and tossing is a lot safer than rolling.

As you prepare to ride out the weather, act quickly with certain preparations before the storm hits. Secure all hatches, lash down loose gear, prepare anchoring equipment (should it be needed), and make a positive fix on direction toward shore.

The preceding message is a public service of the United States Coast Guard Auxiliary.

### Blessing of the ships

An honor guard salutes the sailing ship Malabar and a line of other passing boats at the Traverse City Open Space on Sunday. The blessing of the ships kicks off the beginning of National Safe Boating Week.



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16 JUNE 94

# Madeline helps Coast Guard save boat in Lake Huron

By T.M. SHULTZ  
Record-Eagle staff writer

TRAVERSE CITY — Less than two days after leaving Clinch Park Marina on a two-month tour of the Great Lakes, the schooner Madeline lived up to its title of goodwill ambassador by helping the Coast Guard rescue an Ohio boat stranded and on fire in choppy waters on Lake Huron.

The Coast Guard got to the distressed boat first, but the Madeline crew got some practice at some speedy sailing.

One of the Madeline's two captains was slightly injured in the race to get to the 42-foot cruiser and her four passengers.

Capt. Bruce Lehmann burned his hand while grabbing the Madeline's lines as she turned into a stiff wind, said Capt. Jim Maki.

"He'll be sore for awhile, I'm sure," Maki said.

The Coast Guard reached the Ohio boat called "Last Penny" first and towed her to Oscoda, said Petty Officer Jon Marion of the Tawas Coast Guard Station. None of the boat's passengers were injured and they had put the fire out themselves. However, Marion said, the passengers did get bounced around a bit waiting to be rescued in 3-foot waves and 15-knot winds. According to Maki, Tuesday's

rescue attempt began at 7:37 p.m. about 10 miles north of Oscoda when the Madeline overheard a radio distress call.

"They gave their latitude and longitude and we realized we were one hour north of them," Maki said.

Maki, a former Coast Guard sailor himself, contacted the Detroit and Tawas Coast Guard stations and was told to proceed to the stranded boat "with all sail and at flank speed."

"And that's about as fast as she'll go," Maki said of the 92-foot, 50-ton Madeline. "We had all the sail up and the rigging stretched to its max."

"The crew did great. We had to make quick sail changes, constant navigation changes and get ready for an emergency."

Once the Coast Guard radioed they had reached the Last Penny, the Madeline crew administered first aid to Lehmann and continued on to their next stop in Port Huron.

The Madeline is a historic replica of a two-masted wooden sailing vessel that plied the Grand Traverse area in the 1840s. She is the official goodwill ambassador for Grand Traverse County and Traverse City.

The Madeline left Traverse City Monday with 10 local volunteer crew members. Their 2,000-mile voyage will take them to ports in Canada, Ohio, Pennsylvania and Michigan.

06 JUL 94

# Wrecks, tempers rise for jet boats

GRAND HAVEN — After warning about no-wake zones and weeds, stressing the need for a life jacket and reviewing mechanical features, Vicky Khatri has a final bit of advice to jet boat riders: Watch out for angry boaters.

"I tell them everyone else out there hates them," said Khatri, who operates Jet Set watercraft rentals in Grand Haven.

"I remind them that everyone else looks upon Jet Skis as pests. ... We've had cases where boaters actually chase after some of our customers."

With the summer still young, there already have been a series of accidents involving personal watercraft in Michigan, including at least two crashes over the July 4 weekend.

Kalene Reahm, 14, of Wayland died Monday when the jet boat she was operating collided with a 23-foot boat on Gun Lake in Barry County. And in Leoni Township in Jackson County, a 25-year-old jet-boat operator was in critical condition Tuesday after he collided with a boat Sunday. Ronald L. Marienfeld II of Michigan Center fell off the small craft and his legs were caught in the boat's propellers on Price Lake.

Both accidents remained under investigation.

09 JUL 94

# Plane crashes flying off of Beaver Island

From staff and wire reports

CHARLEVOIX — A private plane carrying two people crashed into Lake Michigan shortly after takeoff from Beaver Island Friday afternoon, U.S. Coast Guard officials said.

Authorities have recovered the body of one man and searched for the other passenger's body Friday night, Coast Guard Petty Officer Andrew Bettencourt said.

The search will resume this morning.

Bettencourt said a Traverse City Coast Guard Air Station helicopter and a Coast Guard cutter were assisting in the search.

The cutter had spotted what officials believed to be debris from the plane in the water near Beaver Island, Bettencourt said.

The plane, a Cessna 210, was registered to an Illinois company, the Charlevoix County sheriff's department said. The plane was leaving Beaver Island for Aurora, Ill.

The plane was from Beaver Island, Bettencourt said. "Apparently it had just taken off, experienced some engine problems and crashed attempting to land."

27 JUN 94

# Man missing as his boat floats ashore during race

GODERICH, Ont. (AP) — Canadian and U.S. rescue workers searched Lake Huron on Sunday for a Detroit man whose sailboat was spotted floating near shore during a regatta a day earlier.

"Something has happened to him and we're just hoping that he's wearing his life preserver and we'll find it," said Sgt. Rick Sinnamon of the provincial police.

Stephen Tudor, 60, left Port Huron, Mich., Saturday morning in his sailboat, police said. He was taking part in the annual Port Huron to Mackinac Island Single-handed Challenge race.

Tudor failed to radio in to a checkpoint at Goderich, on the Ontario shore of the lake, at about noon, said a U.S. Coast Guard official.

On Sunday morning, two people called provincial police to report that a boat was up against the rocks at St. Joseph beach. Sinnamon said there were no clues as to what had happened to Tudor, who was alone on the boat.

"All of the electrical equipment aboard was still activated and the life rope — was dragging in the water and an emergency beacon was also activated."

The sails of the boat were still up and there didn't appear to be anything wrong with the vessel, he said. Police didn't find a life preserver on board.

"It just looked like he left for a bit," said Sinnamon.

On Sunday, two Canadian Forces aircraft flew over the lake searching for Tudor. Police boats, along with U.S. and Canadian coast guard vessels, also joined the search.

The race from Port Huron to Mackinac Island, off northern Michigan, takes about three days. About 40 boats were taking part this year.

27 JUN 94

# Barge gets wedged in river, shutting down drawbridge

BAY CITY (AP) — A 19,000-ton barge blocked boat traffic and forced the shut down of a drawbridge when the vessel became wedged sideways across the Saginaw River. "Thousands of motorists have had to be routed to other bridges because of fears the barge might break loose at any time and strike the bridge, or the increased wash from the jam might weaken bridge supports," said state Trooper James Bonnell said Sunday.

Shortly before midnight Saturday, the Escanaba-based barge, McKee Sons, dropped off

a cargo of stone just of downtown Bay City.

U.S. Coast Guard Capt. Mike Mastenbrook said the barge, a converted, 620-foot-long Great Lakes freighter, attempted to turn around in the river and head back out into Saginaw Bay.

Operators reported the current in the river, which narrows to 500 feet across in that area, became too strong for them to maneuver and the craft quickly became stuck, Mastenbrook said.

"The operators reported the current seemed stronger than normal and were having such

difficulty navigating the bridge they decided to put in," he said. "They got one line in along the east shore when the current swung the stern around and ran it aground onto the west bank."

Vehicular traffic was halted on the Veteran's Memorial drawbridge about 8 a.m. Sunday. Downtown river traffic also was halted Sunday during the city's River Roar hydroplane powerboat races.

Officials were to begin freeing the barge today with the help of four tugboats, according to the Coast Guard.



Stuck: The barge McKee Sons is wedged in the Saginaw River, shutting down a drawbridge and blocking river traffic.

28 JUN 94

# In Brief

By The Associated Press

## Stuck barge freed by Coast Guard

BAY CITY — A 19,000-ton barge that got stuck sideways in the Saginaw River, blocking the river for 33 hours, was freed Monday, the Coast Guard said.

Four tug boats freed the Escanaba-based tandem barge, McKee Sons, about 7:30 a.m. Monday and pushed it back to its dock to be inspected for damage.

The river had been closed to water traffic since about 11:55 p.m. Saturday when the barge was caught in the high-water current of the river and swept sideways, slamming into the river bank.

09 JUL 94

# Angels make it possible

I feel compelled to answer the July 2 forum article regarding the Blue Angels by Zac Richardson.

The roar of the Blue Angels is but a small inconvenience for the privilege of the freedom to attend Northwestern Michigan College. The veterans of World War II know the price of the freedoms we all enjoy every day. But for the grace of God and a few fortunate turn of events, we could have lost that war and many thousands of brave young men had we not been victorious. Our American ingenuity to supply arms and men led us to victory.

Today we have an all-volunteer military force, and those Blue Angels and the Air Force Thunderbirds, as well as the Army's Golden Knights, are a means of ensuring that we do have enough volunteers to give Mr. Richardson the privileged of attending NMC. Had it not been for the combined efforts of civilians and military in those hard times, he might well be taking English as a foreign language.

When I see those Blue Angels and Thunderbirds and Golden Knights up there in the sky, I know we have a well-trained military force available in time of need. I would like to think most young people are thankful for the opportunity to attend the school of choice and that they do remember it was the veterans who made it possible.

Keep 'em flying, Blue Angels, Thunderbirds, Golden Knights — and don't forget the Coast Guard.

Claude L. Porter  
Traverse City

09 JUL 94

# TC Helicopter finds man's body

SAULT STE MARIE — A Flint man drowned in Lake Superior and his body was found on Pipe Island Thursday night by a Traverse City Coast Guard Air Station helicopter crew, Coast Guard officials said Friday.

Dale S. Knoblauch, 46, was last seen on July 4, according to Petty Officer Cindy Eckhart.

A search was launched for Knoblauch's 12-foot pleasure craft after his wife called the Chippewa County Sheriff's Department, saying he had failed to arrive at a camping destination.

11 JUL 94

# Coast Guard searching for boater

TRAVERSE CITY — A 24-year-old man who fell from a 32-foot powerboat early Sunday in the Straits of Mackinac remained missing today.

David Easter, whose hometown was unavailable, fell from the boat about 1:30 a.m. Sunday between Round and Bois Blanc islands, Coast Guard officials reported.

Coast Guard spokesman Dan Unruh said the boat was operated by Brian Andrews, 24, who was unable to locate Easter in the water. Andrews threw three life jackets into the water, then went to Mackinac Island for help, Unruh said.

A helicopter crew from the air station in Traverse City searched a total of 5 1/2 hours from the air, while two boat crews from the Coast Guard station in Sault Ste. Marie searched for 12 hours each.

16 JUL 94

# High winds ground search for Beaver Island crash victim

CHARLEVOIX — The search for the second victim of a plane crash off of Beaver Island was cancelled Saturday morning because of high winds but divers expected to resume their efforts today.

A private plane carrying two people crashed into Lake Michigan shortly after takeoff from the island Friday afternoon. The plane reportedly went down in about 100 feet of water. Au-

thorities recovered one body Friday.

The victims have not yet been identified. The plane, a Cessna 210, was registered to an Illinois company and was leaving the island for Aurora, Ill.

8B TRAVERSE CITY RECORD-EAGLE  
SUNDAY, JULY 17, 1994

# Tragedy still looms for unwary anglers

By GORDON CHARLES  
Record-Eagle outdoor writer

ST. IGNACE — When a sport-fishing boat became entangled in an Indian gill net in St. Martins Bay last year, the three Lower Peninsula anglers on board all drowned.

The nets, strung out near St. Ignace, were being used by tribal fishermen to catch mainly chinook salmon as they homed in on their nearby spawning stream. From every indication, the accident happened because the nets were floating on the surface and rough water prevented the few marker floats from being seen by the trawlers.

Officials of the Department of Natural Resources, who have been planting chinook in the waters for use by the tribes, suggested that sinking the nets at least 10 feet below the surface and marking them better, could prevent such future tragedies.

Representatives of Michigan's three involved tribes also vowed to take steps to provide safer waters for all fishermen. Meeting recently, the Chippewa-Ottawa Fisheries Management Authority, agreed some compromise is necessary and after months of work have come up with what they feel is a solution.

Adopted last month was a directive to all tribal netters in northern Lake Huron to take the following precautions: Mark the gill nets every 300 feet with orange buoys; limit the length of the nets to 2,400 feet; and place 5-foot masts at both ends of the nets. Faith McGruther, director of the management authority, said she believes this will assure a safe salmon season in late summer and early fall in that area.

John Robertson, DNR fisheries chief, however, said the plan sounds like it falls short

of what was expected. "What they are talking about is great for the two-mile radius around river mouths," he said, "but outside of those areas, we continue to wish the nets would be sunk from the surface."

The DNR had asked that no gill net be allowed to float closer than 10 feet below the surface so any boat would be able to navigate safely past. Allowing nets to be right on top of the water has often resulted in tangling the propellers of not only sport fishing boats but ones used at night when ferry service is no longer available to and from nearby Mackinac Island. Boats used by the Coast Guard have also frequently become entangled in the floating gill nets, both at night and during daylight hours in adverse weather.

George Thompson, attorney for the families of the three dead fishermen, said the tribal offer will be "ineffective." No commercial netter has ever admitted to owning the nets which caused the deaths of the anglers but Thompson is still exploring the possibility of legal options. "These new regulations don't go far enough to prevent further tragedies," he said.

Adoption of the rules, however, appears to end any possibility of changing them this year. The 1985 court order allowing tribal fishing in northern Lake Huron and Lake Michigan, supposedly ended any such controversial matters, although the current dangers have since arisen.

DNR letters seeking assistance from the U.S. Army Corps of Engineers and the Coast Guard have brought little encouragement. The DNR has also been unable to find any reconsideration in a U.S. District Court before sometime next year. By then, the upcoming salmon fishing season will be history.

To make the situation even

more hopeless, the Clinton Administration's Secretary of the Interior, Bruce Babbitt, has already endorsed the tribal "solution" to the problem.

Enforcement officials for the tribes have promised to be on duty during the salmon season at the area marinas to warn sport fishermen of net locations. They will also be watching for theft or vandalism of the gill nets which will become more visible with the new markers.

Net-marking staffs are to be painted orange or red and will include one-foot orange flags. The orange buoys will be at least 6 by 14 inches to make them more visible, tribal authorities said.

Everyone involved, of course, will be hoping for an accident-free sport-fishing season.



The  
Commander, Ninth Coast Guard District,  
the Men and Women  
of the Coast Guard Air Station and the National Cherry Festival  
request the pleasure of your company at a  
Reception celebrating the 1994 Cherry Festival  
Friday, July 8, 1994, 6:00 p.m. to 8:00 p.m.  
Coast Guard Air Station  
Traverse City, Michigan

R.S.V.P. 922-8228 by July 1, 1994  
Admission by Invitation Only

Tropical Blue Long  
Dinner Dress White Jacket Optional



The  
Commander, Ninth Coast Guard District  
and the Officers  
of the Coast Guard Air Station  
request the pleasure of your company at a  
Reception celebrating the National Cherry Festival  
Friday, July 10, 1992, 6:00 p.m. to 8:00 p.m.  
Smith Hall  
Coast Guard Air Station  
Traverse City, Michigan

R.S.V.P. 922-8225 by July 1, 1992  
Admission by Enclosed Ticket Only

Officers:  
Dinner Dress White Jacket  
Dinner Dress Blue



The  
Commander, Ninth Coast Guard District  
and the Officers  
of the Coast Guard Air Station  
request the pleasure of your company at a  
Reception celebrating the National Cherry Festival  
Friday, July 9, 1993, 6:00 p.m. to 8:00 p.m.  
Smith Hall  
Coast Guard Air Station  
Traverse City, Michigan

R.S.V.P. 922-8225 by July 2, 1993  
Admission by Enclosed Ticket Only

Officers:  
Dinner Dress White Jacket  
Dinner Dress Blue

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### Our view

## Area recreational plan needs communication, cooperation

Discussion about recreational needs in Grand Traverse County has been taking place at an accelerated pace in recent months, and that's a hopeful sign as officials look to address this shortcoming.

The plan receiving the most attention is a proposal by the group called Between the Fences that would result in a new Thirby Field and updated soccer fields. In another move, the U.S. Coast Guard has offered to donate property near Cherry Capital Airport to build a soccer complex. Also, Grand Traverse County has been looking into the possibility of building a baseball park and recreational complex that could be used by a professional minor league baseball team.

While all three plans have received considerable scrutiny, there is another more comprehensive effort taking place that will directly affect county recreational needs for years to come. Two weeks ago, the county held the first of several public meetings to find out what residents want in recreational opportunities. Though there was a divergence of opinion on what the most important needs were, there was consensus on one point: They want the county to move quickly.

The public hearings are part of a process involving the county, a consultant and an ar-

chitectural firm. The goal is to create a 20-year master plan that addresses recreational needs. A final plan is due in September.

The public hearing demonstrated that the county is lacking in several areas. There were pleas for more ballfields, soccer fields, another ice arena, an indoor walking track and a municipal golf course.

Perhaps most importantly, representatives from different groups acknowledged that there is a serious lack of communication and cooperation between the sports groups that already exist and the fear that their enthusiasm will be extinguished before long if nothing is accomplished.

We share that concern, but recognize that if a recreational plan is put together it will take the cooperation of all the sports groups and the county. Should a recreational millage be imposed? Can the school system work more closely with the county to ensure that all needs are met? Will the Thirby plan be harmonious with the county plan?

These key questions need to be addressed in the coming months if the county expects to create a plan that garners broad-based support. But the plan will not appear out of thin air. Now is the time to get involved as the county appropriately puts this issue on the fast track.

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### Divers find body from plane crash

BEAVER ISLAND — Divers on Friday recovered a second body from the private plane that crashed off Beaver Island on July 8. The unidentified body was recovered by a team of divers from the East Jordan Fire Department and Boyne Falls Fire Department, under the direction of the Charlevoix County Sheriff's Department marine patrol.

The body was flown to Charlevoix for autopsy. Private specialists hired by family members of one of the two victims had located the plane's fuselage late Thursday using sonar equipment and an underwater video camera. The Cessna 210, registered to an Aurora, Ill., company, reportedly went down in about 100 feet of water.

The U.S. Coast Guard recovered the body of Alex Seymour, 66 of Oswego, Ill., the night of July 8. High winds hampered their search for the second victim.

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### Fund shift extends Mackinaw operation

WASHINGTON (AP) — A House panel shifted Coast Guard funds Thursday to enable the Great Lakes cutter Mackinaw to continue operating through the end of this fiscal year.

The action was necessary because the Coast Guard had planned to decommission the 290-foot icebreaker this summer. After lobbying by lawmakers and the shipping industry, the

Coast Guard agreed to extend its operation at least through Oct. 1, 1995. But a legislative vote was still necessary to extend funds through the end of this fiscal year.

Transportation Secretary Federico Pena agreed to \$18 million for operating and maintenance costs last week, said Rep. Bob Carr, D-East Lansing. He is chairman of the House

Appropriations Transportation Subcommittee, which cast the vote. Senate approval is needed.

"The Mackinaw's unique ice-breaking capabilities kept Great Lakes shipping lanes open through the harsh winter months of the past year," Carr said.

The 50-year-old cutter has a crew of 78 and costs \$4.5 million a year to run.

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### East Bay blaze destroys boat

OLD MISSION — Fire destroyed a motorboat moored off a campground on East Bay early this morning, but no one was injured, said Rich Vandermey, chief of the Peninsula Township Fire Department.

A U.S. Coast Guard helicopter, Northflight and divers from the Grand Traverse County Sheriff's Department arrived at the scene before officials learned there was no one aboard the burning boat.

The 16-foot boat was owned by Dean Elanges of Grosse Pointe Woods, Vandermey said. He said Elanges and his companions were staying at the Old Mission Campground and had moored the boat for the night at a dock off the campgrounds.

Elanges told firefighters he had been fishing with the boat Thursday and had observed no sign of trouble with it.

Vandermey said this morning he was going to investigate the cause of the fire today.

### In Brief From staff reports

#### Stricken divers treated

CHEBOYGAN — Two Cheboygan County sheriff's divers were hospitalized Wednesday after apparently suffering the bends.

Coast Guard officials in Sault Ste. Marie and Traverse City said the two were stricken about 2:30 p.m. in the Straits of Mackinac off Mackinac Island.

The divers were two men aged 26 and 37. Their names were not released late this morning.

A helicopter crew from the Traverse City Air Station flew the divers from Mackinac Island at 3:35 p.m. and took them to Sault Ste. Marie, where their conditions were stabilized at War Memorial Hospital.

They were then flown to Marquette General Hospital to be placed in a hyperbaric chamber, a pressurized chamber used to reverse the effects of the bends. Officials said they were treated and released.

Bends is a manifestation of decompression sickness that is caused by the formation of nitrogen bubbles in the blood and tissues after a rapid reduction in the surrounding pressure and is characterized by pain in the joints and abdomen.

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### Boaters rescued after 3 hours

MICHIGAN CITY, Ind. — A brother and sister were rescued on Lake Michigan by the Coast Guard after another boater who had been reported lost spotted their overturned boat.

Andrew Uts, 20, and Ann Uts, 16, of Evergreen Park, Ill., were rescued Tuesday night three hours after their Hobie Cat catamaran sailboat tipped over while they were sailing on Lake Michigan.

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### In Brief

By The Associated Press

#### Guard helicopter crash kills four

SHELTER COVE, Calif. — A Coast Guard helicopter searching in fog for a stranded fishing boat crashed into a rugged hillside on Tuesday, killing all four crew members aboard.

The last radio contact with the HH-65 Dolphin helicopter was about 5 a.m., shortly after the crew said it was descending through the fog, said Petty Officer Darrell Wilson.

The two people on the fishing vessel Hope made it to shore unharmed later in the morning. Their boat was smashed against the rocks and destroyed.

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PREVIEW, JULY 25, 1994



ON JULY 1, the Coast Guard Women's Club of Traverse City made a donation of \$500 to the Women's Resource Center to recognize and support the efforts being made by the Center to prevent domestic violence. The Coast Guard Women's Club is a non-profit organization whose membership includes women with family members who are part of the active duty Coast Guard. Fundraisers are held by the Club throughout the year with the proceeds donated to local charities. Above, Executive Director of the Women's Resource Center, Marry Lee Lord (center) accepts the check from the officers of the Women's Club, Gail Reeves (left) and Barb Unruh.

## Man dies after dive from barge

By KAREN JOSEPH  
News-Review staff writer

RESORT TWP. — Divers from the Emmet County Sheriff's Department recovered the body of 34-year-old Donald Michael Lane, a tugboat captain with American Marine Co., after a four-hour search of Little Traverse Bay off Petoskey Wednesday.

Police say witnesses saw Lane, of Buffalo, W.Va., dive into the Bay in an attempt to rescue a smaller boat, which had broken loose from the barge where he and another employee were working.

Lane's body was recovered at 3:30 p.m. in 24 feet of water about 400 yards from a barge where he was working.

Police were initially notified of the incident by a call from Artisan's Gallery. An individual at Artisan's saw Alan Alsko, Lane's co-worker, standing on the barge, waving his hands for help.

Another boat, driven by other American Marine employees, rescued Alsko, and notified police.

Sheriff's department divers, in cooperation with the U.S. Coast Guard, state police,

See DROWNING, page 2



A U.S. Coast Guard helicopter combs the waters of Little Traverse Bay Wednesday in search of 34-year-old Donald Michael Lane. Lane drowned Wednesday after jumping from a barge in an attempt to rescue a stray boat. His body was found after a four-hour search. (NEWS-REVIEW photo by Karen Joseph)

## DROWNING

Continued from page 1

Petoskey fire and police and Harbor Springs Marine division, searched the area until the body was recovered.

A U.S. Coast Guard helicopter and five law enforcement boats, including two from the Coast Guard, two from the Sheriff's Department, and one from Harbor Springs, were involved in the search. Several public safety officers, American Marine employees and two private boats also assisted, according to Sheriff Jeffrey P. Bodzick.

Bodzick said Lane's drowning may be attributed to the strong currents or the 65-degree temperatures. Lane was not wearing a life jacket.

Burns Clinic pathologists will begin routine examinations today, as mandated by the U.S. Coast Guard in all such cases.

Pathologist George Krzymowski said he could not determine when the tests will be completed.

Mark Bonnema, treasurer for St. Joseph-based American Marine, said Lane was acting on his own volition and was not instructed to go after the stray boat.

American Marine is involved in constructing a marina at Bay Harbor.

Bonnema said the company is presently working with the sheriff's department, the area public safety officials, and the Coast Guard to try to gather further details about the incident.

Lane's family, which was staying in the area, was notified Wednesday afternoon.

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P.M.I.  
Monday — Girls Basketball, varsity practice (5-7 p.m.); Girls Tennis, practice at NMC courts (9 a.m.-noon); Girls Swimming, practice at Grand Traverse Resort pool (8:30-10 p.m.); Boys and Girls Cross Country, practice at the gym (8 a.m.); Boys and Girls Golf, call St. Francis for information.

## Papa Romano's wins

TRaverse CITY — Papa Romano's of Traverse City defeated Lime Lake Masonry 14-10 in the Class D softball finals to advance to the state finals Aug. 19-21 in Muskegon.

Team members include: Dean Bolton, Gary John, Paul Voice, Ruth Voice, Glenn Shiew, Dave VanHulle, Steve Denoyer, Bill Hager, Al Peplinski, Bill Webb, Kevin Parmenter, Dan Faber and Jerry Trzanski.

Coast Guard 2nd: The Coast Guard men's softball team, which competes in the Civic Center D League, placed second in the Grand Haven Festival tournament last weekend. Coast Guard teams from as far away as Washington D.C., Cape May, N.J. and Buffalo, N.Y. participated.

The Traverse City team finished the round-robin portion of the tournament as the fourth-seeded team for the elimination round with a 5-2 record, including an 8-7 win over eventual champion Buffalo.

In the playoffs, Traverse City defeated Grand Haven 13-5 and top-seeded Group Milwaukee 14-

13 behind a six-run rally in the bottom of the seventh inning. Craig Putala's two-out, two-run single scored Tom Siler and James Longsdorf for the tying and winning runs. Traverse City went on to the finals where it lost to Buffalo.

Traverse City team standouts included: Phil Beddow, Tom Siler, Jim Robel, Craig Putala, Dan Bertrand, Jimmy Longsdorf and Rich Pantano.

## Man drowns near Petoskey

PETOSKEY — A 34-year-old West Virginia man drowned Wednesday after he jumped into Lake Michigan to retrieve a loose boat.

Donald Michael Lane of Buffalo, W. Va., jumped into the 65-degree water about 11:30 a.m. from a barge owned by American Marine Co. of St. Joseph, Mich., Emmet County Sheriff Jeff Bodzick said.

Witnesses told deputies the boat came loose from the barge and Lane tried to swim after it. He realized he wouldn't reach it and had turned around to swim back when he disappeared under the water, Bodzick said.

Sheriff's divers found his body after a four-hour search.

American Marine is doing work at the proposed Bay Harbor resort complex outside Petoskey.

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## Coast Guard battles invading organisms

By The Associated Press

A law designed to help keep unwanted organisms from entering the Great Lakes needs to be implemented fully to become effective, an environmental group says.

"The act is basically sound, but Congress has failed to provide adequate funds to implement it," said Michael Donahue, executive director of the Great Lakes Commission, an Ann Arbor, Mich., agency that investigates issues

involving the lakes.

The U.S. Coast Guard is considering more aggressive efforts to prevent zebra mussels and other organisms from entering the Great Lakes. The Blade reported Sunday.

In Massena, N.Y., officers check the ballast water of incoming ships to be sure the ships have flushed their tanks at sea. Flushing allows the salt water to kill harmful freshwater organisms that might have been picked up in other harbors.

There has been talk of requir-

ing ships to exchange their ballast twice in the Atlantic, or turning ships away. Ballast is carried in the ships to give them more stability.

Nearly 150 exotics have slipped into the Great Lakes, the newspaper reported. They include zebra mussels, quagga mussels, river hufe and sea lamprey.

Congress passed a law in 1990 designed to help solve the problem, but the Coast Guard wasn't authorized to enforce it until 1993.

Under the law, ships that fail

the test of their ballast are given a warning and told to keep the water in their tanks until they leave. They are subject to tests at Great Lakes ports and on the way out.

Ship captains who do not comply can be charged with a felony punishable by up to 12 years in prison and a \$250,000 fine for an individual, or a \$500,000 fine for an organization.

If the government decides to prosecute the case as a civil infraction, the fine could be \$25,000 a day.

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## TRIAL BY WATER



News-Review/Don Johnson



United States Coast Guard rescue swimmers Tom Cooney, left, and Don Villemain, prepare to dunk flight mechanic Kevin Stephens into the chilly waters of Grand Traverse Bay at Bryant Park. Stephens' feet, above, stick up from the water as he extricates himself from a helicopter emergency escape training device. The annual training is required of everyone at the air station who flies.

12A TRAVERSE CITY RECORD-EAGLE  
SATURDAY, AUGUST 27, 1994

## OUR VIEW

### City officials wisely plan for onslaught of zebra mussels

Zebra mussels are reminiscent of the Energizer bunny: They just keep going and going. The tiny pests have infiltrated water intake pipes in communities around the Great Lakes, and now they're starting to become a concern in Grand Traverse Bay.

Fortunately, Traverse City officials aren't waiting for a serious proliferation before taking action. Members of the city commission have hired an engineering firm to design a zebra mussel control system using hypochlorite, a high-powered bleach that will prevent the mollusks from attaching themselves to the inside of the intake pipes.

Engineers estimate that the bleach system will cost up to \$360,000 to install. Though the price tag is steep, the adoption of this system would allow the city to stop using dangerous chlorine gas as a disinfectant at the water treatment plant.

It would be foolish to expect that any municipality could eliminate zebra mussels. The exotic pest, which was first transported into the Great Lakes system several years ago in the holds of European ships, have an amazing ability to multiply and cluster in colonies. Their ability to clog intake pipes can endanger a city's entire drinking water supply or sewer discharge system. The pests and other exotics now in the Great Lakes also hurt the fishing industry, plants and microscopic organisms.

Even though the zebra mussel can't be wiped out, it can be controlled, and that's the solution local officials are appropriately looking at.

For any municipality to be successful, however, help is needed from the U.S. Coast Guard to make sure more zebra mussels don't have access to American or Canadian waters. There's already a law on the books that requires Coast Guard officers to check the ballast water of incoming ships to be sure the vessels have flushed their tanks at sea. The flushing allows the salt water to kill harmful freshwater organisms. The law states that ships that fail the test of their ballast water are given a warning and told to keep the water in their tanks until they leave.

The law also says that violators can be charged with a felony that carries a huge fine and up to 12 years of imprisonment. In the 15 months since the law has been enforced, the Coast Guard has found four ships that did not meet the standard. However, none of the four ships was fined.

The Coast Guard needs to put its teeth into the enforcement of this law. Tougher fines may well drive up shipping costs and delay business, but they may be the price that must be paid to make sure all interested parties work to control zebra mussels.

It's not just zebra mussels at issue here. Experts say more invader pests are threatening the Great Lakes and that some have the potential to cause more havoc than the zebra mussel. That's why communities like Traverse City are wise to create a plan today so that further damage is avoided in the coming years.

03AUG94

### Boy dies when plane hits boat

MACKINAW CITY — A 6-year-old boy was killed Tuesday during a family outing on the Straits of Mackinac when the boat he was riding in collided with a float plane.

The boy died when the boat and the taxiing seaplane collided near St. Helena Island. The plane had just landed and was taxiing to an anchoring spot, police said.

According to police and U.S. Coast Guard officials, the plane, a Grumman HU-16, carrying several passengers in addition to the pilot, struck the 26-foot cabin cruiser about 1:30 p.m. Tuesday.

A Coast Guard official said there were at least four passengers on the boat, three of whom jumped overboard at the sight of the approaching aircraft.

The boy was apparently left on the deck and was trying to jump off when the plane hit the boat.

The Coast Guard said the plane's propeller was still turning when the crash happened. The boy was pronounced dead at the scene.

The accident remains under investigation by the Mackinac County Sheriff's department, the Coast Guard and the Federal Aviation Administration.

21AUG94

### OUR VIEW

## It's time for tough decisions on cutter Mackinaw's future

For 50 years the U.S. Coast Guard icebreaker Mackinaw has been performing in the upper Great Lakes, keeping the shipping lanes from Lake Superior open in the fall and early spring when no other boat could do the job.

During those five decades the Mackinaw has funneled hundreds of thousands of dollars into the economy of Cheboygan, its home port for all those years. And it has also helped the owners of the Great Lakes shipping fleets make millions.

But the years and technology have caught up with the Mackinaw, and it's time for the Coast Guard and Congress to make — and then stick with — the tough decisions that have been avoided (or voided) for at least the past decade.

On the technological side, advances in icebreaker design have gone relatively high-tech. No longer do icebreakers need to be behemoths like the 290-foot Mackinaw, which relied on her size and the power of her multiple engines to break ice. Today, 140-foot cutters outfitted with special "bubbler" systems are nearly as effective. Instead of using brute strength, these cutters can pump massive amounts of air under the ice and use its power to create a shipping lane.

When the ice-breaking season is done, those cutters can go on to other jobs, such as tending and repairing the hundreds of navigational buoys the Coast Guard maintains on the Great Lakes to protect shipping.

When summer comes, the Mackinaw is, essentially, out of work.

Just keeping the Mackinaw afloat is getting more and more expensive. The Mackinaw costs at least \$5 million a year to keep going (\$2.2 million for its crew of 75 alone), and the big old boat is in need of a major overhaul that could cost up to \$15 million.

By contrast the 140-foot Bay Class cutters outfitted with the

bubbler systems cost \$900,000 a year to run and require a crew of just 17. The entire five-boat Bay Class fleet that helped the Mackinaw break ice this year cost the Coast Guard \$4.5 million — and then went to work again once the ice melted.

This isn't to say that the Mackinaw hasn't earned its keep, particularly in this past year. Mackinaw backers have pointed out, and rightly so, that even with the high-tech bubbler systems and leaner operating budgets, the Bay Class cutters were no match for the ice generated in the winter of 1993-94. It was one of the most bitterly cold on record (both lakes Superior and Michigan froze completely over) and only the Mackinaw was able to keep the shipping lanes open.

But the negatives, we think, far outweigh the positives, and it's time for some permanent change.

Those who know the lake carrier business say that losing a few more months on the Great Lakes shipping season would not be a financial disaster. Other means of transport exist and can make up the loss. The \$5 million the Coast Guard is spending every year and the looming \$15 million payout for repairs make the Mackinaw a bad bargain.

We think it would be reasonable for the Coast Guard and Congress to agree to mothball the Mackinaw and, to help ease the economic sting to Cheboygan, port one of the newer cutters there permanently.

If the Lake Carriers Association thinks it can't do business without the Mackinaw then it should be left up to them pick up the tab for her repairs and massive overhaul. And perhaps the Canadian government could participate in such a plan.

In any case we think it's time for the Mackinaw to be allowed to retire gracefully and the taxpayers save a few million dollars.

06AUG94

### IN BRIEF FROM WIRE REPORTS

#### Freighter helps sinking boaters

ALPENA — Eight people aboard a sinking cabin cruiser on Lake Huron were rescued by a freighter.

The U.S. Coast Guard station in Alpena was notified about 2:25 p.m. Thursday of a vessel sinking about two miles east of Stoneport. A Coast Guard helicopter from Traverse City was sent to help in the rescue.

The freighter Elton Hoyt II, which was waiting to dock at Stoneport, lifted anchor and pulled alongside the sinking pleasure boat. Crewmen aboard the freighter helped eight people off the stricken boat before the Coast Guard helicopter reached the scene.

Three people stayed aboard the cabin cruiser trying to keep it afloat. But when the Coast Guard arrived, it ordered the men off the boat.

"When the helicopter crew left the scene they said approximately six feet of the small boat was still visible," Coast Guard Lt. Tom Hastings said.

The passengers of the cabin cruiser remained aboard the Hoyt overnight until it docked.

06AUG94

#### Divers find body of missing man

GRAND HAVEN — Police divers on Friday found the body of a man who was swept off a pier and into Lake Michigan by 6-foot waves.

Thomas Lee Sanders, 51, of Marshall was knocked into the churning surf with two others Thursday night in Grand Haven.

Shirley Jean Newberry, 47, of Portage, was in serious condition at North Ottawa Community Hospital after being pulled from the water. A 12-year-old boy was rescued and uninjured.

Grand Haven police say as many as three other people may have been swept into the lake Thursday, but all were rescued.

Later Thursday night, four more people were knocked off the north pier at Holland by large waves. Bystanders rescued the four before authorities arrived, according to the Ottawa County Sheriff's Department. There were no injuries reported in the 9 p.m. incident.

06AUG94

### IN BRIEF FROM STAFF REPORTS

#### Park searched for missing girl

PETOSKEY — A ground search for a 12-year-old girl reported lost Sunday night in Emmet County's Wilderness State Park continued this morning after a Coast Guard helicopter could not locate her.

The girl was last seen about 9 p.m. Sunday, Emmet County Sheriff Jeffrey Bodzick said.

A Coast Guard helicopter crew from the air station in Traverse City searched the area from 1:30 to 4 a.m.

14AUG94

# Grim future haunts Mackinaw event

Cheboygan marks 50 years of being home port to icebreaker

By DAN HEATON  
Record-Eagle/Cadillac bureau

CHEBOYGAN — Scores of current and former crew members of the Coast Guard Cutter Mackinaw and hundreds of citizens of the cutter's host city celebrated 50 years of togetherness Saturday.

For half a century the 293-foot, 10,000-horsepower Mackinaw has kept Great Lakes shipping lanes open, always returning to the only home it has ever known — Cheboygan.

But looming over the festivities, as it has for more than a dozen years, is the threat that after this season the Mackinaw may be heading into mothballs.

The Coast Guard, under pressure to reduce its budget, has wanted to sideline the Mackinaw for more than a decade but has been turned away every time by state politicians. And that was the case again this year.

"If it hadn't been for Bob Carr running for the (U.S.) Senate, the money to keep the Mackinaw operating for another year would not have been there," said Dave Knight, editor of the Seaway Review, a Cheboygan-based publication that focuses on shipping and commerce on the Great Lakes.

Funding for the Mackinaw was scheduled to run out on Sept. 30, but Congress has provided for funding for at least one more winter.

Knight, who has been covering the almost annual battles to keep the Mackinaw in operation for seven years now, said there was a significant change in the past year.

"The Lake Carriers Association (which represents shippers who operate on the Great Lakes) had a position that there is no way we can live without the Mackinaw, we have to have it," Knight said. "Now, I think the LCA is looking more at the need, to break ice, and is open to suggestions."



Mackinaw crewmen Ralph Smith, right, and Daniel Sierra, middle, show visitors the bridge area of the icebreaker during tour Saturday.

The carrier's association represents 15 commercial fleets that operate on the Great Lakes, shipping everything from coal to salt. Theirs has been one of the

loudest voices in the debate over the Mackinaw. Larry Otto is one of two men — See MACKINAW, Page 5A ▶

# Mackinaw anniversary marred by grim future

Continued from Page 1A

who co-chaired this weekend's reunion gathering in Cheboygan, something the community has been doing every five years for the past 25 years. A retired Coast Guard officer who spent his last three years in the service as the second in command of the cutter, his loyalty is obviously on the side of the big ship — the government's largest on the Great Lakes.

"I saw a hull boring of the Mackinaw recently and yes, the outside of it did have some pockmarks, but none were more than a 16th of an inch off a hull plate that is 1 1/2 inch thick," he said. "Fifty years of ice hasn't hurt much more than a little paint."

Otto recalls a wintery day during his tour of duty on the Mackinaw when his ship broke out 40 ships locked in ice off Whitefish Point in Lake Superior.

"The smaller boats, they would still be there working on that," Otto said, referring to three smaller cutters that are to someday replace the Mackinaw.

U.S. Rep. Bari Stupak, D-Menominee, who was in Cheboygan for part of the anniversary reunion, said the House Merchant Marine Committee is expecting reports early next year on various options for breaking ice in the Great Lakes.

Among the ideas, according to various sources:

■ Getting Canada to pay part of

## Acacia stays in Charlevoix

CHARLEVOIX — One possible shift of Coast Guard resources on the Great Lakes that has been looked at and discarded is moving the Charlevoix-based Acacia.

The 180-foot Acacia is a buoy tender that does have an ice breaking bow, but does not have enough horsepower for large-scale ice breaking duties, according to Coast Guard officials in Cleveland, the Great Lakes headquarters.

Coast Guard officials had considered the possible move of the Acacia and its 52-member crew from Charlevoix to Cheboygan as one possible replacement step if and when the cutter Mackinaw is decommissioned. But that plan has been rejected, a Coast Guard spokesman said last week.

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That last idea is one favored by Louise LeBlanc, Cheboygan's mayor.

"The Mackinaw just went through the worst winter we've had in a long, long time and it did that with a broken crank shaft and had to work on only five engines," he said. "And the ice still didn't slow it down, no ice is going to stop it."

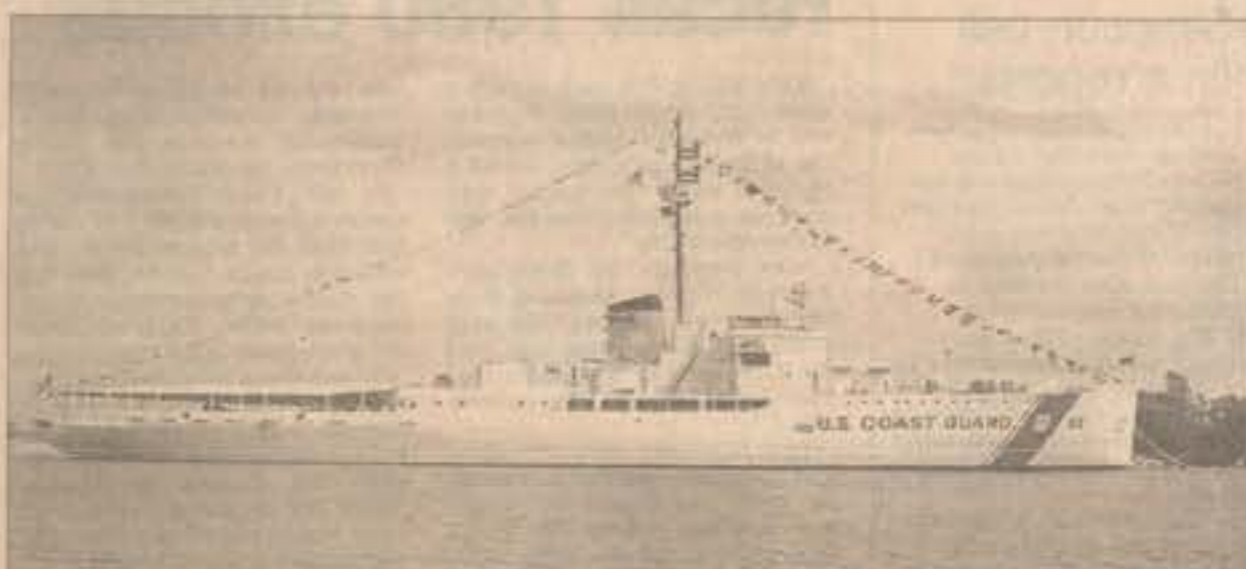
With funding only guaranteed through September of 1995, though, the future is uncertain at best.

Last year, a government agency contacted the Great Lakes Ship-

■ Keep the Mackinaw in operation, possibly refitted with two new engines in place of the six engines now used to power the cutter.

■ Stationing one or more of the new 220-foot buoy tender cutters now being built in Wisconsin in Cheboygan. The new buoy tenders could be equipped with an ice-breaking bow during construction.

■ Continue to use the Mackinaw for ice breaking duties and give the cutter a second mission



The icebreaker Mackinaw sits in Cheboygan harbor Saturday.

wreck Museum in Whitefish Point to ask if the museum might be interested in purchasing the Mackinaw after it is decommissioned, according to the museum's manager, MaryAnn Harrington.

"The expense of maintaining the Mackinaw would be a little bit out of our league," she said.

Even though the government is exploring what to do with the Mackinaw after its work is done, don't completely write the ship off, warns Knight.

"The Mackinaw's obituary has been written more than once and it's still with us," he said.

Knight said the final fate of the Mackinaw may rest in how much weight northern Michigan's congressman can throw around.

"The loss of (longtime former Congressman) Bob Davis, who had a lot of seniority on the right committee, is a factor in this," Knight said. "Now, can they come up with something to delay a final decision until the next person has that same seniority may be a real question."

Both Stupak and Gil Ziegler, his Republican opponent this November, say clearing ice from the upper Great Lakes is a criti-

cal function of the Coast Guard.

The question is how best to accomplish that mission.

For Otto, that answer is simple — the big white-and-orange boat that has tied up here for 50 years. And Otto figures he has a secret weapon to keep the Mackinaw functioning for another 50 years.

"We had Rev. Edmund Matej give the invocation of the Mackinaw at the reunion," Otto said. "He was the same minister who gave the invocation when the Mackinaw first arrived here in 1944. That first prayer gave us 50 years, I hope this one gives us 50 more."

24 AUG 94

# Coast Guard calls its ships to Florida

### U.S. boats pick up more than 3,000 Cuban refugees on Tuesday

KEY WEST, Fla. (AP) — With no sign that Cubans are heeding U.S. advice to stay home, the Coast Guard has called in more ships to intercept refugees sailing toward Florida.

Hundreds of flimsy rafts and inner tubes bobbed in the choppy Florida Straits on Tuesday, stretching the resources of their rescuers close to the breaking point. There were 3,253 refugees picked up by the Coast Guard, the most in one day since the 1980 Mariel boatlift.

The bodies of eight rafters washed ashore near Havana, Cuban radio reported. Those who search for refugees say many others are dying, though the exact number will probably never be known.

"We've never seen anything quite like this," said Coast Guard Lt. Cmdr. Jim Howe. "We're throwing everything at it that we have."

Cuba acknowledged for the first time Tuesday that it has relaxed its migration policy, although it remains opposed to illegal departures and blames the United States for prompting the current exodus.

"It's total chaos out there and it's getting worse," said Arnaldo

### Acacia may be summoned

CHARLEVOIX — Coast Guard crews in Charlevoix are readying the Acacia for possible duty in the Florida Keys to assist in the massive flow of refugees from Cuba.

The 180-foot Acacia received orders Monday to return to its homeport of Charlevoix to prepare for the trip to Florida. No order has yet been given for the cutter to actually make the trip, said Lt. David Sprunt, a spokesman for the Coast Guard's Great Lakes district.

The Acacia had been participating in a reunion of World War II-era buoy tenders at a buoy tender conference in Duluth, Minn., where the ship was built in 1944.

Sprunt said the Acacia is the only Coast Guard cutter on the Great Lakes to be given the standby order to sail to Florida to aid in the refugee sealift.

Iglesias, a leader of Brothers to the Rescue, a group of Cuban exiles that searches for rafters. "We are begging people. Please don't do it."

— See CUBANS, Page 2A ▶

## BOUND FOR FLORIDA



Second-Eagle/John L. Russell

The Coast Guard Cutter Acacia, shown at its home port of Charlevoix Thursday, left today for duty in the Florida Keys, where U.S. ships are trying to halt a mass exodus of Cuban refugees. After a short send-off ceremony thrown by the community, the buoy tender and her 50-man crew departed on the trip that could take as long as 2½ weeks. No word has been given by the Coast Guard as to when the cutter may return to Charlevoix. See Page 7A for related stories.

26 AUG 94

# Cubans keep heading out to sea

Continued from Page 1A

The Brothers to the Rescue planes drop packages of Snickers bars, fresh water and smoke flares to rafters. Pilots call in raft locations to the Coast Guard.

The Coast Guard called in 10 more ships from as far away as the West Coast and the Great Lakes to join the 20 already patrolling the 90 miles between Cuba and Key West.

Howe said the Coast Guard gets to all the rafts that are spotted, although it sometimes takes a few hours.

"There's nothing we can do about that, other than send a

message saying: Stay home," Howe said.

A total of 260 Marines were dispatched from Camp Lejeune, N.C., to assist with security and crowd control aboard refugee-carrying Coast Guard and Navy ships.

During the Mariel boatlift, which brought 125,000 Cubans to Florida's shores in five months, as many as 5,000 refugees came ashore in a day. So far this year, about 18,000 Cubans have come ashore.

Cubans have been fleeing in greater numbers since the Aug 5 riots in Havana which prompted Cuban leader Fidel Castro to

threaten another Mariel.

Unlike the Mariel exodus, when most Cubans came in boats carrying a dozen or more people, the recent rescues average only three or four people per raft.

Since last week's policy change by the Clinton administration, Cubans intercepted at sea are being taken to the U.S. Navy base at Guantanamo Bay, on Cuba's southeastern tip, where they will be held indefinitely.

In Washington, Defense Secretary William Perry described Guantanamo as a "boring, frustrating" place with nothing for arriving Cubans to do.

Another Defense official wor-

ried about restiveness. "It's not clear that three squares a day and a soccer field are going to be enough" to maintain calm, the official said.

Several Caribbean countries agreed last month to take in Haitian refugees interdicted at sea and U.S. officials are now trying to renegotiate those agreements to include Cubans.

The White House has predicted that the number of refugees will drop off once word of the policy change filters to the communist island. But Coast Guard officials say many of the rafters they are picking up knew about the change and came anyway.

25 AUG 94

## Acacia faces winter wait

By DAN HEATON  
Record-Eagle Cadillac bureau

CHARLEVOIX — If and when the order comes down for the Coast Guard cutter Acacia to set sail for the Florida Keys, the biggest worry won't be dealing with Cuban refugees.

Instead the 50 crewmen and their wives and children based here will be keeping an eye on the calendar and the St. Lawrence Seaway.

"The date we have our eye on is mid-December, that's when they close the St. Lawrence Seaway and they don't re-open it until the end of March," said Lt. Cmdr. Steve Corporon, the ship's captain. "If we aren't back before the close it, we could be done a long time."

On Monday the Acacia received orders to make ready to travel to Florida, a trip that could take two to 2½ weeks. Corporon said the Acacia would be ready to go by Friday, but no departure orders had yet been given as of early today.

— See LOCAL, Page 2A ▶

28 AUG 94

# Ship's wives wait

### Families of Acacia crewmen patiently hope the ship returns before seaway closes for winter

By DAN HEATON  
Record-Eagle Cadillac bureau

CHARLEVOIX — They also serve, those who sit and wait.

In Charlevoix this week, some are waiting and watching the calendar more than others.

"I've got one wife who is expecting her first child in less than two months and another one who is due with number one in early February," said Michelle Traverse.

Traverse, herself a Coast Guard wife, serves as the liaison between the Coast Guard and the 30 to 35 wives and families of the 50 Coast Guardsmen who climbed aboard the Charlevoix-based cutter Acacia Friday morning and shipped out to Florida in response to the Cuban refugee crisis.

"I'm rumor control, telephone support, and in some cases, babysitter," Traverse said.

"The families of most of the guys have been through this before," she said. "The deployments, the overnights, it's just a part of the deal. But we've got two who are pregnant and about a half dozen wives who have been married less than six months and a lot of them are just new to Charlevoix. So I just make sure

— See ACACIA, Page 4A ▶

# Local ship prepares for Florida trip

Continued from Page 1A

The Acacia shouldn't have any problems navigating the waters around the Keys and Cuba.

Corporon worked as the second in command on a sister ship to the Acacia that sailed out of Charleston, S.C., in the late 1980s. That ship often worked on maintaining the navigational aids near the Guantanamo Bay naval base on the southeastern tip of Cuba, where refugees now fleeing Cuba are being taken.

Lt. Bill Strong, the Acacia's executive officer, or second in command, was recently transferred to the Acacia from commanding a smaller ship in Florida that was assigned to picking up Haitian refugees. Corporon said several members of the crew

had also worked off the Florida coast.

Corporon said crew members are working rapidly to strip the ship of equipment used in routine duties as a navigational buoy tender to make room for the up to 200 refugees the cutter may have to pick up in a day.

The crew is also doing some additional preventive maintenance on the cutter in anticipation of the journey. Some preventive measures are being taken with the crew as well.

"Everybody is getting lots of shots, the guys aren't happy with that," Corporon said.

Coast Guard officials from other Great Lakes stations, including the Traverse City air station, also have been working with the Charlevoix crew and their

families, providing support for the possible trip.

The orders come at a bad time for the Acacia. September and October are typically the slowest months for the cutter, time when many crew members take leave time with their families before gearing up for their busy season of readying navigational equipment on the Great Lakes for the coming winter. The wives and children of at least 26 crewmen live in the Charlevoix area.

And the Acacia had only been in its home port for 40 out of the last 130 nights.

If the Acacia heads to Florida, the cutter would be the only Coast Guard vessel from the Great Lakes so far ordered south. It would pick up a contingent of

U.S. Marines along the way who would work as a security detail on the cutter.

The Acacia's duty would be to pick up refugees off their homemade rafts and take them to larger Coast Guard and Navy ships that would then take the refugees to Guantanamo.

If the Acacia leaves the Great Lakes, the Coast Guard's three other buoy tenders, based in Sault Ste. Marie, Port Huron and Duluth, will split part of the duties normally assumed by the Acacia. The Coast Guard also uses two icebreakers, based in St. Ignace and the Soo area, to perform some work on buoys in the summer months and those duties could also be expanded, according to officials.



# Families of Acacia crew members wait patiently

◀ Continued from Page 1A

they know where to go for what-ever they need."

She should know the drill. Just months after getting married to her husband, Joe, an 18-year veteran of the Coast Guard and a deck supervisor on the Acacia, he was transferred to Hawaii. Five days later, he was deployed for several months and Michelle was on her own.

"Hawaii is a great place to be able to see. I just encourage other people to do it as a couple," she said.

Traverse actually has an ad-

vantage none of the other wives enjoy: She graduated from Charlevoix High School and married her husband a few years later when he spent a previous tour of duty in Charlevoix. They spent the next 10 years hoping for another assignment here.

The latest buzz on the Acacia late last week had it that the ship may not actually travel to the Florida coast but instead may work in the Boston area, filling in for cutters from there that have been sent to Florida.

The Acacia was first ordered to make ready for the trip south last Sunday night while the buoy

tender and its crew were attending a two-week training seminar in Duluth, Minn., and participating in a 50th anniversary of the Acacia and several sister ships that were built in Duluth in the mid-1940s.

There's no word on when the Acacia will return home, but in Charlevoix a lot of folks are hoping it will be before Dec. 15, when the locks on the St. Lawrence Seaway close.

If the 160-foot Acacia doesn't make it through by then, it could be a long winter away from home — the locks don't reopen until late March.

The trip to Boston, and possibly to Florida, marks the Acacia's second trip out of the Great Lakes. In the winter of 1987-88, it was assigned to Florida to work on drug smuggling interdiction. The ship's current commander, Lt. Cmdr. Steve Corporon, said for that trip, the crew had three months notice compared to the three days they had to get ready for this mission.

The crew spent the last 72 hours before departure removing the tools and equipment they use for normal buoy-tending duties to make room for the 200 or so ref-

ugees they could pick up in a day if the flood of refugees from Cuba continues.

If the Acacia is sent to Cuba, the cutter would be assigned a security squad of Marines.

While several members of the Acacia's crew, including Corporon and the second in command, Lt. Bill Strong, have worked in the Florida area, none of them were with the ship's on its 1980s Florida deployment.

The Acacia, one of four cutters assigned buoy-tending duties on the upper Great Lakes, is the

only one ordered to Cuban refugee duties.

Traverse said she will be by the phone in case someone needs something or there is some word from the ship or higher commands to pass on to the families. She'll also be dealing with a little frustration.

"We were on our first family vacation in eight years when we got called back five days into a two-week trip to his parents (home) in North Carolina," she said. "But that is just the way of life. They're gone for a few months, you just deal with it."

## Why us — always us?

As an ex-Navy destroyerman I understand deployment of naval ships from one area to another. Most sailors, either Coast Guard or U.S. Navy, know this happens from time to time. The Record-Eagle's Aug. 28 issue tells us that the cutter Acacia, a buoy tender built for the lakes to seasonally lift and place navigational buoys in this district, is now on its way to Florida.

Any mention of changing over to destination to make fresh out of sea water? On an older buoy tender such as the Acacia I would wonder. She has made drinking water from the lakes for so many years, how what? Who pays?

The Coast Guard and the ice breaker Mackinaw are at odds, in fact, for the survival of the Mackinaw. We allow her

RECORD-EAGLE  
012099

to go down, though we turn our backs on this recent absurdity.

Who the hell authorized the Acacia to leave a much needed area, as the upper Great Lakes, for deployment to the Straits of Florida to pick up people that are leaving a country to come stand in the unemployment lines of America, and eventually end up on welfare?

Is Canada sending ships? Mexico? England? Is Australia or any South American nation sending any form of aid? Why just us? Why always us?

Cubans were admitted once, now they're not. Haitians, hell, hardly ever. If a Haitian surgeon and a Cuban physicist were on two boats side by side, with a third boat full of mulatto laborers, who would allow their entrance? Who would be chosen? Who denied?

Think about the quagmire we have ourselves into, now hitting the sandy white shores of northern Michigan.

John Colvin  
Traverse City

RECORD-EAGLE  
075099

## Seasonal operation best

Your Aug. 21 editorial, "It's time for tough decisions on cutter Mackinaw's future" is far off base as concerns the "facts" on which you base your opinion that "it's time for the Mackinaw to be allowed to retire gracefully and the taxpayers (saved) a few million dollars." There are icebreakers that use a "bubble system" to break ice, but none are stationed on the Great Lakes. The 140-foot-long icebreaking tugs that you believe can take the Mackinaw's place have bubbler systems that keep water flowing over the hull so the ship won't become stuck on ice, but to break ice, the 140s depend on their horsepower, displacement and hull configuration just like the Mackinaw. The 140s do not even begin to represent an adequate replacement for the Mackinaw.

It is also incorrect to say that the Mackinaw needs \$15 million for repairs. That figure refers to a modernization program that Congress authorized a few years ago but never fully funded. The Mackinaw can continue to operate for decades-to-come with just routine maintenance.

As taxpayers, the members of Lake Carriers' Association share your desire to cut federal spending. We also want the shipping, iron ore mining and steel industries to survive in a global marketplace. The loss of "a few more months"

of the shipping season would be a disaster for all these industries. Therefore, we favor seasonal operation of the Mackinaw. The cutter would be activated in mid-December and remain in service until the iron ore trade closes in late January. Between Feb. 1 and mid-March, the icebreaker would remain in a state of readiness to assist the tanker trade to Michigan if necessary. The Mackinaw would return to active duty in mid-March to initiate the iron ore trade and lay-up in mid-April. We project that seasonal operation would significantly reduce the Mackinaw's operating costs while ensuring the Great Lakes have adequate ice-breaking services.

The issue of the Mackinaw is not just about ships plying the Great Lakes. An icebreaker of the Mackinaw's caliber ensures that taxpaying iron ore mines in Michigan and Minnesota can remain competitive with overseas suppliers. A premiere icebreaker stationed on the Great Lakes guarantees the timely delivery of raw materials so that the 125,000 taxpaying steelworkers in the Great Lakes region can compete with steel producers worldwide. U.S. Coast Guard icebreaking services on the Great Lakes are an appropriate use of federal funds, and seasonal operation of the Mackinaw is the best option for the foreseeable future.

George J. Ryan, president  
Lake Carriers' Association  
Cleveland, Ohio

## THE NAVIGATOR

## AT CANCON '94

Summer Issue 1994



Sally Oberst, DVC-MU, wears current uniform, while Harriet Howard, DVC-AL, models an experimental style.



All Photos by Debbie Howes, BC-APC.



John Johnson, DC-MX, studies his Award of Administrative Merit as RADM William J. Ecker (left) and CAPT A. A. Sarra (top), CHDIRAUX, stand by.



NACCO Joseph J. Lanz presents the NACCO Message in the General Session. RADM William J. Ecker, Chief, Office of Navigation Safety and Waterway Services is at left. NARCO-C Paul A. Lynch is at the right.



Auxiliaries and friends surround the "Jayhawk" helicopter at Coast Guard Air Station, Traverse City, MI.

# Soo tribe agrees to move nets

ST. IGNACE — Members of the Sault Ste. Marie Tribe of Chipewya Indians have agreed to keep East Moran Bay free of gill nets during the fall salmon season. The area, near St. Ignace, is a main route for ferry boats going to and from Mackinac Island.

In recent years, the ferries have sometimes become entangled in the nets, along with watercraft operated by the U.S. Coast Guard. At times, this has resulted in damage to the boats, particularly their engines.

Tom Gorenflo, director of the Inter-Tribal Fisheries Assessment Program, said the move was a voluntary one by the Soo Tribe and will be reevaluated after the 1994 season. Gorenflo also

pointed out that while it is hoped the other Michigan tribes will honor the ban on nets, they have not as yet agreed. Some members of the Bay Mills and Grand Traverse Band of Ottawa and Chipewya Indians sometimes fish in the same waters during the salmon season.

Last year, three Lower Peninsula sport fishermen drowned near St. Ignace when their boat became entangled in a floating gill net. The Department of Natural Resources had been seeking agreement that this year all gill nets be set no closer than 10 feet below the surface. Tribal netters, however, maintain that to do so would cause too many salmon to be missed by the nets.

Instead, the tribal members intend to inform sport anglers exactly where the gill nets are located and to mark them every 300 feet with bright orange buoys plus 5-foot masts on each end of the net. Nets have also been limited to 2,400 feet by the commercial fishermen and are to be kept some distance from marinas and other sport fishing launch sites.

Although the net ban will only be effective in the shallows of a small portion of the fishing water, ferries should have no problems once they reach deeper waters. There, the gill nets can not be set from top to bottom so most boats can pass over them easily and without the danger of getting entangled in them.

RECORD-EAGLE  
015099

## OPINION

TRAVERSE CITY RECORD-EAGLE  
THURSDAY, SEPTEMBER 1, 1994 13A

# Feasibility of smaller Bay Class cutter questioned

Your recent editorial on the desirability of replacing the Coast Guard icebreaker Mackinaw with a smaller Bay Class cutter raises questions concerning both the ability of the smaller vessel to do the job and on the relationship of the Great Lakes shipping industry to the regional and local economy.

I will leave it to others to speculate on whether a Bay Class cutter, with dimensions of 140 ft length, 37.8 ft beam, displacement of 882 tons and 2,590 horsepower can be



Brown

"nearly as effective" as the 290 ft. Mackinaw with its 74 ft beam, 5,262 ton displacement and 10,000 horsepower. In opening shipping lanes in heavy ice for freighters

with beams ranging from 60 to 105 feet. But your comments that Mackinaw, in performing its ice-breaking mission, has "helped the Great Lakes shipping fleets make millions," that "losing a few more months (surely you meant to say weeks) on the Great Lakes shipping season would not be a financial disaster," and that "other means of transport exist and can make up the loss," deserve a response.

Last winter's heavy ice required that Mackinaw clear a path through Grand Traverse Bay for the tug-barge Michigan-Great Lakes, highlighting an often under-appreciated fact: waterborne transportation is the most efficient method of transporting large, bulk cargoes, and many industries and cities in the Great Lakes region depend upon such shipments for their survival. More than just the Great Lakes shipping industry has benefited from Mackinaw's performing its ice-

breaking mission — the steel and petroleum industries, commercial power plants, the cement and stone trades, and agriculture (grain) have all depended upon shipping and receiving cargoes through an established navigation season. A shortened season requires more stockpiling of raw materials for the winter, the antithesis of modern, "just-in-time-delivery" management practices. It is also worth noting that the same amount of liquid cargo (heating oil, gasoline, diesel fuel, etc.) carried in one trip to Traverse City by the Michigan-Great Lakes would require more than 250 tractor-trailer tank trucks (one of those "other means of transport" you referred to), with the attendant noise, air pollution and highway damage and at a greater cost to the distributor and consumer.

Contrary to periodic news stories, the Great Lakes commercial shipping industry is not in a state

of decline. Following a restructuring in the early 1980s, the industry has enjoyed a steady level of operations. While the present American flag fleet of approximately 60 ships is much smaller than that of the 1950s when several hundred ships plied the lakes, today's vessels are more modern and efficient. They have greater cargo carrying capacity, are self-unloading, and are far more efficient to operate than the smaller and older "straight-deckers," most of which have been consigned to the scrap heap. As but one example of the modern ships' efficiency, a single

1,000-foot "super carrier" can transport in one trip the same amount of cargo that a turn-of-the-century vessel carried in an entire season. The 17 American shipping companies on the Great Lakes transport, in an average year, well over a hundred-million tons of iron ore, coal, stone, ce-

ment, grain, and petroleum products, and with a safety record unmatched in the industry. Figures released by the Lake Carriers' Association this spring indicate that for the second straight year total tonnage carried increased over the previous year. The shipping companies, like their vessels, are streamlined and efficient and operate on very fine profit margins in a very competitive environment.

All of this is good news, not just for the shipping industry, but also those communities and businesses dependent upon waterborne transportation, and for the Great Lakes Maritime Academy here in Traverse City. As the only freshwater maritime academy in the country, GLMA trains men and women for careers as licensed deck and engine officers aboard the freighters and tankers so critical to the economy of the Great Lakes region.

### About the author

David Brown is superintendent of the Great Lakes Maritime Academy. He was appointed to that position in April 1992, following a 29-year career in the U.S. Navy. He is a graduate of the U.S. Naval Academy and holds a bachelor's degree in marine engineering and master's degrees in public policy from Southern Illinois University and in management from Salve Regina University.

### About the forum

The forum is a periodic column of opinion written by Record-Eagle readers in their areas of interest or expertise. Submissions of 450 words or less may be made to Mike Heady, editorial page editor. Please include biographical information and a photo, if

# The Holland Sentinel

Holland, Michigan

## OPERATION SUBARU



Central photo by Brian Fortin

A U.S. Coast Guard worker hooks the end of a cable to a helicopter to haul away a car abandoned on the beach in Laketown Township. Below, the chopper flies the car away.

## Coast Guard flies to rescue of eyesore on the lakeshore

By Mark Sanchez  
Sentinel staff writer

They came in low out of the north, flying just above the sand dunes.

Passing overhead and circling out over Lake Michigan, the U.S. Coast Guard "Jayhawk" helicopter moved in slowly, until it hovered over its target on the beach below — a junk car abandoned there last fall.

The chopper crew's mission: Get the car out of there.

"It's the first time I've ever rescued a car," Coast Guard Lt. j.g. Kim Pacsal joked a few minutes after landing his chopper on the sand about a half mile north of Laketown Township Beach.

The car, a 1981 Subaru battered by the elements almost beyond recognition, showed up on the beach last fall, apparently abandoned by a pair of joy riders who got stuck in the sand.



Residents who live along the shoreline say the car has been an eyesore ever since. Several who heard the helicopter ventured down

to the beach Wednesday morning to bid the car good riddance.

"Dead fish (on the beach) is one thing, but this is something else," said Pam Van Hoven, who owns a cottage down the beach.

Jim Brooks owns a cottage high on the sand dune overlooking the narrow stretch of beach where the Subaru sat for months. He said the car was a topic of conversation around the neighborhood and a curiosity piece for many beachgoers.

"There's been a lot of people down there to look at it," Brooks said as he watched the Coast Guard crew prepare the car for flight.

"It's an eyesore. It's a mess and it's a beach hazard. I'm happy to see it go."

Laketown Township Sheriff's Deputy Kevin Haan said the car showed up on the beach last September. He said efforts to track down the owner proved futile as

See AIRLIFT, A5

## AIRLIFT

(Continued from A1)

past owners repeatedly reported selling the vehicle.

Haan said anonymous callers have provided him with information on who may have left the car on the beach. He said he plans to talk to that person.

"Nobody wants to claim responsibility for it, but people have called us and said, 'Here's who was driving it.' We'll be visiting him in the next few days," Haan

said. "What a venture."

After leaving the car on the beach over the winter, where it was battered by ice and winds and partially buried in the sand, the township called in a state Department of Natural Resources bulldozer in June to tow it away. But the car got stuck in the sand as the bulldozer tried to tow it over the dunes, so the crew put it back where they found it.

Township Manager Al Meshkin then

called Allegan County Sheriff Dave Haverdink, who contacted the Coast Guard and arranged Wednesday's airlift.

Haverdink, Meshkin, Haan and several members of the Graafschap Fire Department spent Tuesday evening preparing the car for its flight, digging away sand so the helicopter crew could fasten straps beneath what was left of the frame.

Lt. Pacsal, of the Coast Guard's Traverse City Air Station, said having the car

dug out of the sand first made it easy to remove.

"They did all the hard work. We just carried it out off the beach a few miles," Pacsal said.

He said the Coast Guard is always willing to cooperate with local authorities on salvage or search-and-rescue operations. He said removing the car from the beach served as an exercise for the crew.

"For us it's a pretty simple mission to

come down here and pick up the load and move it," Pacsal said.

With Pacsal following a flight path that avoided going over homes and cottages, the helicopter flew the car, dangling from a steel cable, to the Saugatuck Dunes State Park, where a flabbed trailer waited.

"It's going to the nearest junkyard," Meshkin said.

THE MILWAUKEE JOURNAL  
8/9/94

## Scuba diver treated after mishap

He lost diving weights and surfaced too quickly

By STAN MCCOY  
of The Journal Staff

A 54-year-old scuba diver was in satisfactory condition at a Milwaukee hospital Saturday night after an accident in Lake Michigan near Kenosha.

The diver, Bud Kirchens of Morton Grove, Ill., was diving around 3:15 p.m. near an underwater wreck about 5½ miles off the Kenosha shore when he lost his diving weights and came to the surface too quickly. Coast Guard officials said.

Kirchens was treated for a condition divers call "the bends," said Petty Officer Matthew Brooks of the Kenosha Coast Guard station.

The bends is divers' slang for the painful sickness that results when a diver doesn't stop to adapt to the changing pressure while surfacing. Victims can wind up with potentially deadly nitrogen bubbles in their blood — but doctors found that Kirchens did not have them.

In Kirchens' case, he was about 112 feet down when he lost his weights and rose to the surface in about a minute, instead of the 10 or 15 minutes usually required for a safe ascent, Brooks said.

Kirchens was diving with a group of five from a charter boat owned by Robert A. Schak of Hanover Park, Ill., Brooks said. He apparently was away from the rest of his group when he lost his weights, Brooks said.

A radio call from the boat alerted Coast Guard officials. They dispatched a helicopter that had been stationed at Milwaukee's Maritime Days festival to Kenosha, where it picked Kirchens up from shore and flew him to St. Luke's Medical Center.

A hospital official said Kirchens had stabilized but remained in a hyperbaric chamber Saturday night.

"The chamber delivers high concentrations of oxygen," the official explained. "In this diver's case, it's to remove nitrogen from his bloodstream."

RECORD-EAGLE  
10/29/94

## Acacia reaches Boston

CHARLEVOIX — The Coast Guard cutter Acacia put in at Boston Harbor Friday for several days of training while awaiting orders on its next mission.

The 180-foot cutter left Charlevoix Aug. 26 on its way to Florida in response to the Cuban refugee crisis, but the cutter may

instead patrol the Boston area to fill in for cutters sent to Florida from that district.

The trip marks the second time that the 30-year-old buoy tender has left the Great Lakes, the first being a 1987-1988 trip to Florida to help intercept drug smugglers.

SHIPMATES AUGUST 1994



□ An Air Station Traverse City HH-60 aircrew located and rescued three men in Lake Michigan who were the subjects of a 12-hour search, which included 10 search and rescue resources from three agencies, June 8-9, after Station St. Joseph received a phone call from Caroline Merie reporting her husband and two companions were overdue from a boating trip around 10:30 p.m., June 8.

The three men left Lion's Park in St. Joseph, Mich., around 8:30 a.m. On their way back to the pier the rough seas unstepped the sail of the 18-foot Hobie Cat sailboat and the boat capsized.

The men crawled on top of the hull and wrapped themselves with the sail. They planned to try to paddle to shore at first light.

Station St. Joseph dispatched their 44-foot Motor Life Boat (MLB) and 22-foot Utility Launch (UTL) crews and an Air Station Traverse City HH-60 aircrew was launched to help search for the missing boaters.

Group Grand Haven assumed SAR mission control over the case, which also included search crews from Air Station Chicago, Coast Guard Auxiliary, Berrien County Marine Patrol and the St. Joseph Fire Department.

The Traverse City HH-60 aircrew located the three boaters sitting on the hull of the Hobie Cat at 9:45 a.m. and deployed a rescue swimmer, who found the three men safe and in good health.

Station St. Joseph's UTL crew arrived on scene, took the men aboard and towed the vessel safely to the beach at Lion's Park.

SHIPMATES SEPTEMBER 1994



□ Station Ludington received a call July 27, from a woman aboard the sailing vessel *Extremely Good News* reporting that her three-year-old son had fallen overboard into Lake Michigan and her husband had jumped in to recover their son.

The boy was wearing a life jacket, but his father was not. The woman said she could not maneuver the boat in position to recover them and requested assistance.

A utility launch (UTL) boatcrew from Station Ludington and an HH-60 flightcrew from Air Station Traverse City responded. Several pleasure craft in the area also responded to the distressed sailor.

The pleasure craft *Theresa Ann 3* sighted the two people in the water and reported their sighting to the UTL crew who immediately proceeded to the position and recovered both people in good condition.

□ Station St. Ignace received a report that a seaplane carrying nine people collided with a 24-foot pleasure craft with four people on board north of St. Helena Island in Northern Lake Michigan, fatally injuring a 6-year-old boy riding in the boat, the afternoon of Aug. 2.

The station's 41-foot UTB and 21-foot rigid-hull inflatable boat (RHIB) crews and an HH-60 aircrew from Air Station Traverse City were dispatched to the scene.

Once on scene, the RHIB crew discovered one fatality, but no other injuries existed among the passengers of the boat or aircraft.

The people were removed from the plane and boat, placed aboard the station's UTB and transported to the station. The HH-60 aircrew was released from the scene soon after arriving.

The twin engine plane had just landed and was taxiing up to the boat when the collision occurred. The two parties were all related and were gathering for a family camping trip.



# TRaverse CITY RECORD-EAGLE

SEPTEMBER 14, 1994

NORTHERN MICHIGAN'S NEWSPAPER

50 CENTS

## Acacia to play role in Haiti operation

President Clinton scheduled a Thursday night television address to talk about Haiti

By STEVE KELLMAN  
Record-Eagle staff writer

TRAVERSE CITY — The Acacia is headed south again, but not to Cuba as originally planned. The new destination of the 180-

foot Coast Guard cutter is the waters off Haiti to intercept Haitian boat people, said the ship's captain, Lt. Cmdr. Steve Corporon. Corporon was busy Wednesday morning readying the ship for departure from Boston Harbor, where it has been stationed since Aug. 9.

"It's very similar to the Cuban interdiction operation," Corporon said. "This is just off the coast of Haiti."

The new mission is part of Operation Able Manner, in which a large flotilla of Coast Guard cutters patrol the waters off Haiti, searching for migrant vessels and inspecting vessels encountered in the region. Haitians picked up at sea are given safe haven at Guantanamo Bay, Cuba, and repatriated to Haiti by Coast Guard cutters if they decide to return.

Acacia's new orders come as

U.S. warships circle the island in preparation for an invasion to oust Haiti's military rulers and return elected President Jean-Bertrand Aristide to power.

Corporon confirmed published reports that the ship has increased its own complement of weapons, but he said the reason was due to its departure from the Great Lakes, where it carried less than the normal complement for a ship of its class, and not due to

its new mission off Haiti.

He could not comment on the type of weaponry carried by the cutter, or on a potential invasion.

"They had us pegged for one thing, and this can change, too," he said. "It's a very dynamic situation right now."

The cutter left its home port of Charlevoix Aug. 26 on its way to Florida in response to the flood of Cuban refugees.

—See ACACIA, Page 2A

RECORD-EAGLE  
17 SEP 94

## Tip leads Kalkaska police to large marijuana patch

KALKASKA — A citizen tip led police to a \$165,000 patch of marijuana growing in a remote area of Kalkaska County.

Sheriff's deputies received the tip Tuesday and enlisted the help of a Coast Guard helicopter to locate the plot in Blue Lake Township. After sighting it from the air, officers from the sheriff's department and Traverse Nar-

cotics Team moved in Wednesday and pulled up 165 mature plants.

Each mature plant is estimated to have a street value of about \$1,000.

Deputies said anyone with information about suspected drug activity should call the Traverse Narcotics Team, 1-800-338-0868, or a local law enforcement agency.

## Acacia to be involved in the Haiti operation

Continued from Page 1A

The trip marks the second time that the 50-year-old buoy tender has left the Great Lakes, the first being a 1987-1988 trip to Florida to help intercept drug smugglers.

Several Acacia crew members, including Corporon, have worked the water off Florida before, but none were on the crew during the drug smuggling deployment.

Meanwhile in Washington, D.C., against a tide of congressional opposition that continued unabated today, President Clinton is building momentum for an invasion of Haiti on two fronts — smashing warships in the Caribbean and appealing to public opinion at home.

Clinton scheduled a Thursday evening television address to try to convince the American people that the restoration of democracy in Haiti, by force if necessary,

was a vital U.S. interest.

But Senate Minority Leader Rob Dole said today that "I don't think he can make his case." Asked if an invasion was inevitable anyway, Dole, R-Kan., replied "of course ... if not this week, next week."

White House Chief of Staff Leon Panetta said today "the president has to look at one fundamental issue: What is in the security interest of this country? That has to be predominant theme and that's what he is going to stress in his address to the country."

But, Panetta cautioned, "he cannot suddenly sit back and say this has to be a popularity poll as to whether we go or not." Panetta, interviewed on NBC, said, "I think the worst thing right now is if the military dictatorship thinks that somehow this country is not going to come together to send a

very clear message to them. That would be the worst of all results."

Dole, appearing on CBS, agreed that "we're going to support the troops if there is an invasion. But we certainly don't support the policy."

The administration says an invasion can be averted only if Army chief Lt. Gen. Raoul Cedras and his cohorts give up power and allow the return of the democratically elected President Jean-Bertrand Aristide, who was overthrown in a military coup three years ago.

The aircraft carrier USS America left the naval base at Norfolk, Va., Tuesday, and another carrier, the USS Eisenhower sets sail today, presumably for waters off Haiti. The carriers are to provide a launch platform for special force troops and Marines who would lead the takeover of Haiti's capital of Port-au-Prince.

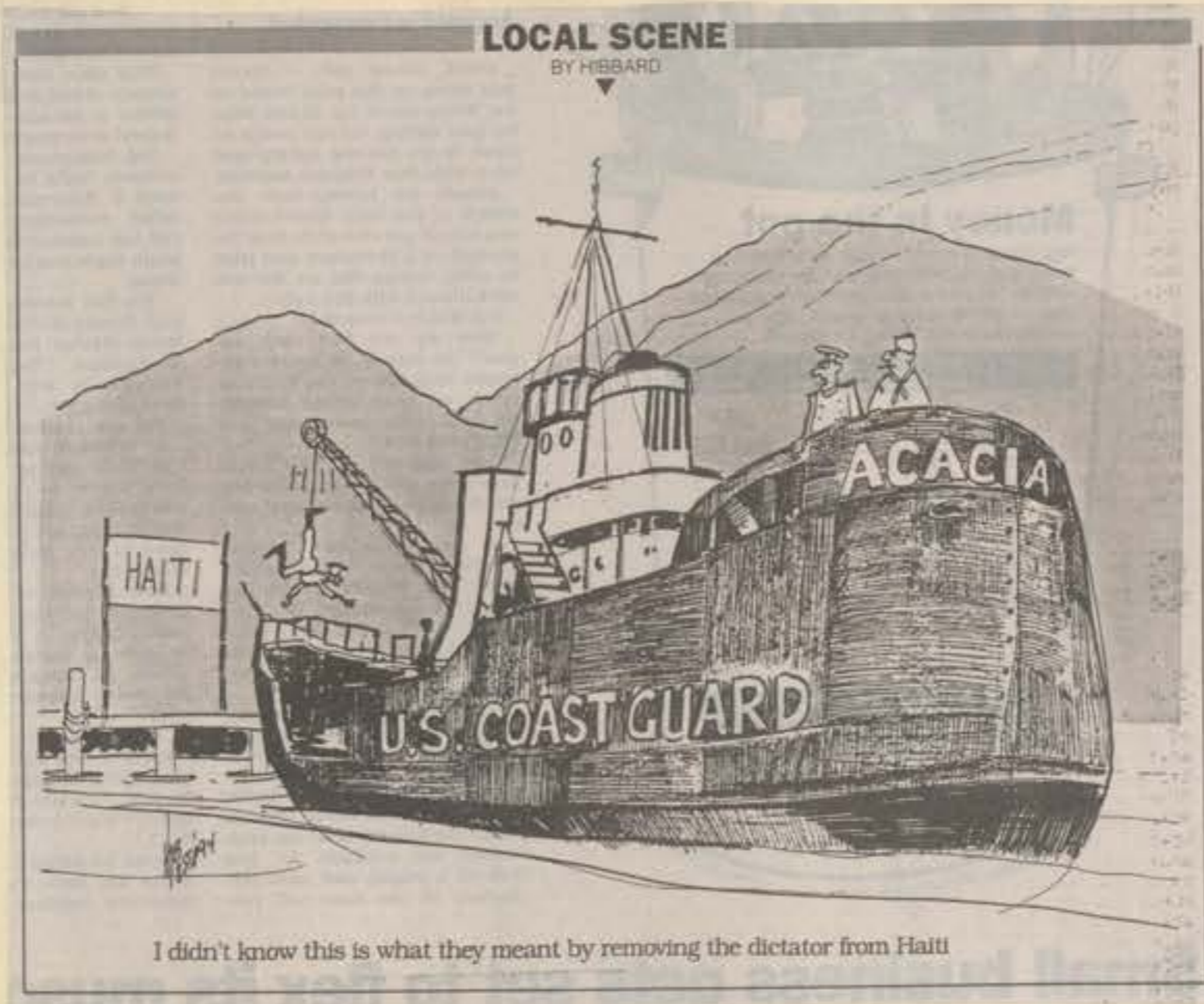
Defense Secretary William Perry was heading to Norfolk to talk with military leaders aboard the Eisenhower and the USS Whitney, which would serve as the command ship for military operations in Haiti.

Lawmakers indicated that the invasion was still not inevitable. "There's a lot going on right now," said Sen. John Kerry, D-Mass., a member of the Senate Intelligence Committee, when asked if there was movement toward surrender by Cedras and the others.

House Minority Leader Robert Michel, R-Ill., said Haiti's three top military leaders must go and "there's still considerable amount of pressure being brought to bear to bring that about, short of having to follow through with military action."

The Associated Press contributed to this report.

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RECORD-EAGLE  
24 SEP 94

## Acacia to sail Haitian waters

WASHINGTON — The U.S. Coast Guard buoy tender Acacia has been assigned to tend navigation aides in Haitian harbors as part of the U.S. presence in that country, a Coast Guard spokeswoman said Friday.

She said the Acacia, whose home port is Charlevoix, has been assigned to "Operation Uphold Democracy."

The Acacia left Charlevoix Aug. 26, originally to intercept refugees from Cuba. The ship was called off that mission, however.

The Acacia refueled at Miami earlier this week, and has now been assigned to Haiti, the spokeswoman said.

The Acacia carries a crew of 50 people.

RECORD-EAGLE  
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## Copter crew rescues man

TRAVERSE CITY — The Coast Guard plucked an Ontario man and two Canadian Air Force parachute rescue personnel off a ridge north of Sault Ste. Marie, Ontario, Thursday afternoon after the man's home-built aircraft crashed on its maiden flight.

The Canadian pararescue team had parachuted in from a C-130 transport plane to make sure the man was not seriously injured.

He sustained only minor injuries, including scrapes, in the crash.

Cdr. Tom Haase and Lt. Cdr. Keith Taylor flew the Coast Guard mission, landing their HH-60 utility helicopter in a narrow landing zone in the mountainous region at 4:13 p.m. after obtaining clearance to enter Canadian air-space from U.S. and Canadian authorities.

The three men were flown in to Canadian Sault Ste. Marie at 5 p.m.

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## Acacia heads toward Caribbean, not on Cuba list

TRAVERSE CITY — The Coast Guard cutter Acacia was heading toward the Caribbean Sea Monday, although it was not on a list of ships involved in the United States' operations to restore the elected government of Haiti.

The cutter, whose home port is Charlevoix, left Boston on Friday

and was to stop briefly in Miami Monday afternoon to refuel, said Chief Warrant Officer Dan Waldschmidt of the Coast Guard in Miami.

He couldn't say where it was heading from there.

"We cannot discuss any ship's

destination, unless it's heading back home," Waldschmidt said.

The ship was not among 10 Coast Guard ships listed to take part in Operation Uphold Democracy in Haiti, said Maj. Donna Stacey, of the U.S. Atlantic Command, the joint command

operation out of Norfolk, Va. for the Haiti mission.

The Acacia left Charlevoix Aug. 26, originally intended to intercept refugees from Cuba. Last week, however, the 180-foot cutter's commander said the ship was reassigned to the Haitian

crisis.

Waldschmidt does not believe the cutter has been switched back to the Cuban mission, because the influx of refugees has "slowed considerably." Only 13 Cubans were reported trying to migrate to Florida over the weekend, he said.

# Soccer field plan advances in House

By POLLY BASORE ELLIOTT  
Ottaway News Service

WASHINGTON — An overgrown field owned by the U.S. Coast Guard Air Station in Traverse City could be awash in soccer balls as early as next fall following action here Thursday.

The House approved a plan handing over the land, located along Parsons Road near Cherry Capital Airport, to Traverse City schools for use as a community soccer field. And the Coast Guard has given the school district the green light to begin making plans for the site.

The tract includes 27 acres of land and three buildings that are no longer used by the Coast Guard. Included are an old warehouse, a building once used as an instructional center, and an old power substation.

The land transfer was approved as part of the 1995 Coast Guard Reauthorization Bill, which House lawmakers passed Thursday by a vote of 402-13.

"That's good news, but I'll be happy when we get the other part we need the Senate," said Tom Sloan, director of operations for Traverse City schools.

Before the school system can take ownership of the land, the Senate also must approve the land transfer.

"My staff and I will continue to make sure the U.S. Senate knows how important the land transfer is to all of us, so they can send the legislation to the president for his signature," said Rep. Bart Stupak, D-Menominee. "I'm pretty confident."

Stupak authored an amendment to the Coast Guard spending bill which allowed the transfer.

He said he expects the Senate to incorporate his proposal when the it takes up the Coast Guard spending bill in the coming weeks. Final approval is expected before Congress adjourns on Oct. 7.

In the meantime, the Coast Guard has offered school officials a license to begin planning to convert the field into a soccer field.

By next fall, Sloan expects to have a soccer field and two practice fields ready for play. Plans for bleachers, locker rooms and a concession area will depend on

## House approves TC soccer field plan

Continued from Page 1B

the school system's ability to obtain funding, he said.

Without an act of Congress, the land would have been listed as excess federal property and offered for sale through the General Services Administration, the government's property management agency.

Stupak says his efforts will allow Traverse City schools to avoid the time-consuming process of buying the land through the GSA and instead give the school system the property for free.

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Stupak says his efforts will allow Traverse City schools to avoid the time-consuming process of buying the land through the GSA and instead give the school system the property for free.

# Weekend

# Manistee News Advocate

50¢



50 CENTS

SATURDAY, SEPTEMBER 24, 1994

1 SECTION

NINETY-SIXTH YEAR NO. 302



David Coyle / News Advocate

**TRAINING EXERCISE:** Members of Coast Guard Station Manistee were busy this week assisting two helicopters from the Coast Guard Aviation Training Center out Mobile, Alabama with their training exercises on Lake Michigan. The training makes sure pilots and crew are taught proper technique in rescue situations. While in Manistee, the helicopter crews worked on rescue and swimmer drills. Shown above on the is MK1 Daryl Bowerman (left) and BM2 Bob Locke (right) from Coast Guard Manistee as they assist a helicopter in a safety basket rescue practice.

# District seeks soccer land deal

While waiting for Congressional action, Traverse City schools seek temporary solution

By BOB WHEATON  
Record-Eagle staff writer

TRaverse CITY — The U.S. Coast Guard Air Station and Traverse City public schools are working on an agreement that would allow the schools to begin preparing federal land for soccer playing.

The school district would lease from the Coast Guard at no charge 10 acres of land north of the air station and along Parsons Road, under an agreement being considered. The proposed one-year lease would allow the schools to begin preparing the land for soccer fields.

Eventually, plans call for the transfer of the 10 acres and an additional 17 acres of unused

Coast Guard land to the school district for use as a multi-purpose athletic facility.

But the school district is still waiting for Congress and President Clinton to approve a bill that would finalize the transfer.

School Superintendent Peter Wharton said Congress is expected to act on the bill later this fall. In the meantime, school officials want to begin excavating the land this fall.

In the spring, the district would put in seedlings and irrigate the land. The goal is to begin playing soccer at the new site in fall 1995, Wharton said.

Permanent seating or portable bleachers could be installed, depending on the funding available, Wharton said.

The community sports booster group Between the Fences is raising money to renovate Thirby Field, the home of Traverse City High School football games, and to pay for expanding other athletic fields in the school district.

Plans for the sports facility call

for three "premium" soccer fields, additional practice fields, a walking track, a park and other areas for community use, Wharton said.

"We're trying to downplay blacktop and cement and maximize green space, as we call it, for community use," he said.

The Traverse City school board reviewed a tentative lease proposal at its meeting Monday.

The board will likely act on the proposal at its next meeting.

Board members have expressed concerns about some parts of the agreement.

Board member Nancy Mann would like the school district to look further into potential hazards of using the property that were listed in the proposed agreement.

Helicopters land near the land and create dust that could cause eye injuries, according to the lease agreement.

"They scare the heck out of me when I read about helicopters coming in," Mann said.

## LOCAL SCENE

BY HIBBARD



RECORD-ADVOCATE  
15 SEP 94



Memories: Bruce Unwin sits on the deck of his Leland home recently with a model of a B-24 bomber, similar to the one he flew in World War II, and a picture of his bomber crew.

# Delayed medal

## WWII pilot to get purple heart

By RICH WERTZ  
Record-Eagle staff writer

LELAND — Bruce Unwin was burned, bruised and gashed when his parachute set him down near the oil refinery his B-24 had bombed moments before. That was 50 years ago.

Next week, he will be awarded a Purple Heart, the service medal for those who have been wounded in action. Unwin, 71, shrugged off the half-century delay.

"It fell through the cracks," he said. When World War II ended, Unwin was among thousands of American prisoners of war in Germany. He made his way out of Germany to France, and caught a Red Cross ship to New York. The last thing on his mind was collecting a medal.

"I just wanted to get out of the service, back to civilian life, back to my family," he said.

On Thursday, he will be awarded the Purple Heart in a ceremony at the U.S. Coast Guard Air Station in Traverse City. The 12:30 p.m. ceremony is open



Purple Heart: is awarded to members of the U.S. armed forces who are wounded in battle.

Continued on PAGE 15A

### SHIPMATES



OCTOBER 1994

□ An Air Station Chicago HH-65 aircrew medevaced an injured crewman from the vessel Joseph L. Black on Lake Michigan near Muskegon, Mich., to an awaiting ambulance Sept. 12.

The injured man had fallen and severely cut his upper lip. Group Grand Haven was contacted by the vessel and an Air Station Traverse City HH-60 aircrew was launched to recover the man, but soon after, they were diverted to another medevac case.

□ An Air Station Traverse City HH-60 aircrew medevaced a crewman from the Canadian vessel Canadian Enterprise off Whitefish Point in Lake Superior to an awaiting ambulance in Sault Ste. Marie, Ont., Sept. 12.

The crewman was suffering from a potentially serious intestinal problem. The HH-60 aircrew were enroute to another medevac case when they were diverted to this one.

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### NEWSMAKERS



Jason Matthew Biggar, son of William and Connie Biggar of Traverse City, entered the United States Coast Guard Academy at New London, Conn. on July 11, 1994. The appointment was announced in April by the U.S. Department of Transportation.

Approximately 5,500 applications were processed with 280 cadets being accepted to make up the class of 1998. Jason will be working and studying to excel and develop in the following areas of expertise: Aids-to-navigation, boating safety, defense operations, environmental response, ice operations, Maritime Law Enforcement, marine inspection, marine licensing, marine science, port safety and security, search and rescue and waterways management. Jason and other young appointees have committed themselves to the four-year program with plans for commissioning as ensigns at graduation.

He also will be afforded an opportunity to work toward a bachelor of science degree in any

of the following major areas of study: engineering, government, management, marine science, mathematical and computer sciences and naval architecture.

Since entering the academy last July, Cadet Biggar joined and has been deeply involved academically and has become a member of the U.S. Coast Guard Windjammer Bugle Corps. The group makes public appearances for many large events such as the New England Patriots football games.

Jason graduated as salutatorian of his 1994 St. Francis High School class with a 3.8 grade point average. His scholarship awards include an Academic Honors Scholarship from Central Michigan University, and a Presidential Scholarship from Northwestern Michigan College. He attended NMC for one year.

During his high school career, Biggar excelled in the fields of mathematics, science, social science and Spanish. He was named Student of the Month by the Rotary Club of Traverse City and received the I Dare You Leadership Award. He was a member of Brainstorm, band, choir, the National Honor Society, the swimming, basketball, track, football and baseball teams.

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### MARINER TRIBUTE



Great Lakes Maritime Academy cadet Mike Novak rings a bell Thursday on the 19th anniversary of the sinking of the freighter Edmund Fitzgerald. Later, a wreath was tossed into Grand Traverse Bay as part of the Lost Mariners Memorial Service. The memorial service was attended by Coast Guard officials, family and friends of lost mariners and academy cadets and staff.

Great Lakes Maritime Academy cadet Mike Novak rings a bell Thursday on the 19th anniversary of the sinking of the freighter Edmund Fitzgerald. Later, a wreath was tossed into Grand Traverse Bay as part of the Lost Mariners Memorial Service. The memorial service was attended by Coast Guard officials, family and friends of lost mariners and academy cadets and staff.

# ... Pilot to receive medal from WWII

Continued from PAGE 1A

to the public.

"It's a little much," Unwin said, uncomfotably. Soldiers, he said, were mowed down on the beaches of Normandy. People lost eyes and legs in the war. The other nine crew members of his bomber did not survive when the plane was shot down. What does a medal mean compared to that?

"It goes in a little box in my chest, and maybe my grandchildren will appreciate it," he said.

More than the medal itself, he appreciates the efforts of the Grand Traverse County Veterans Affairs Office, which worked for several years to get it for him. He appreciates the diligence with which the office pursued its mission to serve veterans and obtain what they have coming.

layed Purple Heart go back to Aug. 26, 1944. The 21-year-old Unwin was flying co-pilot on a mission to bomb an oil refinery in Ludwigshafen in the heavily defended Rhine River valley.

The plane dropped its bombs. Unwin was adjusting the trim control to compensate for the lost weight of the bombs.

He felt the concussion of a shell hitting the plane. He looked at the right wing and saw it fold back on itself. He looked at the interior of the plane and saw daylight where it shouldn't have been. Then the plane came apart and he was falling through the air.

At 25,000 feet, there is no sensation of falling. In the first seconds of his fall, Unwin thought to himself that if he pulled his ripcord too soon, he could get caught in the explosion of his plane or suffocate from lack of oxygen. So he waited.

When he did try to pull his ripcord, his flak suit prevented him from doing so. Then the wind stripped the flak suit away, and he opened his chute.

He looked at his watch. It said exactly 10:30 a.m.

Then trees and the town were rising toward him. A German anti-aircraft gun crew on a flatcar, possibly the crew that shot down his plane, waved to him as he landed.

He passed out. He awoke on a truck taking him to a field hospital. His wounds were treated, and he was taken to an interrogation center, where he told his name, rank and serial number.

"If you told them your name, rank and serial number, they let you go," he said. "If you talked more than that, they kept you."

prisoners were told they would be taken out of Germany within a few days.

But the days dragged into weeks. After a month or so, Unwin and another serviceman left the camp on their own. They hitchhiked, walked, and rode stolen bicycles out of Germany.

At the Nazi death camp Dachau, Unwin made sketches of the Jewish survivors. A painting he made from one of the sketches hangs today in the Holocaust Memorial Center in Bloomfield, Mich.

In France, Unwin and his companion connected with the Red Cross. A ship took them to New York, where Unwin reported for discharge from the Air Force.

Four years ago, while Unwin was applying for some routine veterans benefits, someone noticed that his service record showed he had been wounded in action but had not been

awarded the Purple Heart. The staff said he deserved one, and Unwin agreed to let them try to get it.

But a military review board denied the medal three times. The review board wanted medical evidence. Such evidence didn't exist because Unwin was treated by German doctors.

The Veterans Affairs office in Traverse City made some 400 phone calls and wrote 100 letters gathering evidence. Finally, Veterans Affairs service officer Charles Lorchan wrote an appeal directly to President Clinton. A few days later, a White House staffer called and said the medal had been approved.

After the war, Unwin quit flying and pursued a career in art. His home is filled with his work, including large, colorful paintings of fish and birds. A show featuring his work opens at the Main Street Gallery in Leland on June 18.



# TRaverse CITY RECORD-EAGLE

OCTOBER 12, 1994

NORTHERN MICHIGAN'S NEWSPAPER

50 CENTS

## Congress' inaction stalls soccer fields

TC soccer community let down

By POLLY BASORE ELLIOTT  
Ottawa News Service

WASHINGTON — The Traverse City schools are putting off plans to construct a soccer field on an overgrown lot now owned by the U.S. Coast Guard Air Station.

"We're putting a hold on everything right now," said school Superintendent Peter Wharton. "I can't see expending dollars on ifs, wishes and

maybes." Wharton moved to postpone work on the soccer field after school officials received word that Congress failed to approve a plan transferring the surplus federal property to the local school district for free.

School officials reacted with surprise; they had expected Congress to give its okay, allowing the field to be ready by next fall. Now Wharton believes it could be 1996 before the field

is ready for play.

Bruce Falberg, coach of the Traverse City High School boys soccer team, expressed strong disappointment over the lack of Senate action.

"They probably consider that a pretty minor detail with all the other problems they're dealing with, but for us, it's a pretty major detail," Falberg said. "I've been with the high school soccer program for 15 years, and it's been one promise after another and

one promise after another. I flushed down the toilet. I was really pumped up about that, and I know the whole soccer community was pumped up."

Without a new field, the high school team will have to play at Thirby Field, which is not a regulation soccer field, Falberg said.

"The soccer community is just growing by leaps and bounds in northern Michigan," he said. "And — See CONGRESS, Page 2A ▶

## Congress' inaction stalls plan for soccer fields

◀ Continued from Page 1A

there's just not enough fields for the kids."

The federally-owned Coast Guard land is located along Parsons Road near Cherry Capital Airport. The tract includes 27 acres of land and three buildings, no longer used by the Coast Guard.

Last month, the House approved a plan handing over the land for use as a community soccer field. The proposal was part

of the 1995 Coast Guard Reauthorization bill.

The land transfer provision was added to the bill in committee by Rep. Bart Stupak, D-Menominee, a member of the House Merchant Marine and Fisheries Committee, which oversees Coast Guard operations.

The soccer field's future was jeopardized when the Coast Guard bill could not clear the Senate. At the end of the congressional session, the bill died when it did not get Senate approval.

Aides to Stupak said there is still a chance that the land transfer could win congressional approval next year.

But Wharton noted that it's possible Stupak won't even be a congressman next year with the Nov. 8 election approaching.

Wharton said the school system needs more concrete guarantees that it can obtain title to the land before it will go forward with investments in the property.

"If this is going to become some kind of political football... we don't have the dollars to be toss-

ing around," the superintendent said.

In recent months, the Coast Guard provided the school district with a one-year license to begin improvements on the property, anticipating that the transfer would go through this fall. School officials had planned to excavate land and seed it before next autumn.

Though Wharton is putting off development of the field, he said school officials are not giving up entirely. He hopes that Congress will cooperate next year.

RECORD-EAGLE  
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### OUR VIEW

## Proceed with soccer field work despite Senate snafu

Legislative gridlock has again reared its ugly head in Washington, and this time it has resulted in an exciting Traverse City soccer field complex being put on hold.

For months, soccer supporters have been awaiting approval of a plan that would allow unused land at the U.S. Coast Guard Air Station to be given to Traverse City public schools at no charge for use as an athletic facility that would include a soccer field.

The school system currently does not have a soccer field and has been using other fields to accommodate the fast-growing sport. Last May, Rep. Bart Stupak, D-Menominee, announced that details of the land-transfer plan had been worked out. The plan needed only the approval of the U.S. House and Senate.

The land-transfer plan was included as an amendment to a Coast Guard reauthorization bill. There were no parts of the bill that were controversial, and no pork was attached.

House approval was no problem. The hitch came in the Senate, where the soccer plan was given the boot — at least for now.

"It was just a routine Coast Guard bill that gets passed every year," lamented Diane Copeland, an aide to Stupak. She said Stupak's office has spent countless hours working on the land-transfer bill in recent months.

"We feel bad about it, but just think how the people from the Merchant Marine (and Fisheries Committee) feel," Copeland said. "All their work has been for naught, and people in the Coast Guard were counting on this bill to be passed. It's passed every year, but not this time."

The problem came when senators used filibuster tactics in the final days of the Senate session to protest other bills that were awaiting action. The filibusters worked too well, as relatively harmless bills were es-

entially being held hostage by senatorial theatrics. It resulted in several pieces of legislation being killed, like the Coast Guard bill.

It doesn't matter if Democrats or Republicans were responsible for the filibuster. Both sides are experts in this area. What does matter is that hundreds of Traverse City-area people had their hopes and dreams let down because of the political games being played in Washington.

When Congress resumes in January, supporters of the land transfer will have to start from scratch. The bill will have to be reintroduced, the land-transfer amendment will have to be added, then legislation will have to clear a House subcommittee, the full House, a Senate subcommittee and finally the full Senate. That means it may be May or June of 1996 before the school system can get its soccer field.

"We're putting a hold on everything right now," said Traverse City school superintendent Peter Wharton, who had hoped the field would be ready for play by next fall. "I can't see expending dollars on ifs, wishes and maybes."

Who can blame Wharton? It's sad to say, but when it comes to lawmakers in Washington, the level of mistrust seems to rise with each passing day. In fact, a national survey released this week indicates that nearly three-fourths of Americans are dissatisfied with the way the federal government works. One of these days, lawmakers are going to have to come to terms with that fact.

In the meantime, however, the Traverse City School District should proceed with field preparation. Regardless of whether the site is owned by the school district or if it's owned by the federal government (Coast Guard) and leased to the school for a token, it will be a soccer field. Right now, the soccer field needs work.

COMMANDANT'S BULLETIN  
NOV. '94



Fran Hubbard, wife of AMI Bill Hubbard, shows off one of the pumpkins that were ripening for the children's Halloween party at Air Station Traverse City, Mich. A 12-by-25-foot plot of land was reserved this summer to plant pumpkins for the children. (Inset) The plot was part of a 55-by-160-foot plot of land that was divided into 28 individual garden plots for a morale-boosting community garden.

RECORD-EAGLE  
09 NOV 94

### IN BRIEF

FROM STAFF REPORTS

## Schools to look at soccer lease

TRaverse City — The Traverse City public school board will consider an agreement on Friday that would allow the district to move forward with plans to develop soccer fields on federally owned land on Parsons Road.

Plans were put on hold when Congress failed to act on a bill to transfer the land at the Coast Guard air station to the school district.

The board will consider an agreement to lease the 10 acres of property for 10 years at no cost. The two sides had earlier agreed to a one-year lease, but school officials halted excavation work when the land transfer was delayed.

The longer lease would allow excavation and development of the field to continue, said Cecilia Chesney, spokeswoman for the school district.

The fields will be the home of soccer for Traverse City public schools and Traverse Bay Area Youth Soccer.

# Mock boating disaster provides training

□ A Coast Guard helicopter from Traverse City aided in the training session on Muskegon Lake.

By LISA MEDENDORP  
Chronicle staff writer

All eyes focused on the horizon as the U.S. Coast Guard A-7 Jayhawk helicopter flew over the treetops, then swooped low over Muskegon Lake toward the "victims" of a "boating accident."

The Coast Guard and the Norton Shores Police and Fire Dive Team joined forces Thursday for a training session designed to be prepared both units for a real accident.

It was scheduled to take place several miles out on Lake Michigan, but rough seas forced a move to Muskegon Lake.

"We've always talked about what to do in a rescue that happens a long ways from our shore," said Police Sgt. Jim Campbell, a diver with the all-volunteer team.

Divers and Coast Guardsmen got their chance to find out during the morning drill, which simulated a boat collision about 20 miles out. In the scenario, one vessel burst into flames and the other sank, Campbell said. Victims with simulated burns and broken bones were stranded in the water.

The Traverse City-based helicopter brought rescue divers to the scene, about a half-mile out in Muskegon Lake from the channel. The Coast Guard's 41-foot utility boat took the victims aboard.

Jim Danauskas, Coast Guard boatswain's mate first class, said the helicopter also could lift victims directly from the water if needed.

As the chopper hovered aloft near the victims, Campbell, fellow police diver Javier Martinez and firefighters Don Medema and Jay Paulson were lowered in harnesses one-by-one into the water.

Spray from the helicopter's prop wash "felt like BBs when it hit my skin," Campbell said. It was the first time he and the other divers had ever been lowered from a helicopter.

The four "victims" — police officers Chris Kefenske and Tony Nanna, firefighter Tony Busin and Eric Anderson from the city's Department of Public Works — floated in the cold water dressed in orange rescue suits that kept them warm during the exercise.

Each victim was brought to the utility boat by a diver, Campbell

Please see BOATS  
Page 2A



Chronicle KEN STEVENS

Top, Don Medema of the Norton Shores Police and Fire Dive Team is lowered into Muskegon Lake by a U.S. Coast Guard A-7 Jayhawk helicopter from Traverse City to rescue "victims" of a mock boat accident. Above, three of the four "victims" of the accident float in Muskegon Lake. One of the "victims" is attended to by a diver.

## BOATS

Continued from Page 1A

said the effort was very demanding because "you're fighting the (helicopter) prop wash, plus the waves."

A stretcher with floats was lowered over the side. Each victim was strapped in and hoisted aboard by the divers, including firefighters Mike Myers and Chas

Rocco, who worked from the boat deck.

The exercise provided "a chance for them to see how we operate and for us to see how they work," said Chief Warrant Officer Larry Mulder, commanding officer at the Coast Guard station in Grand Haven.

"We don't have divers, so we rely on their resources," Mulder said.

Danauskas, who piloted the utility boat, said the participants learned from each other. "It helps you find some shortfalls (in operations). ... We don't get an opportunity to do this kind of exercise that often," he said.

# PERSPECTIVES

Sunday, October 2, 1994



Sault Sunday

The B Section  
Church news, p. 2  
History, p. 4  
Business, p. 5  
Opinion, pp. 6, 7

## Guarding the coasts; training for rescues

The Coast Guard recently held rescue training maneuvers in the St. Mary's River, preparing personnel for emergency air and water situations.



photos by Aaron Ortiz





RECORD-ORACLE  
18 NOV 94



A Coast Guard rescue boat from the Charlevoix station escorts the cutter Acacia into home port Thursday.

## Acacia crew returns to a sea of emotion

Haiti mission officially ends with the Coast Guard cutter's return to cheers in Charlevoix

By STEVE KELLMAN  
Record-Eagle staff writer

CHARLEVOIX — It had been three months since 19-year-old Skipper Torres and his 15-year-old brother, Robert, last saw their father.

The family was reunited Thursday morning along with many others in this harbor town, as the Coast Guard cutter Acacia and its 93-man crew arrived back in port from its 12-week mission to Haiti.

"Skipper had a hard time going to bed last night," his mother, Bethany, admitted. "He's pretty excited. . . . This has been the longest time he's been separated from his dad."

Bethany Torres had cold feet from waiting on the pier for 45 minutes before spotting her husband, Jesus, on the Acacia's deck as the ship navigated the channel just before its scheduled 10 a.m. arrival time.

"That's always nice," she said. "At least I got a wave."

Her sons did not bother to wait for mom as they sprinted down the pier toward the Acacia's dock. As Torres hurried to catch up, she remembered that the boys had the family camera.

"There's no telling what kind of pictures we'll come up with," she said, smiling.

Jamie Holden, 9, brought her own camera along as she climbed out of the Holden's minivan with her 8-year-old brother, Steve, and mother, Kay. Though Kay had a camera, Jamie wanted to make sure to get her own shots of father Jeff Holden's arrival.

With "The Boys are Back in Town"

blaring from its public-address system, the 180-foot buoy tender steamed back in to its home port to the cheers of more than 100 relatives and townspeople. Banners hanging over the channel pier's railings read "Welcome Home Acacia" and "Thank God You're Home."

After a half-turn in Round Lake, the ship tied up to its dock at precisely 10 a.m. Relatives streamed up the narrow gangplank as the Charlevoix High School band played "Twist and Shout" and "America the Beautiful." At the foot of the gangplank, a very pregnant Stephanie Height embraced her husband, Jessie. She wiped the tears from her face as she said that she's due to deliver in two weeks.

The scene was repeated dozens of times as crew members were reunited with their wives and children on the pier and on the chain-strewn deck of the Acacia.

Charlevoix and Coast Guard officials also welcomed the Acacia home, with comments from Acting Mayor Ted Peltier and a poem by Rev. Bruce Hamilton.

"Gentlemen, this is something I've wanted to do for a long time," Hamilton said, as he saluted Acacia commander Steve Corporon and the crew.

Capt. Paul J. Piuta, chief of staff for the Coast Guard's Ninth District, congratulated the crew for its successful mission marking channels for other U.S. military vessels during the ongoing intervention in Haiti.

Piuta said that the Acacia was the only Coast Guard vessel sent from the district, which covers the Great Lakes and eight surrounding states.

"This was a privilege to participate in," Piuta said later. "Just to see the flow of emotion, families getting back together, tears welling up and kids back in their father's arms, you can't buy that kind of emotion."

# Preview

## COMMUNITY WEEKLY

P.O. BOX 879, 3054 CASS RD., TRAVERSE CITY, MI 49685-0879 • VOLUME 19, NO. 12 • NOVEMBER 7, 1994 • TWENTY-FIVE CENTS



POINT BETSIE LIGHTHOUSE near Frankfort is recorded in all its new splendor in this photo taken October 10. Frankfort and Grand Haven U.S. Coast Guard members, as well as some reservists from Grand Haven, worked all summer painting the famous landmark, using approximately 100 gallons of paint.

## New Paint Job Restores Area's Marine Landmark to Top of Visitor's List

Photographers are again calling it picture perfect. Other sightseers are impressed, too, with the bright, new appearance of Point Betsie Lighthouse, Benzie County's 118-year-old marine landmark, which was completely painted by United States Coast Guard personnel during the summer months.

The project had a low rating on the priority list until 1992 when Chief Steve Huffstutler

left the cutter, Wash Bay at Cleveland, Ohio, to take over duties at the Frankfort station. "It was an eyesore," Huffstutler said. "This

(Point Betsie) is probably the most visited and photographed lighthouse in Michigan. I didn't like to look up at a lighthouse tower that was chipped and cracked. It bothered me personally."

Huffstutler said the project had been on the work list for years, waiting for someone to contract it out.

"I feel we brought it back to life."  
Chief Huffstutler

members of the Coast Guard Reserve from Grand Haven helped out, as well as the Aids to Navigation team from Grand Haven, consisting of four mem-

bers.

"We borrowed a cable climber to scrape, tuck point and paint the tower," Huffstutler said.

Since October 1993, Frankfort Coast Guard personnel have been engaged in remodeling two of the three original apartments in the lighthouse building. This work included removal

Continued on page 2



FOR OVER 100 years Point Betsie had lighthouse keepers who sometimes made improvements to the living quarters, doing most of the work themselves. Chief Steve Huffstutler of the Frankfort Coast Guard Station is pictured standing beside the big L-shaped front porch at Point Betsie, constructed by Lighthouse Keeper Nels Nelson in 1935. Two of Nelson's children, Floyd Nelson and Lorraine Hollenbeck, still live in Frankfort. Floyd Nelson remember that as young children he and his younger sister, Lorraine, "gathered and carried all the stone to their father". Floyd said his father used half of a wash tub as a form to support his stone work at each of the four half-circle openings until the cement cured. (See large photo above for full view of front porch.)

RECORD-ORACLE  
18 NOV 94



Acacia crewman Jason VerHulst holds his new daughter, Brooke Lynne, as his wife Lisa looks on Thursday in Charlevoix.

RECORD-ORACLE  
18 NOV 94

## Crew recalls happy Haitians, orders that changed twice

By STEVE KELLMAN  
Record-Eagle staff writer

CHARLEVOIX — The crew of the Acacia had no idea what their final mission would be when they left Aug. 26.

Originally bound for Cuba, the 180-foot Coast Guard cutter received two changes of orders and logged 12,000 miles during a 12-week tour of the Atlantic. The cutter's final mission was marking channels for U.S. military ships landing in Haiti, as ousted Haitian president Jean Bertrand Aristide was restored to power.

The trip began with a quick turnaround in Charlevoix.

"We were in Dajuth when we got the (original) orders," said Lt. Cmdr. Steve Corporon, the ship's captain. "Three days after we got back to Charlevoix we left again."

The Acacia's first orders were to intercept Cuban refugees as part of Operation Able Vigil. Along the way, the ship received new orders to report to Haiti for a similar interdiction operation known as Operation Able Manner.

"Right after we left Boston, our orders changed again because the operation had scaled up to Operation Uphold Diplomacy," Corporon said.

In the resulting "intervention," as Corporon called it, the Acacia dropped buoys to mark safe channels into the harbors of Port au Prince, Cap-Haitien and Miragoane. The buoy tender was the first U.S. military ship into Miragoane, and the crew mounted the tender's two .50-caliber machine guns on its bow just to be safe.

— See CREW, Page 2A

## Crew recalls happy Haitians, 2 order changes

Continued from Page 1A

"That was just in case there was a sniper up in one of the buildings," Corporon said.

Instead of sniper fire, the Acacia received a warm welcome from the people of Miragoane, who crowded along the shore and followed the ship in dozens of

small boats as crew members set the channel markers.

"It was like a flotilla following us," Corporon said. "Just about everyone in Miragoane watched us do our work."

Some of the natives paddled up to the large foam channel markers to pat their sides, he said.

The cutter also patrolled the waters off Haiti to intercept any departing Haitians.

Despite the potential dangers, Corporon said he never worried about his crew's ability to complete the mission.

"I was the most nervous this morning," Corporon said, "not

knowing what to expect, not knowing how people would react when we got here."

But the celebration in Charlevoix made the greetings in Miragoane pale by comparison, as drivers leaned on their horns and friends and family members crowded the docks.



# TRaverse CITY RECORD-EAGLE

NOVEMBER 12, 1994

NORTHERN MICHIGAN'S NEWSPAPER

50 CENTS

## School board approves soccer field agreement

**Deal with Coast Guard allows schools to have regulation-sized facilities**

By BOB WHEATON  
Record-Eagle staff writer

TRaverse CITY — Scott Chrenka is tired of playing soccer on a non-regulation field designed for football.

But thanks to an agreement approved Friday between the school district and the U.S. Coast Guard, that's about to change.

The school board approved a 10-year agreement that will allow it to use 10 acres of excess U.S. Coast Guard Air Station land for soccer fields. For the Traverse City High School junior, the agreement means he may be able to play on a regulation field during his senior year.

"I think it's great," said

Chrenka. "It's about time we got a soccer field just for us."

Sharing Thirty Field with local football teams hasn't worked because field conditions are often poor and because the field is too narrow, Chrenka said. No playoff games can be held on the field because of its non-regulation size.

The new soccer fields will be along Parsons Road near Cherry Capital Airport. Use of the field will be free, with construction costs paid by Between the Pines, a community sports booster group.

The first phase of the project will be completed by late fall, school officials said. It will consist of removing trees, asphalt, concrete and railroad tracks from the land to prepare it for irrigation and seeding in the spring, they said.

Some of the playing fields should be completed by next fall.

The estimated cost of con-

structing the soccer fields is \$300,000, said Tom Sloan, director of operations for the school district.

Plans call for the eventual construction of seven soccer fields for use by the schools and Traverse Bay Area Youth Soccer, but the school district will need more land to construct that many fields.

U.S. Rep. Bart Stupak, D-Menominee, is working to gain congressional approval of the transfer of 27 acres of Coast Guard land to the school district. The land would be used for the soccer field and a community recreation complex.

A bill that included the land transfer didn't pass before Congress adjourned in October.

At that time, the school district held a one-year lease to use the property, but officials halted the project until they could come up with a long-term solution.



Members of the Traverse City High School boys and girls soccer teams listen as school Superintendent Peter Wharton speaks at U.S. Coast Guard property that will be turned into soccer fields.

Stupak said Monday he expects Congress to approve the transfer because there was no opposition to it. He said the holdup came because of opposition to the 1995 Coast Guard Reauthorization bill, to which the land transfer amendment was attached.

Stupak said he will introduce a separate bill calling for the land transfer in January.

If Congress doesn't approve the transfer, the Coast Guard might extend the agreement for longer than 10 years, Commander Thomas Allard said.

RECORD-EAGLE  
19 NOV 94

**IN BRIEF**  
FROM STAFF REPORTS

### Mailed drugs lead to arrests

TRaverse CITY — Drug enforcement officers arrested an Elmwood Township couple Friday after getting a tip that they had received more than a pound of marijuana in the mail.

Roberto Roman and Diana Roman were arrested at their home after a search uncovered more than 2.5 pounds of marijuana in their car, Traverse Narcotics Team officials said.

The arrests were prompted by a tip from a U.S. postal inspector that a 24-pound package believed to contain contraband was mailed from southern Texas to Suttons Bay. The marijuana is believed to have been packed in more than 20 pounds of soap, Leelanau County Prosecutor Tom Ayisworth said.

The Romans were arraigned on two counts of possession of marijuana with intent to deliver. Roberto Roman also faces one count of conspiracy with intent to deliver.

RECORD-EAGLE STAFF  
20 NOV 94

## Zonta helps girls explore rewarding careers

Zonta Project 100 is entering its third year of successfully promoting math and science coursework and careers for area junior high school age young women.

The goal is to attract and encourage not just the most

brilliant students, but the many bright young women who are often unnoticed and lost in the shuffle. For various reasons, many girls decide early on that they do not need or want to continue taking math and science. We want them to become aware

of the many fine options in the mathematical, scientific and technical fields at this early age.

Zonta is an international service organization of executives in business and the professions and has chosen to support this project since

it so readily fits in with the club's mission to improve the legal, political, economic and professional status of women.

Research has shown that there is a national shortage

—Continued on next page▶

## Project 100 targets science, math careers

Continued from Page 14  
of women in the math, science and technical fields. The difference between girls' and boys' perceptions of their relative abilities, especially in the technologies, is enormous. Studies reveal that the majority of young people like math and science in elementary school. As boys and girls age, the girls begin to feel that math is "too hard" while the boys continue to have positive feelings in this area. There is a circular relationship between liking math and science, self-esteem and career interests.

It has been shown that, as they grow older, many adolescents experience a significant loss of self-esteem. The most dramatic and long-lasting effect is felt by young women. Recent research has shown two other findings: (1) declining self-esteem limits the dreams and future aspirations of young girls; and (2) family and school, not peers, have the greatest impacts on adolescents' self-esteem and career goals.

It is the goal of the Zonta Project 100 to help change this trend among our young girls. The Project targets eighth and ninth grade female students enrolled at Traverse City East and West Junior High schools, Grand Traverse Catholic Schools and Pathfinder School.

The goal of this pilot project is to actively increase the pool of potential mathematicians, scientists and technicians. This year's project was kicked off with the Third Annual Recognition and Encouragement Day, held at the Park Place Hotel on Nov. 7. The events during the day were sponsored by the Traverse City Zonta Club and, in part, the Traverse City Rotary Club. More than 200 young women eagerly spent the day becoming more vividly aware of the opportunities that await them in the various fields of mathematics, science and technology.

The day included morning sessions, called "breakaway sessions" with a variety of speakers geared to a rotating selection of students: Amy Johnson Beyer, Environmental Engineer; Jan Cerro, Veterinarian; Suzannah Tobin, Architect; Pam Webster, Dietician; Tami McCarthy, Science Teacher.

Sarah Bergsma, Dentist; Susan Noble, Physician; Linda Williams, Math Teacher; and Lia Everson and Denise Pandorf, Helicopter Crew Members.

RECORD-EAGLE  
22 NOV 94

## HELICOPTER ARRIVES



Students from Old Mission Elementary School watch as a U.S. Coast Guard helicopter comes in for a landing at the school. The helicopter crew visited the school for inspection by the students and a discussion with the pilots.

# OPINION

## OUR VIEW

### Common sense, not politics brings soccer fields to TC

Former House Speaker Tip O'Neil was famous for saying "All politics is local." Traverse City has rarely been treated to a better example of that truism than it has with the whole Coast Guard-soccer field issue.

It started simply enough. The U.S. Coast Guard owned a chunk of land at Cherry Capital Airport that it didn't need. Traverse City Area Public Schools were looking for a place to build a permanent, regulation-sized soccer field for the hundreds of local kids who play the sport.

And so Rep. Bart Stupak, D-Menominee, helped put together a deal in which the Coast Guard would give up land it didn't want to the schools, which did want it — for the kids, who thought it was great.

Alas, nothing connected to Washington, D.C. is that simple and straightforward (it seems to go against the grain of the place). Because the transfer was linked to the Coast Guard Reauthorization Bill, it was stalled when opposition to unrelated portions of the bill arose. Later, when it appeared that those concerns might be resolved, Senate Republicans decided to block any and all legislation at the end of the term and held a filibuster, which put all legislation — good and bad — into limbo.

But then a decidedly non-political, common-sense thing happened, much to the delight of those hundreds of soccer fans and players yearning for a place to call their own: The Coast Guard and the schools cut a simple, no-nonsense deal to let the schools use 10 acres at the site, and now soccer fields will likely become a reality.

The 10-year deal will benefit everyone involved: The schools and the kids get a place to play

soccer; the Coast Guard doesn't have to pay to have a couple of buildings on the site removed; and Between the Fences, the local group trying to refurbish Thirlby Field, can commit itself to a project that directly benefits kids.

Between the Fences has said it plans to spend up to \$500,000 to create fields at the site, and both the schools and the Coast Guard have said the length and scope of the agreement could be expanded to include all 27 acres that were part of the original plan.

The entire process, the good and the bad, has been educational, we think. It pointed up how difficult it is for the federal government to act even when for the benefit of people it's supposed to serve — taxpayers. It also showed how politics has assumed a death grip on all business in Washington, from the most mundane issues to the most complex.

It also showed how a few people armed with common sense and a commitment to do what is best can get things done quickly and with a minimum of fuss. The Coast Guard should be congratulated for seeing past the red tape and agreeing to act. They've proved themselves good neighbors, and there are lots of kids out there who will thank them over the years.

Traverse City school officials and members of Between the Fences also deserve recognition for not taking "no" for an answer and refusing to be paralyzed by bureaucratic mumbo-jumbo.

Stupak also deserves praise for trying to bring the whole thing together in the first place. It's good representation and the kind of thing we'd all like to see more of from Washington.

RECORD-EAGLE  
30 NOV 94

**IN BRIEF**  
FROM STAFF REPORTS

**Helicopter crew locates hunter**

TRAVERSE CITY — A Coast Guard helicopter crew from the Traverse City Air Station located a hunter Tuesday morning who had been lost overnight in the Upper Peninsula woods in Houghton County.

Deer hunter George Boughton, 63, of Sturgis, was safe and in good health when the Coast Guard crew located him about 10 a.m., said Lt. Kim Paccsi, the pilot on the mission.

Paccsi said the Houghton County Sheriff's Department contacted the Coast Guard early Tuesday morning after searching unsuccessfully during the night.

The helicopter crew spotted Boughton from the air several hours later, and they guided a ground search team to his location, Paccsi said.

The hunter had been in the woods for about 18 hours, but he was well dressed and appeared to be in good condition, Paccsi said.



### Club Fexas



Right on, Fexas! I'm referring to your article in the September issue. You'll probably get a lot of flack from the stuffed-shirt members of yacht clubs, but you have at least one fan.

I belonged to a local yacht club for about 15 years, and it was fun until the "expansion" cycle began—the club needed more money than the members were able or willing to give. I sent in a nice letter of resignation and promptly lost all my so-called friends. No one even contacted me to see if I might reconsider.

I do still belong to one club, The Bay and Delta Uniflite Club, but there are no problems because we have no stuffed-shirt officers (only a facilitator), no money



stamford, Ct  
Advanced age, indeed. To see just how ancient our Fexas is, check out this month's "Spectator," in which he reminisces about life with Jayne Mansfield, before jet planes.

### Deck The Bows?

Just a short note to show you a real boater's Christmas tree. We really enjoy PMY and wish you a prosperous new year.  
D.L. Travis  
Wichita, KS  
Same to you,  
D.L.

names after a 170-foot reunion man a 36-foot trawler.

### The Good Word

I've heard and read negative stories about the Coast Guard that describe its behavior as anything from "unpleasant" to an "unconstitutional abuse of power." But the Guard is making a sincere effort to change this image. I've been boarded a few times and found the Guardsmen to be professional, courteous, and sometimes even friendly.

I recently had to call in a MAYDAY while cruising in Lake Huron. The Coast Guard responded by helicopter, and fortunately no one aboard was injured. I learned that when you need 'em, the most beautiful sight you'll ever see is that big orange stripe coming over the horizon! They risk their lives to save ours.

When Guardsmen board your boat, they have a job to accomplish. If they don't kiss your butt during the process, it doesn't mean that you've been abused.

Gerald T. Odom  
Bloomfield, MI  
What does it mean if they do kiss your butt?

**THE ODOM COMPANIES**  
860 WEST LONG LAKE ROAD • SUITE 150  
BLOOMFIELD HILLS, MI 48302 U.S.A.  
(313) 644-3940

November 23, 1994

The U.S. Coast Guard  
Officer-in-Charge  
1076 Huron St.  
St. Ignace, MI 49781

Re: August 8, 1994  
May Day Call  
My Majesty

Dear People:

The attached letter appeared in the December issue of Power and Motoryacht Magazine. I thought you would appreciate reading it. It was written in sincere appreciation of all of your efforts on our behalf that infamous August day. Thanks again for everything you did.

Have a wonderful holiday season wherever it may take you and be safe.

Sincerely,  
*Gerald T. Odom*  
Gerald T. Odom

GTO/rr

P.S. If you have an answer for the question asked by PMY please let me know !!!!

cc: Air Station Traverse City  
Sault Ste. Marie Group

POWER AND MOTORYACHT MAGAZINE  
DECEMBER 1994

### Mail Call

Send letters to Mail Drop, Power & Motoryacht, 245 W. 17th St., New York, NY 10011. Fax: (212) 463-6436. All letters subject to editing for length and content.

COPY

# Special pollution team to assist freeing of barge

By WILL SCOTT  
Record-Eagle staff writer

ST. IGNACE — One of the Coast Guard's two national pollution strike teams arrived today to oversee work on a grounded barge carrying 2 million gallons of liquid asphalt. The East Coast-based team flew into Cherry Capital Airport on a C-130 transport plane at 8:30 a.m., then drove to St. Ignace, Coast Guard officials said. The team included a crew of seven or eight, booms for containing oil spills, and a truck to haul everything. Cmdr. Bill Biggar said they were then taken by boat to the north shore of Bois Blanc Island, where the barge was sitting about 150 feet offshore. The team brought pollution-control gear, but was only on standby while the barge's owner prepared to transfer some of the liquid asphalt to another barge. "They're there in case the owner needs any questions answered or needs any help," said Ensign Bill Morgan, a spokesman for the Coast Guard station in Sault Ste. Marie. "Currently the owner is doing a very good job of taking care of everything." The owner, Andrie Inc. of Muskegon, will also take care of the bill for bringing the strike team in. Senior Chief Petty Officer Bob Prell said. It's still too early to figure the expense. If the cleanup gets

extremely expensive, the Coast Guard has the option of tapping into a special pollution-cleanup fund. Morgan said the asphalt, even in such huge amounts, poses relatively little environmental risk for a petroleum product. If the liquid leaked out, it would quickly solidify in the cold water and sink to the sandy bottom, where it could be easily recovered. He said a leak would leave very little residue on the water surface. Morgan said the barge, which blew aground in high winds Monday after its anchor failed, suffered some damage to its outer hull. Some water has leaked in, but there is no damage to the internal hull, Morgan said. Burners on the barge heat the asphalt to 240 degrees to keep it in liquid form. Morgan said workers for Andrie Inc. turned the burners off Tuesday to solidify the asphalt and reduce the risk of environmental harm. The crew have read the burners, however, as they prepared to transfer some of the load to another barge, he said. Transfer could begin today or Thursday. The team's arrival is similar to the last time they were summoned to the Straits area about two years ago. Morgan said another asphalt barge ran aground in St. Ignace, and it was freed without incident.

RECORD-EAGLE  
06 DEC 94

# Asphalt unloaded from stuck barge

ST. IGNACE (AP) — A 335-foot tank barge that ran aground off Bois Blanc Island last week was freed without any leak of its liquid asphalt cargo, officials say.

Most of the ship's cargo was transferred safely to other vessels by Friday, the Coast Guard said Monday. The barge was floated off its perch and towed to Cheboygan, where the remaining as-

phalt was pumped off over the weekend. The owner, Andrie Inc. of Muskegon, was planning to have the ship drydocked for repairs, the Coast Guard reported. No one was injured during the grounding or subsequent salvage operations, which were aided by mild temperatures and light winds after the Nov. 27 storm that caused the ship to be stranded.

# RECORD-EAGLE LOCAL

## SANTA'S HELPERS



Mark Reynolds hands a bag of toys to fellow Coast Guardsmen, Craig Putala, far left, and Phil Beedow, at the Salvation Army headquarters in Traverse City Tuesday morning. The men, and others at the Traverse City Coast Guard air station, volunteered their time to help deliver toys for the Toys for Tots program. This is the fourth year that Toys for Tots has gathered donated toys throughout the five county area.

RECORD-EAGLE  
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# Storm grounds barge

■ Sheriff reports 33 accidents related to weather in Grand Traverse County

By WILL SCOTT  
Record-Eagle staff writer

TRAVERSE CITY — A storm front packing high winds and the region's first substantial snowfall has left a barge aground near the Straits of Mackinac. The storm dropped up to 8 inches of snow on the Grand Traverse area from 8 a.m. Monday until 8 a.m. today. The double-hulled barge, carrying liquid asphalt, disconnected from a tug and ran aground late Sunday afternoon, 150 feet from shore in Bois Blanc Island's McCrae Bay. The Mackinac Bridge Authority shut down at 5:45 a.m. Sunday for its longest shutdown ever after windspeed on the span set a record — 81 mph. The previous record was 76 mph on Nov. 20, 1991. The bridge remained closed until 12:47 a.m. Monday. The storm also destroyed the decking and all the plumbing and electrical lines at the 20-slip St. Ignace municipal marina. City Manager Gary Beckman said all the plumbing and electrical lines were replaced last year. Beckman said an Indian fishing boat at a private marina nearby sank in its slip. Coast Guard officials said the stuck barge wasn't damaged, but they planned to watch it closely until it was freed. Lt. Jay Dell, a Coast Guard spokesman, said the 335-foot barge was carrying 49,000 barrels — more than 2 million gallons — of hot asphalt. Dell said workers on the tug John Purvis had turned off the burners on the barge to allow the asphalt to cool and solidify. "If it solidifies in the tanks, the risk will be minimal," Dell said. The company that owned the barge was bringing a second barge to transfer some of the

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## Soccer dream come true

Congressman Stupak, the Coast Guard, Commander Allard, Between The Fences, Dr. Wharton and many others were involved in making a soccer dream come true in Traverse City. The new community soccer complex not only affects the Trojan Boys and Girls Soccer teams, but hundreds of youngsters in the TRAYS (Traverse Bay Area Youth Soccer) organization from Traverse City, Suttons Bay, Elk Rapids, Roscommon, Grayling, Cadillac, Glen Lake, Houghton Lake, Lake Leelanau and Big Rapids. We are looking forward to hosting a district competition in Traverse City, something that has not happened yet because no regulation-size soccer field was available. The Traverse City Trojan Varsity and Junior Varsity Soccer teams had a fundraiser this fall and we were able to give Between The Fences a check for \$500 as a token of our appreciation! The 1994 Traverse City Trojan Varsity Soccer Captains: Anders Kello, Williamsburg, Ryan Johnson, Garret Moss, Traverse City.

# Winter storm hits region hard

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load, he said. Once the load lightens, it should float free. On Monday, blowing snow made for slick roads and hazardous driving. Kalkaska County recorded 4 inches of snow since 8 a.m. Monday. Antrim and Leelanau counties each had 2.5 inches, and Benzie County got half an inch. Grand Traverse County sheriff's deputies reported 33 weather-related accidents over the 24-hour period, including one that

left a 17-year-old South Boardman boy hospitalized. Jason Birgy was listed in fair condition this morning at Munson Medical Center. Deputies said Birgy was eastbound on Supply Road about 1 p.m. Monday when he lost control of his car on the slushy pavement. The car crossed the center line and collided head-on with a semi-truck driven by Donald P. Sleight, 42, of Manton. Birgy was ticketed for driving too fast for conditions.

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Santa Claus spends a few minutes with a young girl outside the hangar at the U.S. Coast Guard Air Station. Below right, 7-year-old Amber Berben enjoys some coloring at the party.

# Kids have a jolly good time at Coast Guard Christmas party

■ Santa Claus emerges from a helicopter to the delight of 100 children

By RICH WERTZ  
Record-Eagle staff writer

TRAVERSE CITY — Three-year-old Hayes Kenny stood inside the Coast Guard Jayhawk helicopter and did a little jig. "That is a backpack," he announced, pointing to a red bundle secured to the interior of the aircraft. He seemed to know a lot about helicopters. By any chance, could he fly one? "Yes," he said. And where would he like to fly this one? "To New York," he said. "I love New York." The Traverse City boy was one of 100 children who swarmed through the hangar at the U.S. Coast Guard Air Station for a Christmas party Saturday. About half were Coast Guard kids; the others were children who the Department of Social Services determined could use a little extra Christmas cheer. While the Chicomunks sang Christmas music in the background, the kids played basketball, painted their faces, and scrambled around inside the Jayhawk. Videos played on a

television in a corner but were largely ignored. The kids decorated cookies and made crafts out of construction paper, then made Christmas bags to carry all their goodies home. Seven-year-old Amber Berben of Cheboygan colored in Santa's face on her bag. Like a lot of the children, she wasn't inclined to answer dumb questions from some stranger, but she did reveal what she wanted for Christmas. "A game," she said. "Guess Who." The party was organized by Chief Warrant Officer Pete Fleury, whose last major mission was resupplying ships involved in the Cuban refugee relief mission called Operation Able Vigil in September. He spent five weeks in Key West, routing \$3.5 million in materials to the ships. Much of it, he said, was for the refugees. "It was everything from diapers and formula to beans and rice and medical supplies," he said. "And... about 120,000 Spanish Bibles." This was the fourth Coast Guard Christmas party he had organized, the second in Traverse City. He wished he could say parties were easier than massive supply missions on the sea, but he wasn't sure that was true. "There's still an awful lot of



details," he said. "The scale is a lot smaller." Soon it was time for the main event. The big hangar doors were pushed open, spilling in bright light and fresh, wintry air. A helicopter swooped out of the sky, Santa Claus emerged and strolled across the tarmac to the party. Soon he was ensconced in his chair, passing out gifts to the children.