

MUSICAL forecast

Paul Tegel serenades Weather Channel watchers



Local musician Paul Tegel is both inspired by and profits from the natural surroundings. Several of his songs have played on The Weather Channel's Local on the 8s.

By Erin Crowell

Every ten minutes, the Weather Channel airs its Local on the 8s, a detailed forecast that focuses on the expected local temperature and precipitation, among other weathery things.

The segment is recognizable within earshot because this forecast isn't read aloud — instead, viewers are treated to a sample of music with their condition predictions. And it just so happens, that music may be the work of a Northern Michigan musician.

Paul Tegel of Elk Rapids is a regular contributor for Local on the 8s, where his crisp, acoustic guitar dances to the images of moving radar and seven-day forecast graphics.

A NATIONAL AUDIENCE

While only our area sees our local forecast, everyone across the country hears the same tune.

Tegel's "Color Tour" — from his most recent album, *The Thorn Amidst the Roses* — cycled regularly, and fittingly, on the channel's October playlist. The song has a "Rambling Man" quality that gives the impression of cruising down the highway on a sunny fall afternoon.

Another song the channel picked up, "First Snowfall," is light and dreamy, eliciting images of fluffy flakes and crystallized streams of water.

When it comes to pegging his music in a particular genre, Tegel is stumped.

"Acoustic maybe? Acoustic with an 'E' because I play through an amp," he thinks aloud. "I'd say the overall sound is acoustic guitar. Whatever it is, I hope it's considered good music."

It's probably safe to say it is, as many people have taken notice of his music since it first aired on the Weather Channel a year and a half ago.

"You don't get on-screen credit while the song plays, but if someone likes what they hear, they'll dig," he explains. At weather.com, visitors can review songs that have played on Local on the 8s recently and months past.

He also likens his luck of getting

noticed by the media giant to a natural phenomenon.

"It's kind of like the Bermuda Triangle," he says of submitting music. "It's out there and lost as far as you know."

LOCAL INSPIRATION

Tegel is a self-taught musician, performing guitar and piano for the last 40-some years. His music he writes by sound, taking sheet music completely out of the equation.

What he writes depends on life, he says. This process can happen in the span of one hour up to several months.

It wasn't until 2006 that he released his first album, *Water in This Desert*, followed by his second in 2008 entitled *Helicopter Rides*, inspired by the Coast Guard helicopters that fly over East Grand Traverse Bay. It's where he's called home the last 40-plus years with his wife, along with four boys — all of which are now grown and living throughout the U.S.

A nephew who was diagnosed with cystic fibrosis provided the image for Tegel's latest album. Jenny Thomas has provided the graphics for all his albums, while up to five fellow musicians have contributed to his songs — at various area recording studios — making Tegel a musician both inspired by and working with all that is local.

Inside the Helicopter CD case is a map of Grand Traverse Bay — the artwork being part of a complete package for Tegel.

"Music today has been compressed and digitized," he said. "Before, we would buy an LP and sit and read every word on the jacket. Music has changed dramatically and it's sad."

However, Tegel says change is inevitable, kind of like the Michigan weather. Despite whatever the forecast says — whether it's a threatening snowstorm or stretch of wet showers on Fourth of July weekend — Tegel's music, which may be described as crisp optimism, can bring a sunny outlook to any listener.

Paul Tegel's music is available for purchase on iTunes and Amazon.com.



HERE COMES SANTA!

HAPPY HOLIDAYS!

STEVE JOWETT

MC



Thank you to everyone who assisted in making my project, GUARDIANS 365, a success.

Steve Jowett
jowett365@gmail.com

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When it comes to this music in a particular genre, Tegel's music is a mix of acoustic and electric.

"Acoustic is a good name because I play guitar. When I play electric, it's a different sound. It's good music."

It's not just the people who hear it first, but the people who hear it next.

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IMAGES FROM MY PHOTO DOCUMENTARY, GUARDIANS 365, TO BE COMPLETED IN 2011

HAPPY HOLIDAYS!

STEVE JOWETT



Lt. Forsyth,
Thank you for taking the time to speak with me regarding my visit. I look forward to seeing you next week.
Best Regards
Steve

A photo documentary covering the U.S. Coast Guard mission on the Great Lakes by Steve Jowett.

20 SEMPER PARATUS: ALWAYS READY

by Larry Hansz

Who are the men and women of the United States Coast Guard who are ready when we need someone sick or injured evacuated from Beaver Island? Who responds in the middle of the night, in bad weather, when no one else will come?

AMT 2 Steven Taticek joined the National Guard in his hometown of Rantool, Illinois and right after 9/11 his unit was called to active duty. He was sent to Germany where he remained fighting boredom. Upon returning to the states he searched for a service "with a mission" that fit him, and joined the Coast Guard. Steven now is a Flight



Mechanic on MH-65C helicopter and has been at the Traverse City Air Station for three and one half years. A flight mech sits in the middle seat, handles the eyes for the pilots, and operates the hoist. When operating the hoist he verbally "cons" the aircraft as the pilots cannot see the swimmer or basket so the mech gives them instructions: "right 20 feet", "down 10 feet", "hold."

Taticek recalled one memorable flight. "I believe it was winter 2007 in Kodiak, Alaska. I was on the ready crew that day and was flying as Flight Mechanic on training flight. We received a call to RTB [Return to Base],

hot refuel, pick up our swimmer AST2 Luke Cotturone [an RS in TC now], and start making our way to a vessel which had run aground. We arrived and assessed the situation. Luke and I had a plan of attack almost immediately. The vessel was in no immediate danger but the crew on board had already put on their survival suits. The temperature outside was absolutely freezing. The entire deck and rails of the boat had a layer of ice. The vessel was listing partially on its side. I lowered PO Cotturone down direct to the boat and it was a perfect delivery, but due to the list and ice we opted to abort the hoist. After recovering the swimmer we reassessed the situation and decided since they



AST2 Luke Cotturone, the Rescue Swimmer mentioned above, is also now stationed in Traverse City.

His hometown is Suffolk, Virginia; he and his wife Nancy who is from Poughkeepsie, New York have two

children. Luke originally considered the Marine Corps but joined the USCG instead. After basic training he spent three and one half years on the USCG Tampa a 270' high endurance cutter based on the east coast. Seagoing life focused his desire to become a CG aviator, one of the "lite" Rescue Swimmers.

Aviation Survival Techs are currently getting a lot of TV coverage on the Weather Channel's *Coast Guard Alaska* show. The sixteen-week training on the show is only the "prep school" which one must pass to attend the actual AST School. Seventy-two percent of candidates accepted for AST training

were in survival suits to put them in the water and recover each by basket. The one by one we put a survivor in the water and in the basket. The first survivor came up with a load of water in his gummy suit [survival suit]. Water began to freeze to the deck of the aircraft making a very slippery surface for me to manage the hoist. Also, with being wet and the freezing temps my fingers became numb and I lost dexterity in my hands. I use of my palms and arms. I recovered survivors 2 and 3 and then our swimmer. This wasn't memorable because it

was a 'save of the century,' or anything of that nature. It was actually just considered 'lives assisted,' but it was memorable because of the cold temperature, ice on the aircraft deck, and hands. There was an overwhelming feeling of achievement, even though it was standard operating procedure for that area." This certainly is a humble account of "just another day at work."

PART TWO

do not make the grade, which for physical training is equal to or higher than that of the Navy Seals. When the eight-week physical and flight aspect training is successfully completed in Elizabeth City, North Carolina the candidate goes to Petaluma, California for EMT training. Upon graduation a new AMT receives orders to one of twenty-four USCG Air Stations and is fully ready to stand Rescue Swimmer duty.

LTJG Matthew Kruger is from Waterboro, Maine. His father was in the Air Force and he had an older brother who was a pilot in the Coast Guard. Matt knew from high school days that he was going to join the Coast Guard.



He applied to the CG Academy in New London, Connecticut but was not immediately accepted, however, they sent him to the U. S. Naval Academy Prep School in Newport, Rhode Island. After excelling there he was accepted into the sophomore year of the Coast Guard Academy where he majored in government studies. The Academy offers eight degree options: electrical engineering, mechanical engineering, civil engineering, naval architecture, government, management, environmental science, and operations research. Matt also played football and hockey.

At graduation from the Academy

at Pensacola were to report to USCG Air Station Traverse City. He loves being stationed in Traverse City but looks forward to flying in Alaska or the northern coast of the U. S. He plans to be married February 25 to Charlie Braswell, who is a Pensacola native. She will be pursuing a masters degree from Western Michigan University extension in Traverse City.

LTJG Kevin Garcia has been in the USCG since 1999. He is a 2003 graduate of the Coast Guard Academy with a degree in Mechanical Engineering.

Kevin's first orders were to

Matt received orders to Naval Air Station Pensacola, Florida for flight school, where Navy, Marine, Coast Guard, and some Air Force aviators train. Coast Guard pilots get the same training as the Navy and Marines except for carrier landings. Basic flight skills are honed in a T-34 two seat fixed wing trainer. After six months a successful candidate moves to advanced fixed wing training or chose helicopter training. Matt where the work gets done." Between eighteen and twenty-one months are required to complete all training modules.

Matt's orders following graduation

Cheboygan, Michigan and the Coast Guard Cutter *Mackinac* (the original *Mackinac*) as an "Engineering Officer in Training." He was on the *Mackinac* from June 2003 until May 2005, when he got orders to report to Pensacola for flight training. At graduation he received orders for Traverse City.

Kevin and his wife Christine went to the same high school in Mount Laurel, New Jersey. They have a two and one-half year old daughter. Christine received a masters degree from Grand Valley State University extension in Traverse City. Both love outdoor activities such as mountain biking and camping. When asked if he was going to stay in the CG, he



emphatically said "Absolutely! If they let me fly, I'll stay in forever!"

Although only four men have been profiled in this article, Air Station Traverse City has an active duty staff of about 150 men and women, which includes 28 pilots and 60 air crew. Also, many are non-aviators such as cooks (FS), health services technicians (HS), a doctor, a dentist, storekeepers (SK), yeomen (YN; handle administration), operations specialists (OS), and several non-rates directly out of basic training. They are *Semper Paratus: Always Ready*. Ready to help those in need.

18 COAST GUARD EFFECTS NEARBY RESCUE

The crew of a Coast Guard cutter came to the aid of two vessels which were beset by ice in the Straits of Mackinac at the end of January.

The *Biscayne Bay*, a 140' ice-breaking tug homeported in St. Ignace, aided the vessels while engaged in Operation Taconite, the Coast Guard's largest domestic ice-breaking operation, which began in December.

At 4:40 p.m. Friday, January 27th, the watchstander at Sault Ste. Marie was contacted by the crew of the ferry *Huron*, who reported they had become beset by ice with 68 people aboard while transiting from St. Ignace to Mackinac Island. There were no reports of injury or other medical concerns and the master of the ferry felt the 90-foot vessel was not in danger of running aground.

The *Biscayne Bay* arrived at 6:20

p.m. and was able to free the ferry without incident. After the ferry safely entered Mackinac Island Harbor, the *Bay* remained close by as the ferry offloaded their passengers and onloaded more.

Due to the ice building at Round Island Passage, the *Bay* remained with the *Huron* for its return trip to St. Ignace. At 8:25 p.m. both the *Huron* and the *Biscayne Bay* were safely moored in St. Ignace.

Early the next morning the *Bay* was called on again to assist a vessel in the Straits of Mackinac. The crew of the motor vessel *Manistee*, a 676' bulk carrier, contacted the Coast Guard Sault VTS at 5:18 a.m., reporting the ship had become beset by ice with 18 people aboard about 10 nautical miles west of the Mackinac Bridge.

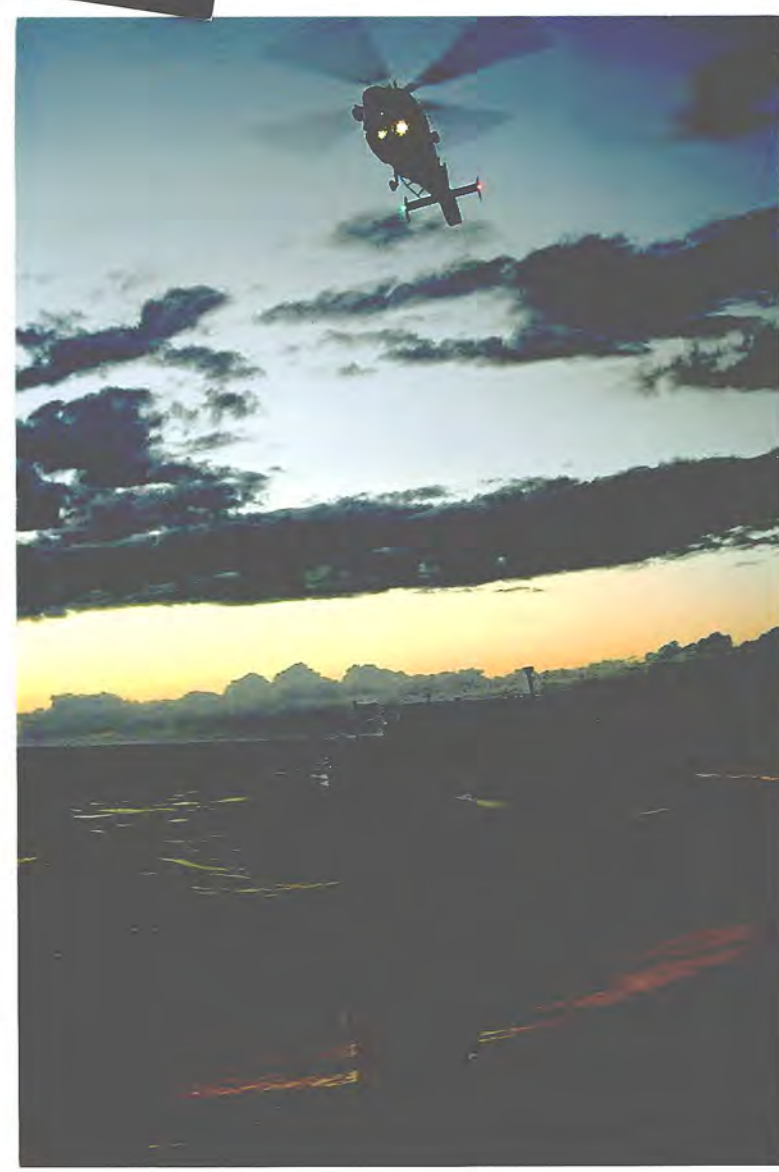
The ship was reportedly in ballast, carrying no cargo.

For a time, the crew of *Manistee* was able to free it, but could only operate at low speeds, due to the icy conditions. The *Bay* was on scene at 8:50 a.m. and was able to safely free the motor vessel and escort it through the Round Island Passage and into the open waters of Lake Huron.

In support of Operation Taconite this year, the *Bay* has broken ice throughout Lake Superior and Lake Michigan, but aiding vessels close the cutter's homeport is particularly special for the crew. "We don't get many opportunities to assist our local community, right here in St. Ignace," said Lt. Matthew Walter, commanding officer of *Biscayne Bay*. "Any time we can meet the needs of industry here in the straits and take care of our neighbors, it gives us an opportunity to demonstrate a commitment to our unit motto of the 'Sentinel of the Straits'."



SAR

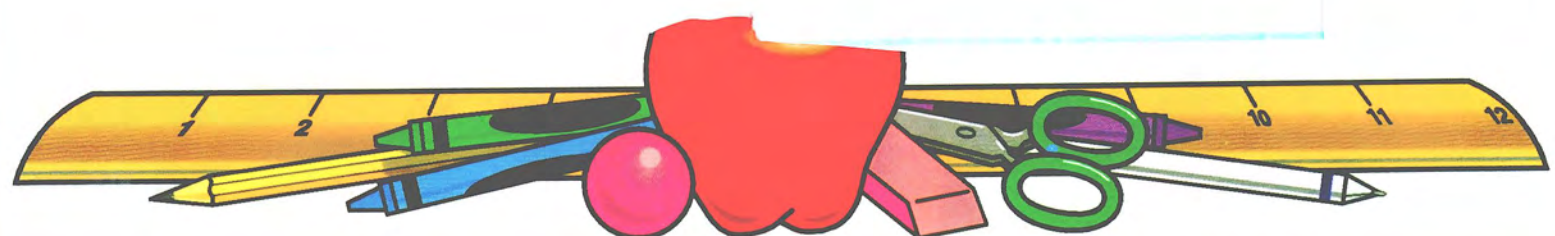


Aa Bb Cc Dd Ee Ff Gg Hh Ii Jj Kk Ll Mm
Nn Oo Pp Qq Rr Ss Tt Uu Vv Ww Xx Yy Zz

DEAR COAST GUARD,
I WENT UP IN THE
BASKET. I SAT IN THE
HELICOPTER TOO.

LOVE,

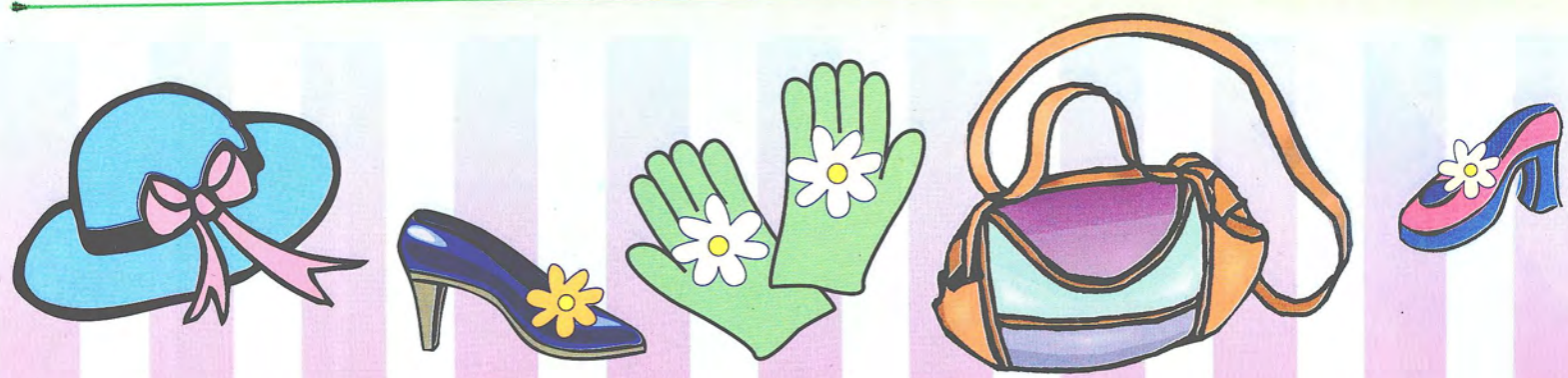
Nick



Dear COAST

GUARD

Thank you for
letting us see
the helicopter.
Thank you for
letting us go



Gracie Simon

Dear Coast Guard

I thank you for taking us
on a tour.
The helicopters are pretty cool.

There are baskets for Rescue

Your friend

Gracie Simon



Dear Coast Guard

Thank you for letting
us go in the basket.

Thank you for letting
us go in the helicopter.

Love Lila



DEAR COAST.

GUARD,

I WENT IN THE

HELICOPTER. ALL BY

MYSELF. THE BASKET

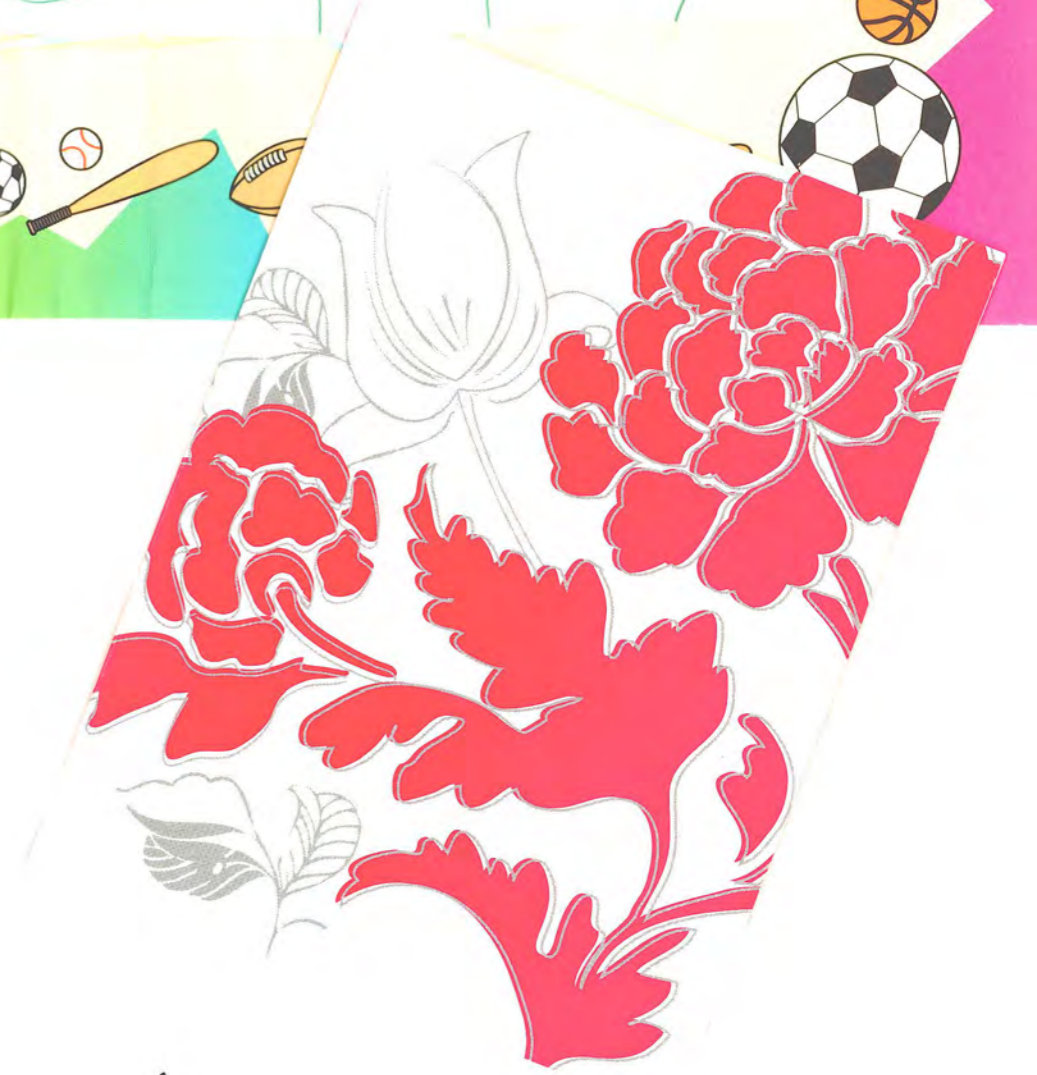
WENT UP.

Love Anthony.

THANK YOU FOR
LETTING ME FEEL THE
HELICOPTER. I DID
NOT WANT TO GET
INSIDE. I WATCHED
JULIAN GO IN THE
BASKET. DO YOU LIKE
THE FANCY PAPER?

LOVE,

RIO + P



DEAR COAST GUARD,
THANK YOU FOR LETTING
US VISIT. I LIKE GETTING IN
THE HELICOPTER. THANK
YOU FOR THE RIDE IN THE
BASKET.

Dear Coast Guard
Thank you for
Letting us go
in the basit.
Thank you for letting
us come. Love
Rayleen Leanne
Rodriguez

JACOB

DEAR COAST.
GUARD,
I WENT IN THE
HELICOPTER ALL BY
MYSELF THE BASKET
WENT UP.
Love Anthony.

Dear Coast Guard
Thank you for
Letting us go
in the basket.
Thank you for letting
us come. Love
Rayleen Leanne
Rodriguez

THANK YOU FOR
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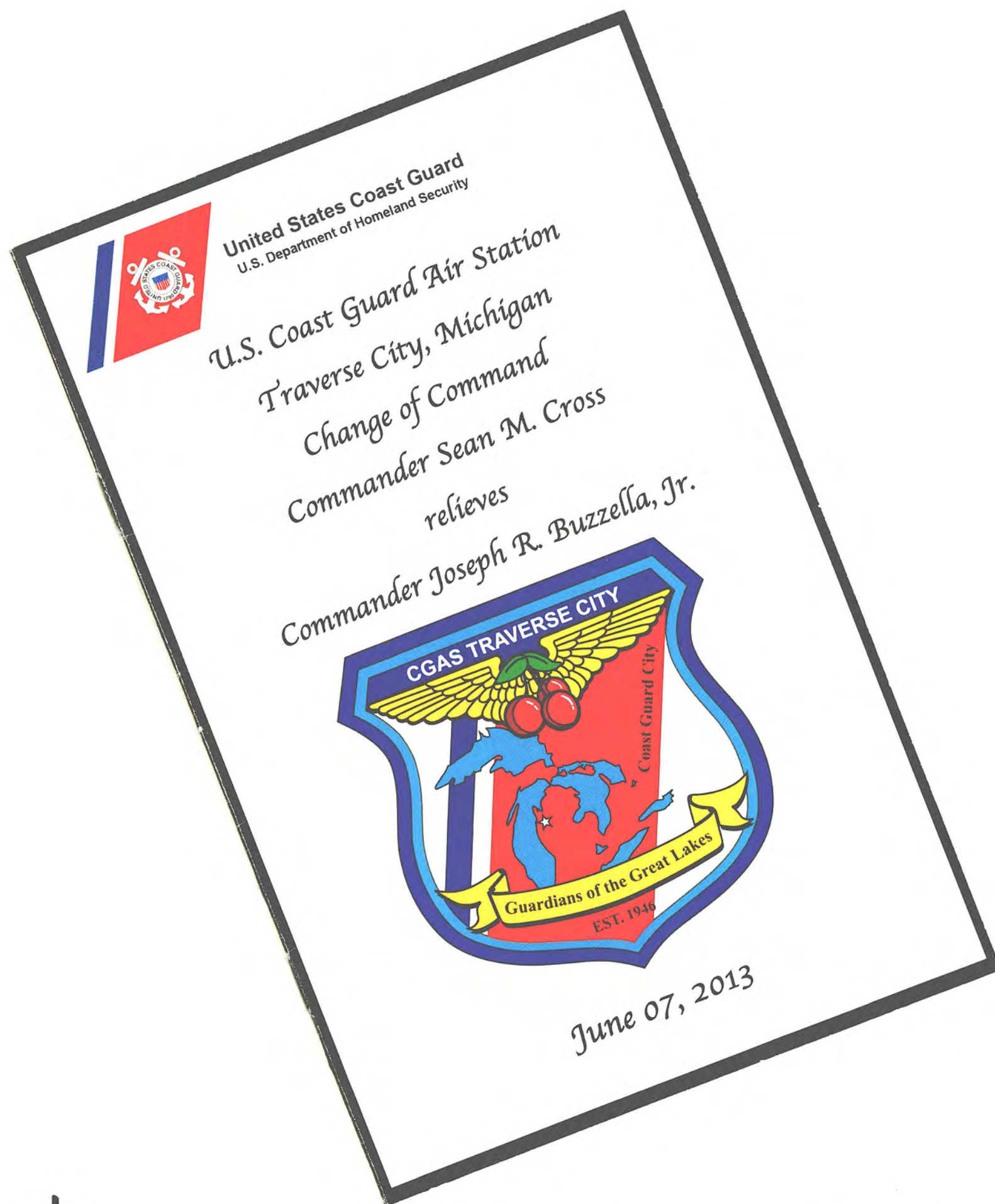


LTJG Chris Brewer,
Thank you so
much for such a
fun day. The kids
had a blast and
learned so much!
They are all still
talking about the
helicopter & going in
the basket! Thank
you for the time you
took to give us a
tour. We cannot

DEAR COAST GUARD,
THANK YOU FOR LETTING
US VISIT. I LIKE GETTING IN
THE HELICOPTER. THANK
YOU FOR THE RIDE IN THE
BASKET.

JACOB

Change of Command



June 7, 2013

Change of Command



Schedule of Events

- Introduction by Commander Scott E. Langum, Air Station Traverse City Executive Officer
- Arrival of Official Party
- Escort → "O Canada" by Jenna Elsenheimer & Madison Hertel
- ← Reel → National Anthem by Reagan Sills
- out just nice → Invocation by Father Ken Stachnik
- Inspection of Troops
- Remarks by Rear Admiral Michael Parks, Ninth District Commander
- Award Presentation to Commander Joseph R. Buzzella, Jr.
- Change of Command
- FLOWERS → Remarks by Commander Sean M. Cross will be formally presented to each. 3-4 min
- FLOWERS → Remarks by Commander Sean M. Cross will be announced w/ no formal presentation.
- ESCO → "God Bless America" by Kelly Trudell
- Benediction by Father Ken Stachnik
- "Semper Paratus" by Central High School Quartet
- Exit Center Runway - down to OPEN addresswell for inter views on East end

CGAS Traverse City History

Proudly situated in America's 10th Coast Guard City, Coast Guard Air Station Traverse City is located on the north side of Cherry Capital Airport. The station consists of a large hangar, public works building, supply offices and warehouse, a small Coast Guard Exchange, a medical clinic, and Smith Hall, which houses a galley, lounges, and sleeping areas for the 24-hour duty crews. The station also has several athletic fields, a softball field, tennis courts, and a small picnic area & playground.

Originally established as a one-plane detachment to provide search and rescue service to the Great Lakes, Air Station Traverse City was commissioned in 1946. Over the years, the station has grown from its original small complement to its present staff size of 24 officers, two warrant officers, one Public Health Service officer, and 105 enlisted personnel. In 1980, the Air Station also increased its facilities when a new maintenance and administrative hangar was completed, providing over 50,000 square feet of work space, including a new hangar deck, workshops, and offices.

The types of aircraft assigned to the Air Station have also changed over the years. The earlier HU-16 "Albatross" seaplanes and HU-19G Sikorsky helicopters gave way to HH-52 "Seaguard" helicopters and the HU-25A "Falcon." In 1986, the rescue capabilities of the helicopter and the patrol capabilities of the "Falcon" were combined when three HH-3F "Pelican" helicopters were brought into service. With the modernization of the helicopter fleet, three HH-60J "Jayhawk" helicopters replaced the aging "Pelicans" in September 1991. In the spring of 1995, the familiar HH-65 "Dolphin" helicopters replaced the "Jayhawks".

In May of 2000, Air Station Traverse City gained operational responsibility for Air Facility Waukegan, just north of Chicago. Air Facility Waukegan stages one of the air station's helicopters and two full crews from Memorial Day through Labor Day.

In November of 2010, Air Station Traverse City transitioned its helicopter complement, replacing each of its five HH-65 C-model "Dolphins" with the Coast Guard's upgraded Dolphin, the MH-65 C-model. The MH-65C brings improved communications and other capabilities for mission execution.



June 7, 2013

Change of Command



REAR ADMIRAL MICHAEL N. PARKS

Rear Admiral Michael Parks is the operational commander of the Ninth Coast Guard District, which spans the five Great Lakes, Saint Lawrence Seaway and parts of the surrounding states, including 1,500 miles of international border. He leads 6,000 Coast Guard active duty, reserve, civilian and auxiliary men and women serving at 77 subordinate units and on the District staff.

He most recently served as the Deputy Director of Operations for Headquarters United States Northern Command, where he was the principal advisor to the U.S. NORTHCOM Commander on all operational matters and provided strategic guidance to plan and execute missions within the U.S. NORTHCOM area of responsibility, including land, maritime, and Homeland Defense air operations as well as Defense Support of Civil Authorities.

Rear Admiral Parks is a 1982 graduate of the United States Coast Guard Academy where he received a Bachelor of Science degree in Government. In 1994 Rear Admiral Parks attended George Washington University, where he earned a Master of Public Administration degree. In 2004 Rear Admiral Parks was selected and attended the National Security Strategy and Policy.

Rear Admiral Parks' afloat assignments include serving as Commanding Officer, Coast Guard Cutter GALLATIN, Charleston, S.C.; Coast Guard Cutter LEGARE, Portsmouth, Va.; Coast Guard Cutter MATAGORDA, Miami, Fla.; and Coast Guard Cutter POINT DIVIDE, Newport Beach, Calif. Rear Admiral Parks also served as Executive Officer aboard Coast Guard Cutter VENTUROUS, and Deck Watch Officer aboard Coast Guard Cutter DECISIVE, both home ported in St. Petersburg, Fla.

Rear Admiral Parks' staff and ashore assignments have included: Chief of Staff for the United States Coast Guard Atlantic Area in Portsmouth, Va.; Chief of Response and Chief of Staff in Ninth Coast Guard District in Cleveland, Ohio; Senior Operations Center Controller in the Eleventh Coast Guard District in Long Beach, California; Aide to the Vice Commandant at Coast Guard Headquarters, Congressional Fellow for U.S. Senator John Breau (D-LA) in Washington, D.C.; and Chief of the Coast Guard's Command and Operations School at the Leadership Development Center at the Coast Guard Academy in New London, Connecticut.

Rear Admiral Parks' personal awards include The Defense Superior Service Medal, three Legions of Merit, two Meritorious Service Medals, six Coast Guard Commendation Medals, two Commandant's Letter of Commendation Ribbons and various service and unit awards.



COMMANDER JOSEPH R. BUZZELLA, JR.

Commander Buzzella serves as commanding officer of Coast Guard Air Station Traverse City, Michigan. He is responsible for multi-mission MH-65C helicopter operations throughout Lakes Michigan, Lake Superior, and Lake Huron, as well as deployed areas of the Caribbean and Red River regions.

CDR Joseph R. Buzzella, Jr. hails from Miami, Florida. After completing Coast Guard Basic Training at Cape Fear, he was assigned to Coast Guard Base Miami Beach, Florida and Red River regions.

Following graduation from the Coast Guard Academy, CDR Buzzella served as a Deck Watch Officer aboard the USCGC SPENCER and USCGC VINDICATOR. Upon completion of U.S. Naval Flight Training in Pensacola, Florida, he was designated a Coast Guard Aviator in 1996. He then reported to Coast Guard Air Station Miami, Florida where he maintained a dual airframe qualification conducting search and rescue, alien migrant interdictions, and counter drug missions. In 2000, he was assigned to Coast Guard Air Station Cape Cod, Massachusetts where he flew HU-25A "Falcon" jets conducting search and rescue under the Department of Homeland Security annual appropriations. In 2005, he was assigned under the Department of Homeland Security Chief Financial Officer in Washington D.C., where he served as an Assistant Director & Budget Program Reviewer providing oversight of more than \$26 billion in annual appropriations. In 2007, he was assigned to Coast Guard Air Station San Francisco, California where he held the positions of Operations Officer and Executive Officer.

CDR Buzzella has accumulated over 4000 flight hours. He has held Instructor Pilot ratings in both the HU-25A and MH-65C aircraft and an Airborne Use of Force Aircraft Commander designation in the MH-65C helicopter. He also holds FAA fixed and rotary wing airline transport pilot credentials.

CDR Buzzella holds a Masters in Public Administration from Harvard University and a Master of Science in Quality Systems Management with a Specialization in Homeland Security from the National Graduate School. He is a former Harvard University John F. Kennedy School of Government Public Service Fellow.

CDR Buzzella is married to the former Patty Spanier. She is a school teacher and they are the proud parents of three children - daughters, Lauren and Maegan, and son, Joey.



June 7, 2013

Change of Command



COMMANDER SEAN M. CROSS

Commander Sean Cross was assigned to the USCGC ACTIVE in Port Angeles, WA before reporting for Flight Training at NAS Pensacola in 1995. He was subsequently assigned to Air Station Clearwater, FL where he deployed throughout the Caribbean in support of counter drug and migrant efforts. He was selected for the Aeronautical Engineering program and attended the Army's H-60 Maintenance Test Pilot Course at Fort Rucker, AL. From 2000-03, he served as the H-60 Maintenance Test Pilot at Sea Aboard for hoisting five persons from a drifting barge at night during a winter Nor'easter.

In 2004, he reported to Headquarters (Office of Aeronautical Engineering) as the Operating Expense Funds Manager then upgraded to Chief, Aviation Resources where he was responsible for stewardship of the Coast Guard's Aviation maintenance, logistics & acquisition budgets. From 2007-10, CDR Cross served as the Sector San Diego Engineering Officer overseeing all aspects of Aeronautical, Naval and Facilities Engineering for three helicopters, ten cutters/boats and a 24-acre historic site. In 2009, his arcrew earned the Admiral Bender and San Diego Daedalus Aircrew of the Year Awards for a 7-hour, night medical evacuation over 600 miles offshore in challenging conditions. In 2010, CDR Cross assumed duties as the Executive Officer at Air Station Elizabeth City, NC. The 340 person unit operates four MH-60T "Jayhawk" helicopters and five HC-130J "Super Hercules" aircraft executing Coast Guard missions from Central America to the Arctic. A highlight of this tour was the unit's response to Hurricane SANDY and the HMS BOUNTY sinking. CDR Cross graduated from the Coast Guard Academy in 1994 with a degree in Naval Architecture and Marine Engineering. In 2003, he earned a Master's Degree in Industrial Administration from Purdue University's Krannert School of Management. He also earned a Master's Degree in Aviation Management from Embry-Riddle University. In 2011, he completed the Depot and Arsenal Executive Leadership Program at the University of North Carolina Business School that included a multi-week Lockheed-Martin internship. CDR Cross has over 3,800 flight hours and was previously designated an MH-60T/T Flight Examiner/Instructor Pilot with Shipboard Deck Landing and Airborne Use of Force qualifications. He is married to the former April Greid of Long Beach, CA, and they have two children - Jackson (11) and Avery (8).

CGAS TRAVERSE CITY ACCOMPLISHMENTS

Readiness
Air Station Traverse City unwaveringly responded to all calls for assistance, prosecuting 383 SAR cases and saving or assisting 63 lives. The highlight of this period was enhancement of unit proficiency through procurement of the first ever D9 contract training boat. Since its implementation, Air Station Traverse City has logged more than 1000 operations with the contract boat, improving aircrew proficiency and culminating with the Air Station earning the 2012 STAN Excellence Award. Over the last two years, the Air Station has deployed in response to two hurricanes, yearly D7 AMIO support, protection of 2000 foreign dignitaries and 70 heads of state during the 2012 NATO Summit in Chicago, 52 missions supporting the security of the 2012 presidential campaign, an interagency Marijuana and fugitive bust, and the 2013 Red River flooding response. In both July and August 2012, the Air Station flew more SAR hours per aircraft than any other Coast Guard unit. Throughout the entire period, Air Station Traverse City maintained an aircraft availability rate of over 80%, the highest availability rates of all H65 units, exceeding Commandant standards by 10%.

Quality of Life

In addition to operational successes, Air Station Traverse City completed several quality of life improvements during this period. Improvements range from completion of an \$800K HVAC upgrade for the aircrew berthing and base dining facility, installation of industrial fans on the hangar deck, to renovation of aircrew and pilot lounge facilities. The Medical Department maintained Physical, Immunization, and Dental Readiness scores well above 95% while managing healthcare for six additional Commands and providing medical supplies for all of the Ninth District. The Facilities Engineering Department executed several base improvements while maintaining the 40+ year old complex in pristine condition for two National Cherry Festivals and another record breaking Community Open House with over 3000 attendees. The Supply Department efficiently managed a \$2.1M annual budget highlighted by recognition of the Supply Officer as the top Department of Homeland Security financial supervisor in 2012. The Administration Department executed over 7,500 personnel and pay transactions, providing flawless support for Active Duty members as well as local Reserve and Retired members from both the DHS and the Department of Defense.

Partnership and Community

Air Station personnel provided countless community service hours throughout the greater Grand Traverse area and were recognized for their efforts through eight different community service awards. Civic leaders and Air Station personnel petitioned the local government to establish an official Coast Guard City Committee to guide the relationship between Traverse City's community members and businesses while supporting the City's growth as our nation's tenth Coast Guard City. In an effort to further partnership with the Cherry Capital Airport Authority, the Air Station in part successfully procure a retiring Coast Guard HU-25C+ Falcon for prominent display in perpetuity.



June 7, 2013



Search Go

TC Coast Guard station gets new commander

BY MICHAEL WALTON
mwatson@record-eagle.com
Traverse City Record-Eagle

TRAVERSE CITY — Coast Guard Cmdr. Joseph Buzzella Jr. described a symbiotic relationship between his guardsmen and the greater Traverse City community as he prepared to surrender the command he has held since 2011.

"Without the support and service this community overwhelmingly provides, this air station would not be able to maintain the highest level of readiness, and we are ready," Buzzella said. "We are ready for the call."

The "coasties" of the U.S. Coast Guard's Traverse City Air Station, in turn, don't hesitate to help the citizens of the Great Lakes when they are in distress on the water and need help most, Buzzella said.

Buzzella delivered his words during an emotional change of command ceremony Friday morning. Hundreds of citizens, veterans, community leaders and politicians filled a hanger on the air base and watched Coast Guard Cmdr. Sean Cross relieve Buzzella of his duties.

Buzzella, fighting back tears, thanked countless fellow officers, the station's enlisted personnel, community members and his own family.

He highlighted many of the base's accomplishments during his two-year tenure, including a daring rescue last year of two 14-year-old girls stranded in 50-degree water off the coast of Illinois who were plucked from the water with only minutes to live. Buzzella also talked about how personal encounters with Traverse City residents changed his own life for the better.

"I had no idea how much living here would change me," he said.

Buzzella, after sharing his thank yous and reflections, turned to Cross. The two officers formally changed command while standing in front of an immense American flag, two helicopters and the station's Falcon jet airplane.

Cross underlined his own brief comments with a quote from Abraham Lincoln's Gettysburg Address.

"The world will little note nor long remember what we say here, but it will never forget what they did here," Cross said.

Similarly, few people will remember the words exchanged during the change of guard ceremony, but every man, woman and child who is saved from peril by members of the Coast Guard will long remember that moment, Cross said.

Cross graduated from the Coast Guard Academy in 1994 with a degree in Naval Architecture and Marine Engineering. Starting in 2010 he served as executive officer at Air Station Elizabeth City, in North Carolina.

Buzella plans to attend Washington D.C.'s National War College, where he will spend a year studying national security strategies.

After the ceremony, Buzella said he and his wife recently purchased a home on Traverse City's East Bay. He said his family will return here every year.

"You can count on it," Buzzella said.

Air Station Traverse City was first commissioned in 1946. Since then it has grown to house 24 officers, two warrant officers, one public health service officer and 105 enlisted personnel.



Record-Eagle/Jan-Michael Stump U.S. Coast Guard Air Station Traverse City personnel stand inside the hangar as Commander Sean Cross relieved Commander Joseph Buzzella, Jr. during Friday's Change of Command at Cross is arriving from Air Station Elizabeth City, NC, where he was executive officer. Buzzella will attend the National War College, where he will study national security strategy after his two years of service in Traverse City.



Record-Eagle/Jan-Michael Stump Rear Admiral Michael Parks, center, oversees the Change of Command between Commander Joseph Buzzella, Jr., left, and Commander Sean Cross during Friday's ceremony at U.S. Coast Guard Air Station Traverse City. Cross is arriving from Air Station Elizabeth City, NC, where he was executive officer. Buzzella will attend the National War College, where he will study national security strategy after his two years of service in Traverse City.

farewell, fair winds, &
clear blue & 22
CAPT Buzzella



Forum: Serving Traverse City was a pleasure

By Commander Joe Buzzella
Traverse City Record-Eagle



Commander Joe Buzzella

It has been my greatest pleasure to serve as your Coast Guard Air Station Commander for the past two years. I looked back on my time here and came to the realization that although there are many wonderful years ahead for my family and myself in the Coast Guard, nothing will top our experience living in this great Coast Guard City.

I leave this command assignment with no regrets — and that is a good place for an outgoing Commanding Officer to be. Every day in command, I wanted the Air Station leadership to ensure three things: that we were providing the Guardians which Great Lakes deserve; that we were having a lasting positive impact on the lives of our personnel and their families; and that our Air Station was making a difference in the Traverse City community. I felt that a day without having an impact on another person's life or somewhere in the community was a day wasted.

Words can't express the respect and passion that I have for the Coast Guard men and women of Air Station Traverse City. In my 27 years of service, I have never seen a group of Coasties that have demonstrated, every day, such a great sense of purpose, unending dedication, and genuine pride in saving lives, protecting the Homeland and serving their community. They are an elite courageous group that is ready for the call and will never let the citizens of the Great Lakes nor our nation down - I can assure you. Worldwide and here locally, I have watched them face down danger; work tirelessly through holidays, weekends and nights; risk their lives to save a life; chase down drug runners; battle hurricanes; stop the illegal flow of migrants; brave the harshest of weather; respond to catastrophic flooding. I have seen them laugh and cry but most moving to me is the way they care for each other.

When it came to ensuring that the Coast Guard families were getting the support they needed, the community of Traverse City came to my rescue.

The Air Station could not maintain the levels of response and readiness that we provide the Great Lakes without the overwhelming support and services provided by the Traverse City community — it would be impossible. Each day this wonderful community, through action,

defines the meaning behind the "Coast Guard City" title bestowed upon it by our U.S. Congress in 2010.

I often say that Traverse City is a place out of a storybook. I have never experienced a community that displays such "off the chart" levels of pride, patriotism and charity. I see no better place to retire than with my family on East Bay, watching the helicopters I once flew, fly over my home, a place where those helicopters are woven into the fabric which makes Traverse City the greatest place to live.

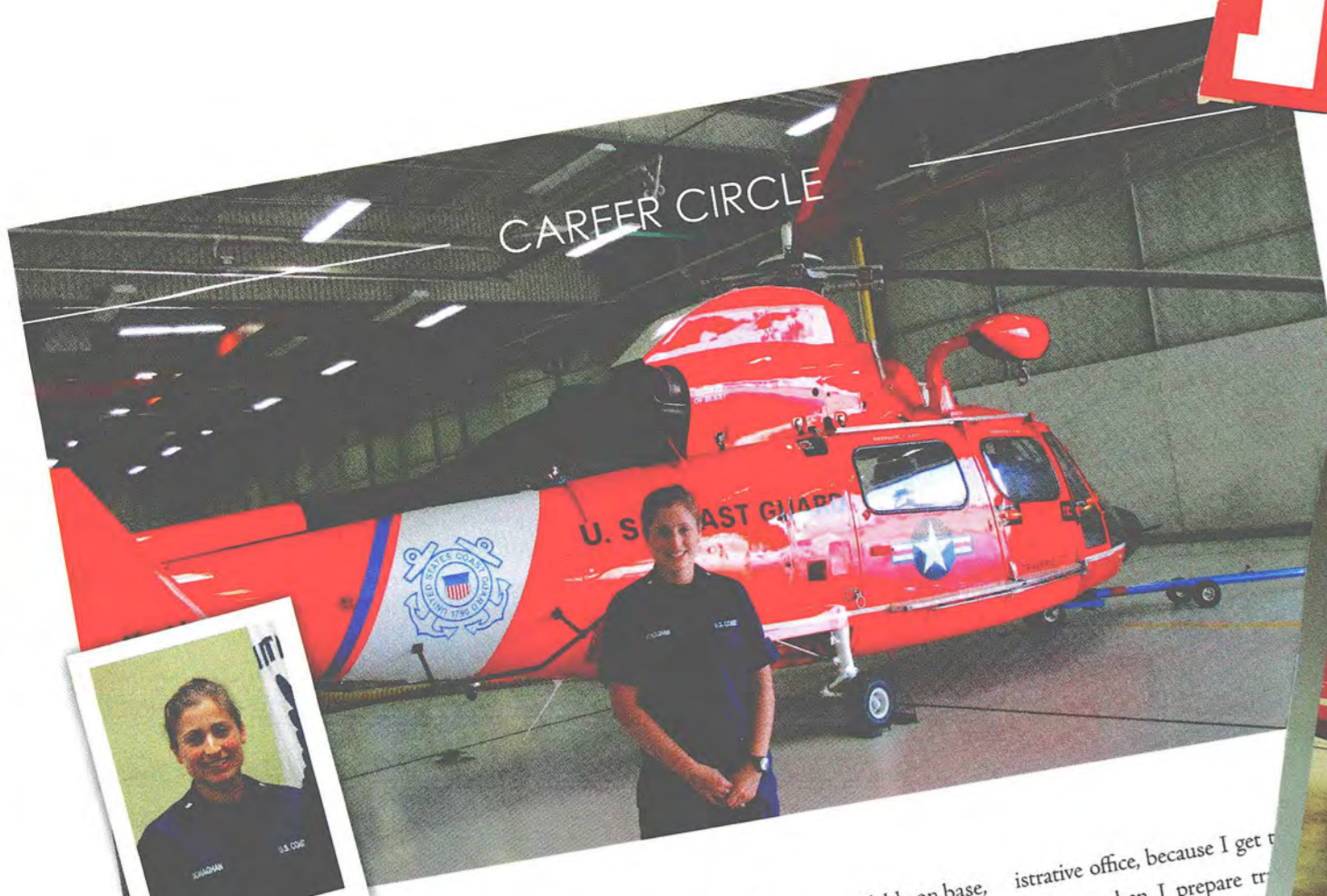
Until we meet again, thank you, God bless America and God bless Coast Guard City Traverse City.

Semper Paratus — Always Ready!

About the author: Commander Joe Buzzella served two years, from May of 2011 to June of this year, as Commanding Officer of Coast Guard Air Station Traverse City. His next assignment is with the Naval War College in Washington D.C.

About the forum: The forum is a periodic column of opinion written by Record-Eagle readers in their areas of expertise. Submissions of 500 words or less may be made by emailing letters@record-eagle.com. Please include biographical information and a photo.

Welcoming
CDR CROSS



BY JACKIE ANDERSON

Carol-Ann Monaghan is one busy woman. Traverse Bay Family caught up with her recently at U.S. Coast Guard Air Station Traverse City, where she is a Yeoman in the administrative office. As a career military member, working toward her MBA degree at Davenport University and planning a spring 2013 wedding, she took time to tell us a bit about her career path and lifestyle.

CHOOSING THE COAST GUARD

"When I finished my undergrad degree at Oakland University, I couldn't find a job. It was my step-dad who suggested I take a look at the military." After researching all the services, Carol-Ann chose the Coast Guard. "It was the only branch where women could do every job available, and I liked that."

Boot Camp was memorable, to say the least. Carol-Ann modestly describes her first day of Boot Camp in Cape May, New Jersey as "quite a shock," but came through both the physical demands and classroom challenges with flying colors. Then this 28-year-old Lake Orion native moved on to her first posting at Coast Guard Station Ludington.

FAMILY FRIENDLY

Carol-Ann reports that the Coast Guard really looks out for 'Coasties' and their families.

Although there's no housing available on base, many Coast Guard families take advantage of "pass-along" rentals or homes when they transfer to the Traverse City Air Station. There are plenty of activities offered, from motorcycle safety courses to the annual Corn Maze trip for families, as well as Coast Guard discounts at local businesses. Carol-Ann took the family-friendly atmosphere a little further, meeting her fiancé Luke (a Coast Guard flight mechanic) during her posting at Air Station in Traverse City.

Carol-Ann and Luke hope to have a family one day, despite the challenges of maintaining two Coast Guard careers. The Coast Guard makes every effort to station spouses within 50 miles of each other, so the couple may find themselves posted to Oregon, Washington or California — anywhere near a coast!

WHAT'S NEXT?

Carol-Ann plans a career in the Coast Guard, and will eventually choose between pursuing a path to the rank of Warrant Officer, or applying for Officer Candidate School. Her current progress toward an MBA would give her a head start in advancing in the Officer Corps, after completing OCS. Whatever the choice, she enjoys her work. "I like being in the administrative office, because I get to help people on base when I prepare payroll records. I enjoy talking to people and helping when they're in trouble. Summer are the busiest times for me. Carol-Ann still finds time to work out a few times a week, staying fit for her fitness tests."

If she had a chance to "do-over" her career choice, would Carol-Ann still join the Coast Guard? "Absolutely! Coasties are great people, and it was a great decision for me... I'm happy and I love my life!"

PROFILE & PASSIONS:

The Great Outdoors: Camping, snowmobiling and motorcycling are at the top of her outdoor to-do list. Carol-Ann is the proud owner of a new Suzuki GSXR600 motorcycle.

A Furry Family: Two dogs and two cats round out Carol-Ann's household.

Reading, Reading & More Reading: "I love fiction — I can get lost in it!" Thanks to a Nook e-reader birthday gift, she keeps up with the latest from favorite author Julie Garwood.

Movie Buddies: Carol-Ann and 19-year-old niece Jaclyn have made it to first night showings of every Harry Potter and Twilight movie.

Winter 2013-14



AET1 Jorge McCormick and AET3 Brandon Dillard
 USCG Traverse City

Coast Guard Aviation Electronics Technician First Class Jorge McCormick and Aviation Electronics Technician Third Class Brandon Dillard were investigating a possible fluid leak on a Coast Guard MH-65C. Discovering that the fluid was water from a recent engine rinse, AET1 McCormick and AET3 Dillard continued checking the remainder of the aircraft for other leaks. They found a spot of fluid on the opposite side of the helicopter. This spot could have also been water from the engine rinse or fuel from a very recent fueling. AET1 McCormick and AET3 Dillard identified a leak near the fuel/refueling system single-point receptacle. Their efforts highlight the importance of setting aside operational pressures, making zero assumptions, and focusing strictly on safety when encountering a maintenance discrepancy.

25



To LT Klaus
 I would just like to take this opportunity to thank you for the invitation to your open day on 6/28/13. Our boys that attended had a great morning and as a 'non-profit' days out like your open day are a great help to our programme. If you have any events in the future please notify us.
 Thanks again
 Kevin



TRIBUTES
Sept. 11 ceremonies mark 12 years since attacks

'Moments that made you proud to be an American'

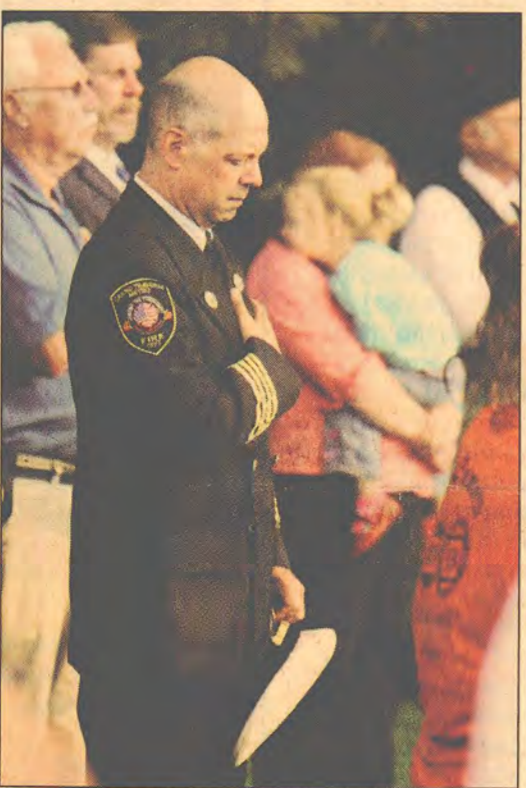
BY MATT TROUTMAN
mttroutman@record-eagle.com

TRAVERSE CITY — Artifacts from the World Trade Center stood as centerpieces in local Sept. 11 memorial ceremonies. Grand Traverse Metro Fire Department Chief Pat Parker said a 3,300-pound steel beam from the North World Trade Center Tower that now sits in the Grand Traverse 9/11 Memorial Park is more than just a reminder that 343 firefighters died in the terror attack. "It's not a fire department memorial. It's actually the community's," he said.

About 100 members of public on Wednesday gathered in the park for a ceremony marking the 12th year since the attack. Parker said the ceremony included a flag raising, a speech by U.S. Coast Guard Commander Sean Cross and a bell ringing for the fallen firefighters. Local Boy Scouts stood under the American flag before and



Record-Eagle photos/Jan-Michael Stump
 Wednesday's 9/11 Memorial Ceremony at the 9/11 Memorial Park behind the Grand Traverse Metro Fire Department Fire Administration Building on Parsons Road.



Left, Grand Traverse Metro Assistant Fire Chief Terry Flynn listens to "The Star Spangled Banner" sung by Alicia Landrum during Wednesday's 9/11 Memorial Ceremony in the 9/11 Memorial Park. Right, U.S. Coast Guard Air Station Traverse City Commander Sean Cross talks about his own experience on 9/11 at Wednesday's ceremony.

SEE 9/11 PAGE 2A
 ■ On Sept. 11, 2013, 12 years after the 2001 attacks, the nation pauses. Page 6A

— Remember —

July 5, 2013 - BRCS-NCF Downtown River Section Cleanup



23 people from the USCG and TAPC came to work at the BRCS-NCF event.

LCDR KYLE YOUNG

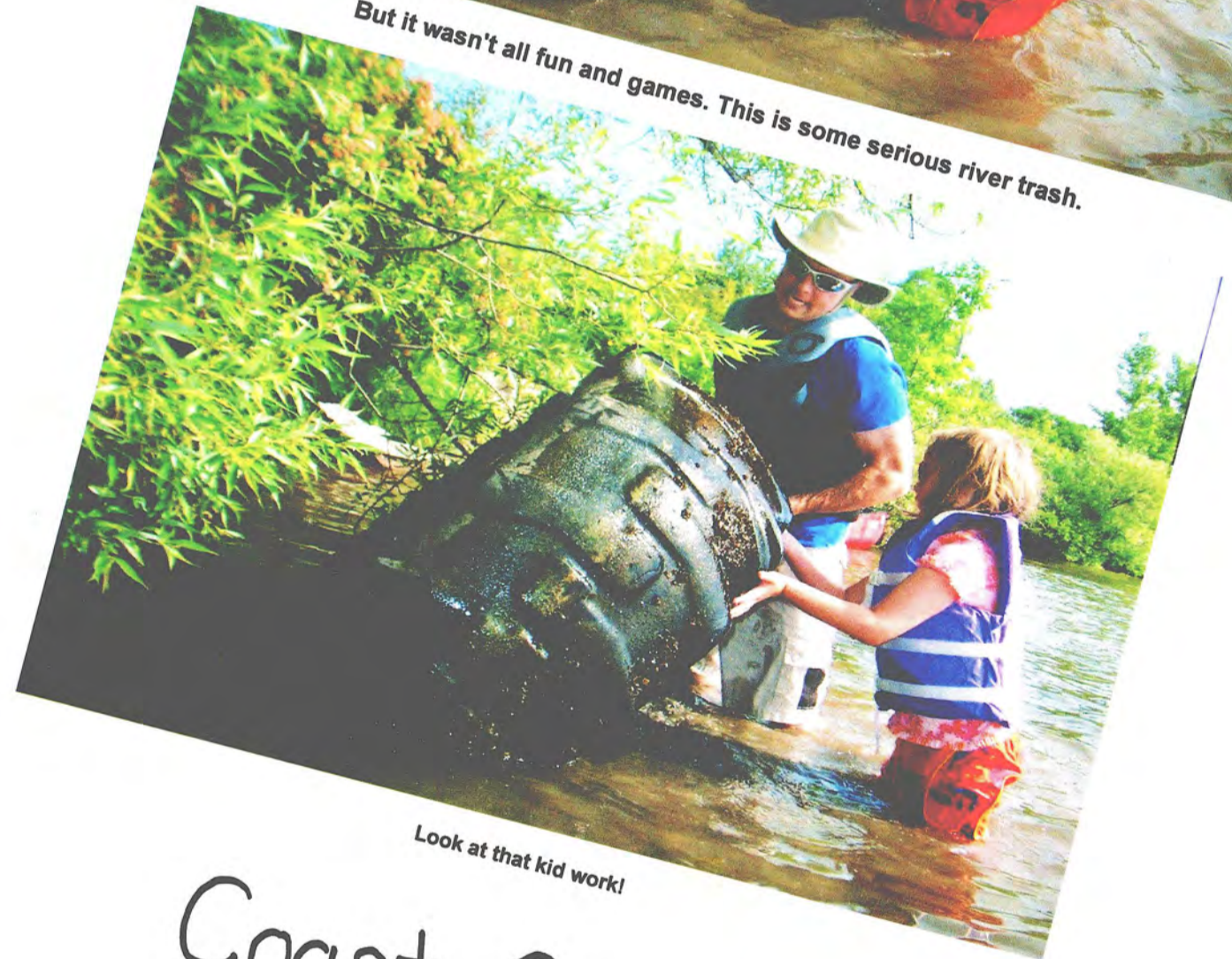


But it wasn't all fun and games. This is some serious river trash.



That's one happy river cleaner.

lil coastie



Look at that kid work!

Coast Guard in the community.



The USCG Air Station crew always finds more trash than anyone else. Many Thanks to the men and women (and kids) of the Coast Guard for what they do for our country and our community.

RESCUE

'Loyal' man and his dog found alive

Alzheimer's patient missing overnight in Benzie County

BY MATT TROUTMAN
mtroutman@record-eagle.com

HONOR — A.J. Zirkel feared the worst.

The Homestead Fire Department assistant chief was one of about 100 volunteers on Wednesday tramping through the Benzie County back country on a search for Loyal Frederick, 83 — an Alzheimer's patient who went for a walk the day before and never returned.



Frederick

Frederick likely spent Tuesday night outside, in the cold and rain, with only jeans and a hunter orange sweatshirt for warmth and his loyal coon hound, Suzzie, for company. Chances for a happy outcome seemed all but lost Wednesday afternoon until Zirkel spied hunter orange in the distance.

"Sure enough, it was Loyal (lying) down with his dog by his side," Zirkel said. "As soon as I got there and said his name, he said, 'Yes.'"



A search party looks Wednesday for a man, 83, who went missing Tuesday. He was found about 1 p.m. Wednesday.



Record-Eagle photos/Keith King

Members of a search group walk East from Pioneer Road on Wednesday as they look for Loyal Frederick, 83, of Homestead Township after the man went missing Tuesday.

One dog he went walking with returned home; the other was found at his side in the woods.

The rescue ended a massive two-day search after his family reported him missing Tuesday at 4:30 p.m. Sheriff's deputies from Benzie, Leelanau and Manistee counties, local firefighters, state troop-

ers, a U.S. Coast Guard helicopter and scores of civilian volunteers made a grid search through a six-mile square area around Frederick's State Road home by foot, all-terrain vehicle and air.

Frederick disappeared while embarking on a daily walk with his two dogs, Suzzie and Tucker. Frederick's wife, Joan, grew concerned when only Tucker returned; Suzzie, more loyal to her owner, was also missing.

"Suzzie is his best friend. We're thinking she stayed with him," said Frederick's

SEE LOYAL PAGE 2A

LAW

Question about open meetings handcuffs the search for chief

City of Frankfort takes another look at selection process

BY MICHAEL WALTON
mw Walton@record-eagle.com

TRAVERSE CITY — The city of Frankfort remains without a top cop for now.

The city council's personnel committee was expected to recommend one of four police chief candidate finalists to the full city board during a meeting Tuesday. But officials held back on the recommendation after a Record-Eagle article examined whether closed-door interviews of several candidates violated state open meetings laws.

Frankfort Mayor Robert Johnson, a member of the personnel committee that conducted the closed-door interviews, declined comment on the decision to withhold the recommendation.

"I have no comment at this time," he said. "We're waiting to hear from our lawyer in regards to your first article."

Michigan's Open Meetings Act allows public bodies to review employee applications in private, if so requested by an applicant. However, all interviews by a public body for employment or appointment to a public office must be held during open public meetings.

Robin Luce Herrmann, a state media lawyer and general counsel to the Michigan Press Association, said the closed-session interviews violated that provision of the

SEE LAW PAGE 2A



Rescue training

Record-Eagle/Jan-Michael Stump
Above, AST3 Derek Johnson pulls AMT3 Cass Ontiveros back to the beach at Bryant Park during a U.S. Coast Guard Air Station Traverse City survival and rescue training session in West Grand Traverse Bay on Wednesday morning. Left, crew members practice survival and rescue techniques.

Wednesday, March 5, 2014

PUBLIC ART

Helicopter statue grounded

Group may look at other locations for an installation

BY BRIAN MCGILLIVARY
bmcgillivary@record-eagle.com

TRAVERSE CITY — A group charged with trumpeting Traverse City's designation as a Coast Guard City will ground their proposal to erect a 20-foot-tall statue of a helicopter at a downtown entrance.

Members of the Coast Guard City Committee received a lukewarm response from the city's parks and recreation commissioners who questioned the location, design, and scale of the project when they reviewed it in February. The project remains on the agenda when parks commissioners meet today at 6:30 p.m. in the Governmental Center, but committee members won't seek project approval, City Manager Jered Ottenwess said.

"They would like parks and rec to form a committee with the Coast Guard committee to look at other locations and appropriate design and scale for the statue," said Ottenwess, a member of the Coast Guard committee. "It appears the design needs some modifications ... but most important was location. The Coast Guard committee hasn't thoroughly looked at every possible location."

Committee members proposed to erect the statue on park land

STATUE

Group may look at other locations, scales

FROM PAGE 1A

in the center of the wye created by the intersection of Grandview Parkway and East Front Street.

City staff failed to inform Coast Guard com-

mittee members until just days before they made their presentation to the Parks and Recreation Commission in February that the city had a policy for the placement of public art. The policy required consideration of several different locations and the early involvement of the Parks and Recreation Commission.

The proposed \$30,000 brushed stainless steel outline of a helicopter would be purchased through private donations.



Career Day

CHIEF YEOMAN Christine Rousseau observes Jodi Williams, a Coast Guard aviation tech/rescue swimmer, right, during the Zonta of Leelanau County's Career Exploration Day last Thursday. The Coast Guard representatives were among nearly two dozen speakers and 85 middle school girls at the CenterPoint Conference Center in Greilickville for the 20th annual career day.



AT THE DERBY



Record-Eagle photos/Keith King
Top: Cars are released from the starting line during the President Ford Council of the Boy Scouts of America Cub Scout Regional Pinewood Derby at the United States Coast Guard Air Station Traverse City hangar. Above: Cub Scouts and other spectators look on. Left: Pinewood derby cars are arranged prior to being raced.

THE ANTRIM

Review

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\$1.00

ANTRIM COUNTY'S NEWSPAPER

IN YOUR BACKYARD

"Top Golf Resorts
 In The World"

— Condé Nast Traveler



Visiting the big red helicopter



Fourth and fifth graders from John R. Rodger Elementary in Bellaire (above with Coast Guard Lt. Okorn and fourth grade teacher Sue Mills), recently visited the Traverse City Coast Guard Air Station, where they not only were able to get a close look at one of the big red helicopters they often see flying overhead, but talk to pilots and rescue swimmers, learn about being safe on the waterways, and how the Coast Guard men and women train and prepare for any emergency.

Photo courtesy of Sue Mills

Second emergency landing for helicopter

BY SARAH ELMS
selms@record-eagle.com

TRAVERSE CITY — The same U.S. Coast Guard MH-65C "Dolphin" helicopter that was forced to make an emergency landing in a field in Gratiot County, Mich., in January had to make a second emergency landing



Photo courtesy Richard Purinton

Mechanical crews dismantle rotors on Monday while they prepare the U.S. Coast Guard helicopter for transport back to Traverse City.

SEE USCG PAGE 2A

TRAVERSE CITY RECORD-EAGLE Tuesday, March 4, 2014

USCG

2nd emergency landing for helicopter

FROM PAGE 1A

Sunday morning.

A four-man crew on its way from the Traverse City air station to Ashland, Wis., for a search and rescue call made an emergency landing on Wisconsin's Washington Island at around 8 a.m. Sunday because of problems with the helicopter's controls. No one was injured.

The aircraft was flying at about 300 feet and approaching the island when the control issues started, Lt. Caleb Peacock said.

"At that point they had to make a decision because they were having control difficulty with the aircraft. There was an airport inland, but the aircraft commander decided it wasn't feasible to proceed," Peacock said.

The crew landed safely on the snow-covered beach, and a couple who lives on the island took them in until help arrived. The Traverse City air station sent a second helicopter to the island to pick up the crew and drop mechanics off at the site.

The helicopter will need to be lifted by crane onto a semi-trailer and brought back to

Traverse City for more mechanical inspections before the Coast Guard will be able to figure out exactly what went wrong, Peacock said.

The aircraft had similar inspections done after the emergency landing in January, Peacock added. It also recently passed a control ability test.

Semi-retired CEO of the Washington Island Ferry Line Richard Purinton, who also runs the news and opinion blog Ferry Cabin News, spent some time with the Traverse City crew while they waited for the second crew to arrive.

"They were not willing to speculate about what happened, but they did say it's an older aircraft. That's not to say it isn't a good-functioning aircraft," he said.

Purinton said news spread fast on the island of about 700 residents. He wanted to talk to the crew for his blog as soon as he heard about the emergency landing.

The Coast Guard frequently flies over the island and occasionally picks up medical transports from area hospitals, so the helicopters are a familiar sight, he said.

"They were very professional. I have to think they had some tense moments up there. They were still a ways out from the island," Purinton said.



Holiday Greetings!

On November 10th, we had a lesson about giving thanks and made these turkeys from our handprints.

We are very thankful for you and are sending them your way to say that we hope God blesses your day!

From the K-1 grade classes of West Side Community Church in Traverse City, MI.



SATURDAY MAY 31, 2014 - BOARDMAN RIVER CLEANUP

ORANGE ANGELS



ORANGE ANGELS

July 4TH

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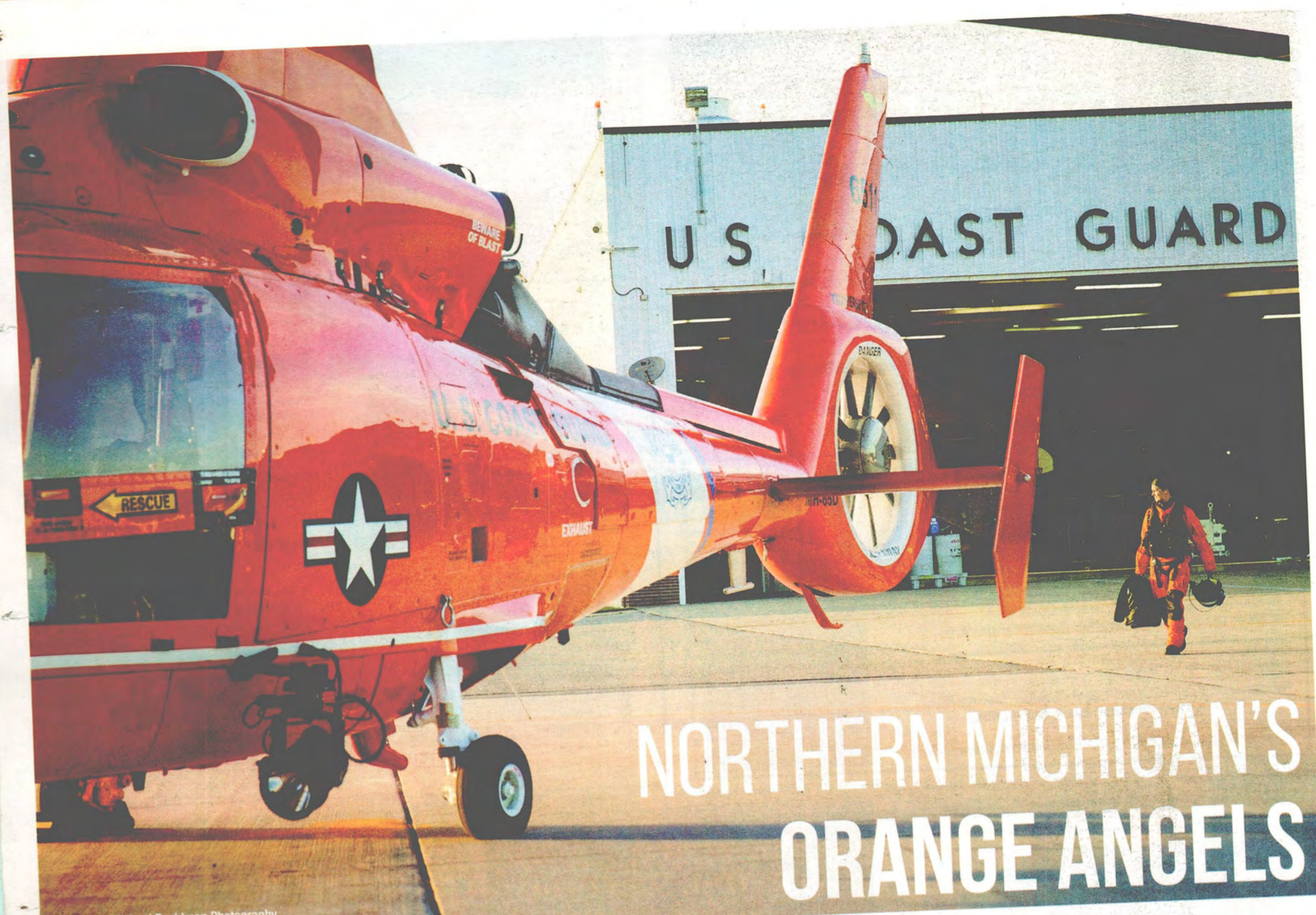
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TURTLE CREEK CASINO & HOTEL



NORTHERN MICHIGAN'S ORANGE ANGELS

By Patrick Sullivan

Orange, usually the color of caution, is the color of comfort for those who enjoy Northern Michigan skies and inland seas. Patrolling lakes Michigan, Superior, and Huron, U.S. Coast Guard pilots – or “Coasties” – fly their orange rescue helicopters “round the clock, year-round. A familiar sight since 1946, Traverse City’s orange angels are as much a part of the area as cherries, dunes, and the crystalline waters they protect. The Coast Guard story goes much deeper – and wider – than its coastline helicopter patrol, however.

A DEEP HISTORY
As home for one of the ninth district’s air stations, Traverse City is also one of two Coast Guard cities in Michigan, and one of 16 nationwide. The airbase itself dates to 1941, when two aircraft carriers sailed Lake Michigan. The Navy used the base during World War II so that pilots could practice difficult landings. After 1945, the Navy left and the next year the Coast Guard – itself established by the U.S. Government in 1915 – moved in. At first, a single plane flew from the base; the patrol expanded to Albatross sea planes. Eventually those gave way to helicopters. Now, the aircraft fly out of a 50,000-sq.-ft. hangar that was constructed in 1980.

Of the base’s 26 officers, 24 are pilots. Of the 106 enlisted personnel, 65 are “aircraft types,” the people who maintain and make up the crew of the US Coast Guard Air Station Traverse City. There are five Dolphin helicopters assigned to Traverse City, a fleet that’s in the process of being upgraded. Each of the Dolphins come with an \$8 million pricetag. The helicopters fly with a crew of four people: the pilot, the co-pilot, a flight mechanic and a rescue swimmer. By law, the Coast Guard has 11 missions, which range from coastal security, drug interdiction, aids to navigation, ice operations, and perhaps its most visible, search and rescue.

SEARCH AND RESCUE
The Coast Guard’s reputation as dependable is well-deserved. Several search-and-rescue missions have kept scores of sailors and pilots from perishing. In 1961, H-19 helicopters assisted in the evacuation of the crew of the Francisco Morazan, an operation that lasted four days in continuous gale conditions. Crews also rescued 25 survivors of the collision between the Cedarville and the Topdalsjord in 1965, and 19 survivors from the fire aboard the Canadian freighter Cartiercliffe Hall in 1979. In July 1987, a sudden storm produced winds nearing 100 mph, resulting in 32 separate missions. Following another violent storm in September 1988, nine distress calls

were received within two minutes. Rescue efforts resulted in saving two persons clinging to a capsized sailboat in Lake Michigan. In November of the same year, an HH-3F flying at night successfully located a downed aircraft near Marquette, Mich. in a thick, fog-covered forest. All six aboard the plane survived the ordeal.

DEADLY CLOUDS AND OTHER HAZARDS
Of all things – 100 m.p.h. gales, 40-ft. swells, and onboard fires included – winter-time clouds are the biggest challenge faced by crews out of Traverse City. “Our aircraft doesn’t have any ability to go into the clouds during the winter – we will ice up,” said Cross. That means crews either have to find clear air or fly under the clouds. The challenge of operating out of Traverse City any time of the year is compounded by the territory the station is supposed to cover, Cross said. It includes Lake Michigan, Lake Superior, and the upper half of Lake Huron. The geography of the region poses special problems for the rescue crews because they often must travel across land. There is much less to worry about when flying a helicopter over water. “Most Coast Guard air stations, you take off from the runway and you’re over water at the ocean and you don’t really have to worry about things like towers and other obstructions and hazards to flight,” Cross said. “Up here, we do.”

Take a recent call to a downed aircraft near Duluth, Minn. The flight crew spent most of the 305-mile, three-hour trip flying over the Upper Peninsula. “Seventy percent of that transit is over land, over rising terrain,” he said. “Even going to Lake Huron, or portions of Lake Michigan, we’re trying to get back over the water.”

“MIDDLE OF JANUARY IN A STORM”
Traveling across all of that land when you can’t go into the clouds in the winter means you have to get creative. That’s why Northern Michigan residents are accustomed to seeing the orange Coast Guard aircraft flying the same routes over Grand Traverse Bay or along road corridors like M-72 in Leelanau County. “As we’re flying west, we’ve got some road systems that we follow to get back out to the beach,” Cross said. “Up north, we’re obviously going to get out over the bay ... A couple of places along the Upper Peninsula we’ve got some railroad tracks and things that we kind of follow.” It’s important that the pilots know those routes cold, Cross said. “We run those routes throughout the year and throughout the summer to make sure we’re familiar with them, familiar with where the obstacles are, and things like that,” he said. “It’s so when we have to do it in the middle of the night, in the middle of January in a snowstorm, that we know what we’re doing and where we’re going.”

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CHARLEVOIX COUNTRY CLUB

Northern Express Weekly • June 23, 2014 • 21



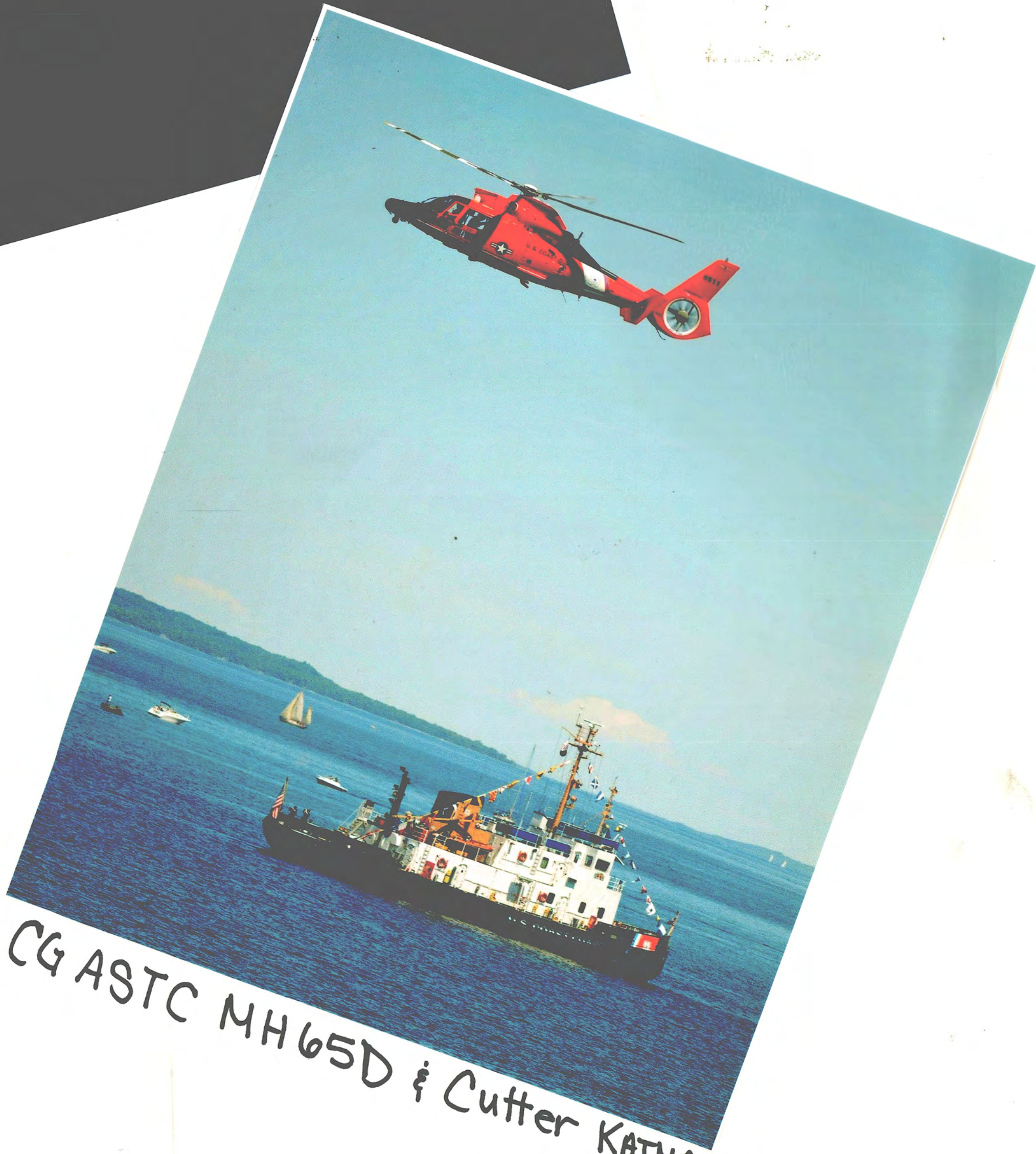
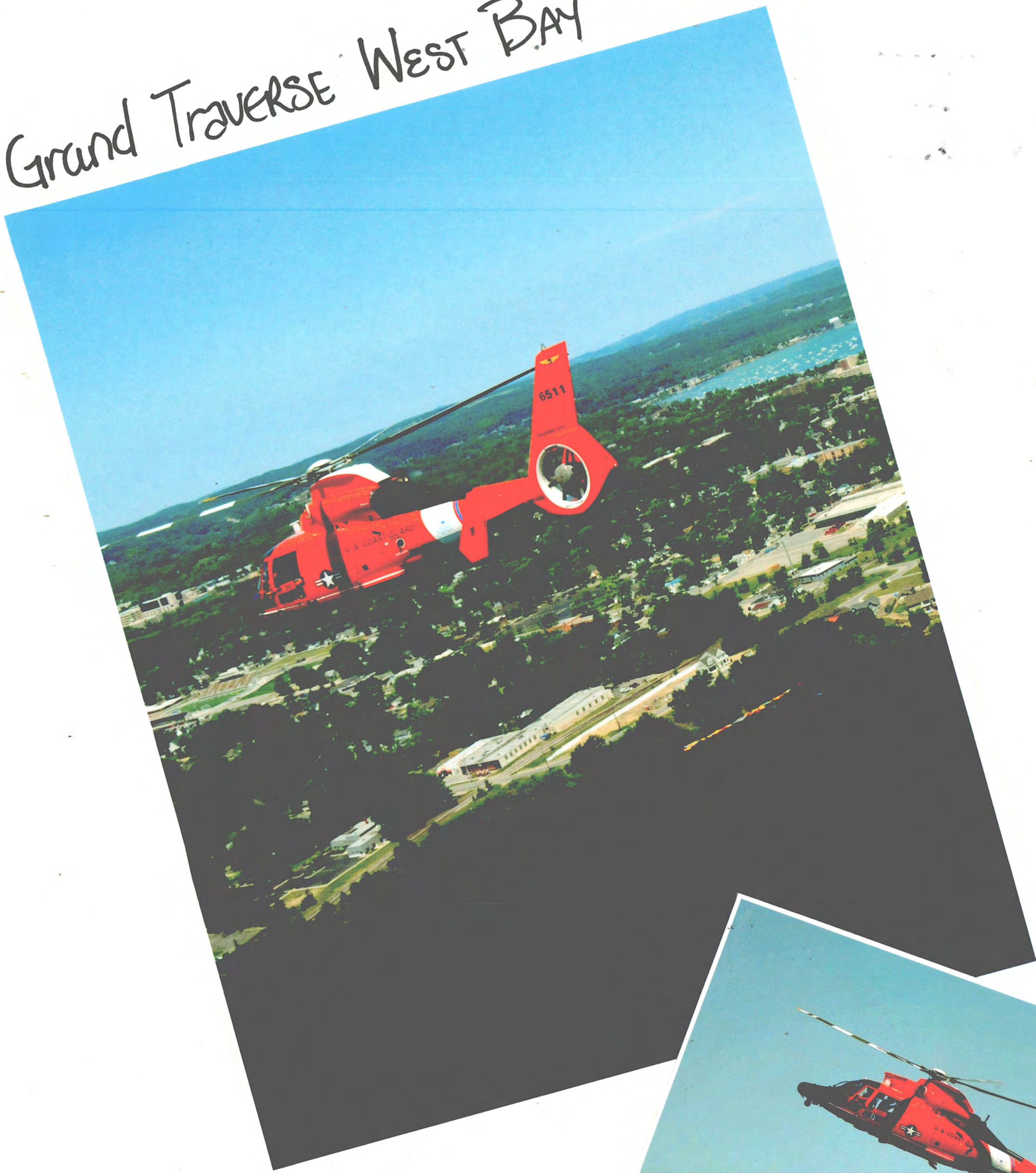
TAKING CHARGE: COMMANDER SEAN CROSS AT THE HELM
 Like everyone who comes to Traverse City to command the Coast Guard air station, Cdr. Sean Cross doesn't have to settle in.
 Most rank and file personnel are assigned to Traverse City for three or four years. The commander position turns over every two.
 "I think the reason is because there are very few opportunities for folks to have O5 (equal to lieutenant colonel) command," said Cross, who is already a year into his stint. "There are only 10 air stations where there's an O5 commander in charge."
 Cross said he believes the Coast Guard wants to enable as many officers to get the experience as they can.
 "That's my theory; that's not written anywhere in Coast Guard manuals or anything," he said.
 Cross said he always wanted to command an air station.
 "I think most aviators aspire to be air station commanding officers," he said. "That's kind of the pinnacle - to be able to make a difference in the lives of folks that work for you."
 He entered the Coast Guard because his father was in the Coast Guard.
 "I honestly thought what he did was noble and honest, and I thought doing the same thing would be good for me," he said. "I thought it was pretty neat what my dad did - flying helicopters and saving people."
 Having a dad in the Coast Guard meant traveling around a lot. He spent high school in Cape Cod and San Francisco.

MECHANIC ON THE GROUND: LOOKOUT IN THE AIR
 Geoffrey Obermeier is a flight mechanic who has been in the Coast Guard for nine years. He's been in Traverse City for two.
 "My senior year of high school we took a trip to Hawaii and I really enjoyed being out on the water," Obermeier said.
 He previously served in New Orleans and before that aboard a Coast Guard boat in California.
 He eventually was drawn to helicopters because he saw a chance to be able to become a mechanic and be in the air.
 "I wanted to work with my hands and I saw that working as an aircraft mechanic I'd be able to work with my hands throughout the year and also fly," he said.
 Mechanics and rescue swimmers all have on ground and in air rolls.
 Flight mechanics maintain the helicopters while they are in the hangar and act as lookouts and man the communications when they fly. They also operate the hoists that raise people into the helicopter during emergencies.
 Obermeier hasn't seen a lot of action since he arrived in Traverse City last August. He's spent most of his time on the night shift and he just hasn't had a lot of calls.

THE RESCUE SWIMMER WHO COULDN'T SWIM
 Ft. Worth, Texas native Robert Rendon said he had a "higher calling" to his job as a rescue swimmer.
 "I'd read a book called 'The Purpose Driven Life' and it was a Christian book that helps you realize what you're put on this Earth to do," the 29-year-old said. "I wanted to physically help people with my strength."
 Around that time, Rendon saw a television documentary about Coast Guard rescue swimmers.
 He took it as a sign.
 "Everything lined up," he said. "I got into the Coast Guard and I got into the airman program right away."
 There was just one problem. Rendon couldn't really swim.
 He was athletic, though. In high school he'd been on the football and track teams.
 "I pushed through it. Swimming was definitely a struggle," he said. "I didn't know it was going to be that hard."
 Rendon has been in the Coast Guard for eight years and has been in Traverse City for three.
 Rendon said the job of the rescue swimmer on land is to train and to maintain the rescue gear. On the helicopter, he prepares for the rescue or the medevac.
 Rescue swimmers are also EMTs, so once a victim is aboard, the helicopter becomes an ambulance.
 They are also the ones who go into the water.
 Rendon learned the challenge of being a rescue swimmer is not just learning how to swim - it's being able to swim in 40-foot swells while tethered to a helicopter.
 On top of that, rescue swimmers may be asked to submerge into nearly freezing water.
 "It's when the water hits your head," he said. "It's like a brain freeze."
 Rendon said he has not gotten any big cold water calls, but he is ready.
 "If it's 0 degrees and there's somebody in the water, I'm going down because I'm their only hope," he said.
 A lot of search and rescue calls out of the station end early because the station's territory is dotted with local police and fire departments. Those rescuers often reach people in distress first.
 Also, there often just isn't time to reach people in cold water.
 "A lot of times the water is so cold," he said, "it gets to them before we do."



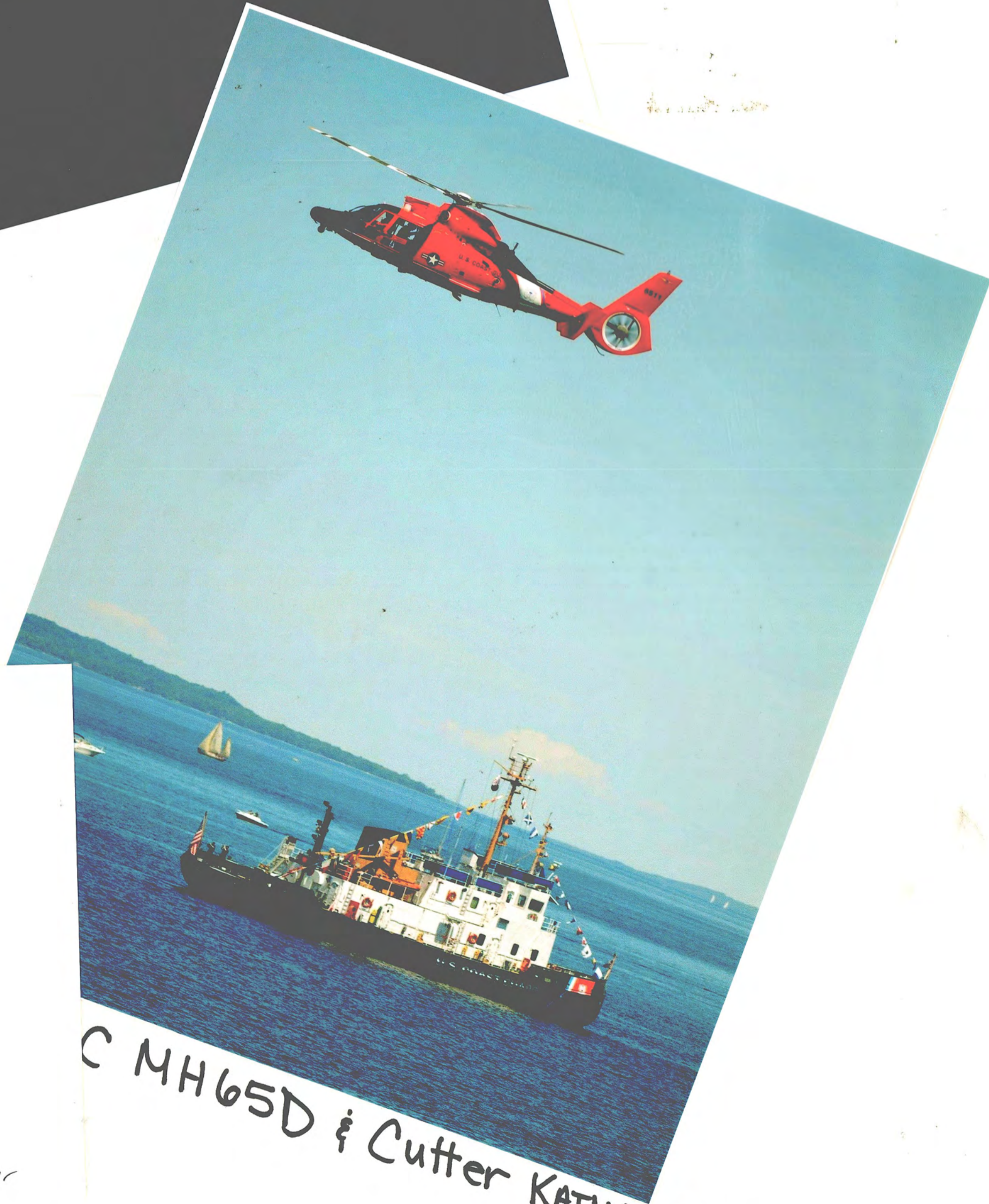
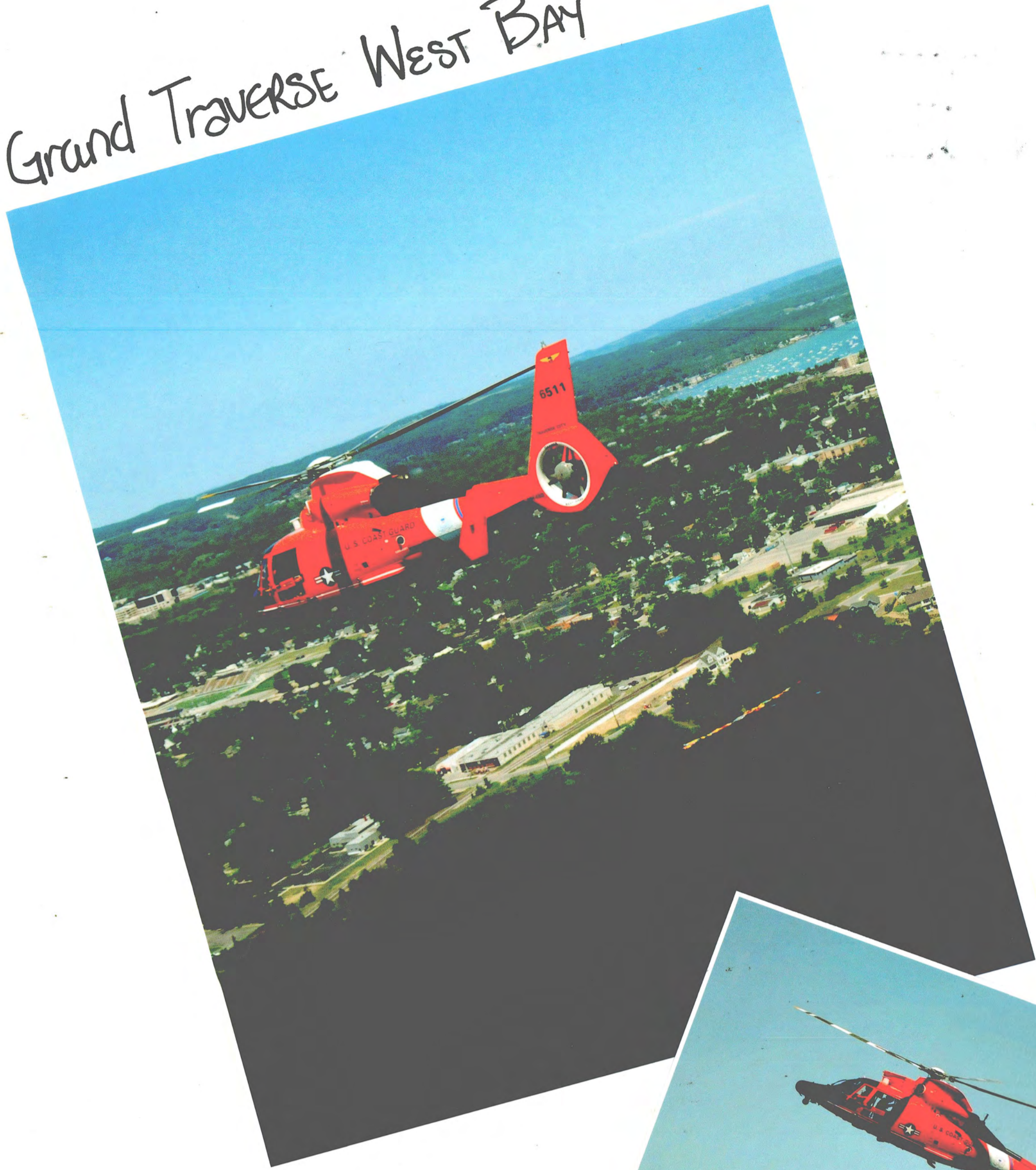
Grand Traverse West Bay



CG ASTC MH65D & Cutter KATHAI BAY



Grand Traverse West Bay



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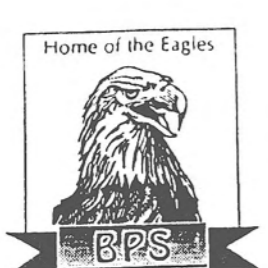
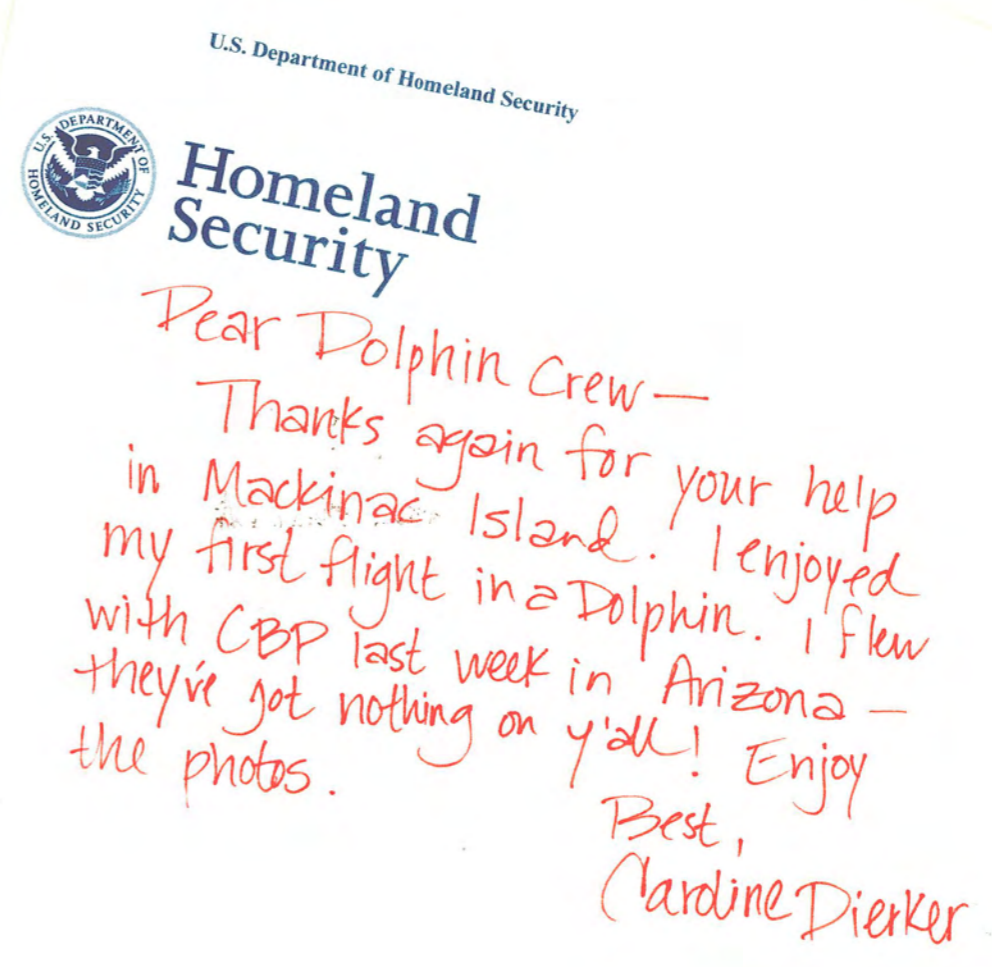
Jonna,

Thank you so much for all your work coordinating for festival. The whole NCF appreciates all the work you put in. You helped make the 88th National Cherry Festival a success. We all thank you so much.

-Bailey & The NCF Staff

NATIONAL CHERRY FESTIVAL 2014 AIRSHOW - OPEN RAMP - PARADE





Bellaire Public Schools
204 W. Forest Home Ave.
Bellaire, MI 49615-9565

James R. Emery, Superintendent /HS Principal
Kristi Poel, Elem/MS Principal
Brad Fischer, Athletic Director

June 14, 2014

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Sincerely,
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Superintendent/Principal

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Fax (231) 533-8244
Athletic Office

Phone (231) 533-8916
Fax (231) 533-9214
Elementary Principal



ZONTA International
ZONTA CLUB OF LEELANAU

April 21, 2014

Christine Rousseau
U. S. Coast Guard
1175 Airport Access
Traverse City, MI 49686

Dear Christine:

Thank you!! On behalf of the school coordinators, the service committee, the Zonta Club of Leelanau County and the 8th grade girls of Leelanau County, please accept our gratitude for your time and presentation at Zonta's Career Exploration Day, 2014.

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- "Becoming a Coast Guard is a long length of learning/training"
- "I think it's unique to hear how they became a Coast Guard and also it kind of helped me think about my career"
- "They were cool and friendly and exciting"

P.O. Box 904 • Suttons Bay, Michigan 49682-0904
The Zonta Club of Leelanau Foundation is a 501(c)(3) non-profit organization

To ARIANA TRAVERSE CITY:
 I just wanted to thank you for all the support. Prayers, cards, presents, thoughts, and love I have received from you all. It all has been very humbling and I can never adequately thank you enough. When I come out on top of this and standing duty again, it will be because of all the support and love I have received from you. I am forever grateful.

This has been especially hard on my family because we are all spread out and they can't be by my side every day. But when I tell them about my brothers and sisters in blue and how you guys have been looking after me, they become pretty emotional. My father, mother, and sister pass on their thanks as well.
 I am trying to get backup to Traverse City some time this summer but I don't know when. If I can through I plan on thanking everyone in person.

Sincerely,
 Brian

Dear Gabe,

On behalf of the Grand Traverse Bay Watch, I would like to thank you and your staff for your participation in Healthy Kids Day. I cannot tell you how delighted everyone was to see the helicopter land on the Ymer's Soller fields! Thanks for helping make our day a special day for the community!

Sincerely,
 Jude J. Cornett

hard work is so evident and we have a new respect for that work.

Thank you! Thank you! Each of you.
 The Harding Family.

Dear Mr. Legas, Mr. Jehu, Mr. Somma, Mr. Hedinger and Mr. Bilover,

Wow! What a fantastic tour our family got at our visit! Thank you so much for taking time to educate us on all the Coast Guard does! We appreciate you all so much and are blessed to have you in Traverse City. Your dedication and

U.S. Department of Homeland Security



Homeland Security

Dear Dolphin Crew—
 Thanks again for your help in Mackinac Island. I enjoyed my first flight in a Dolphin. I flew with CBP last week in Arizona — they've got nothing on y'all! Enjoy the photos.
 Best,
 Caroline Dierker



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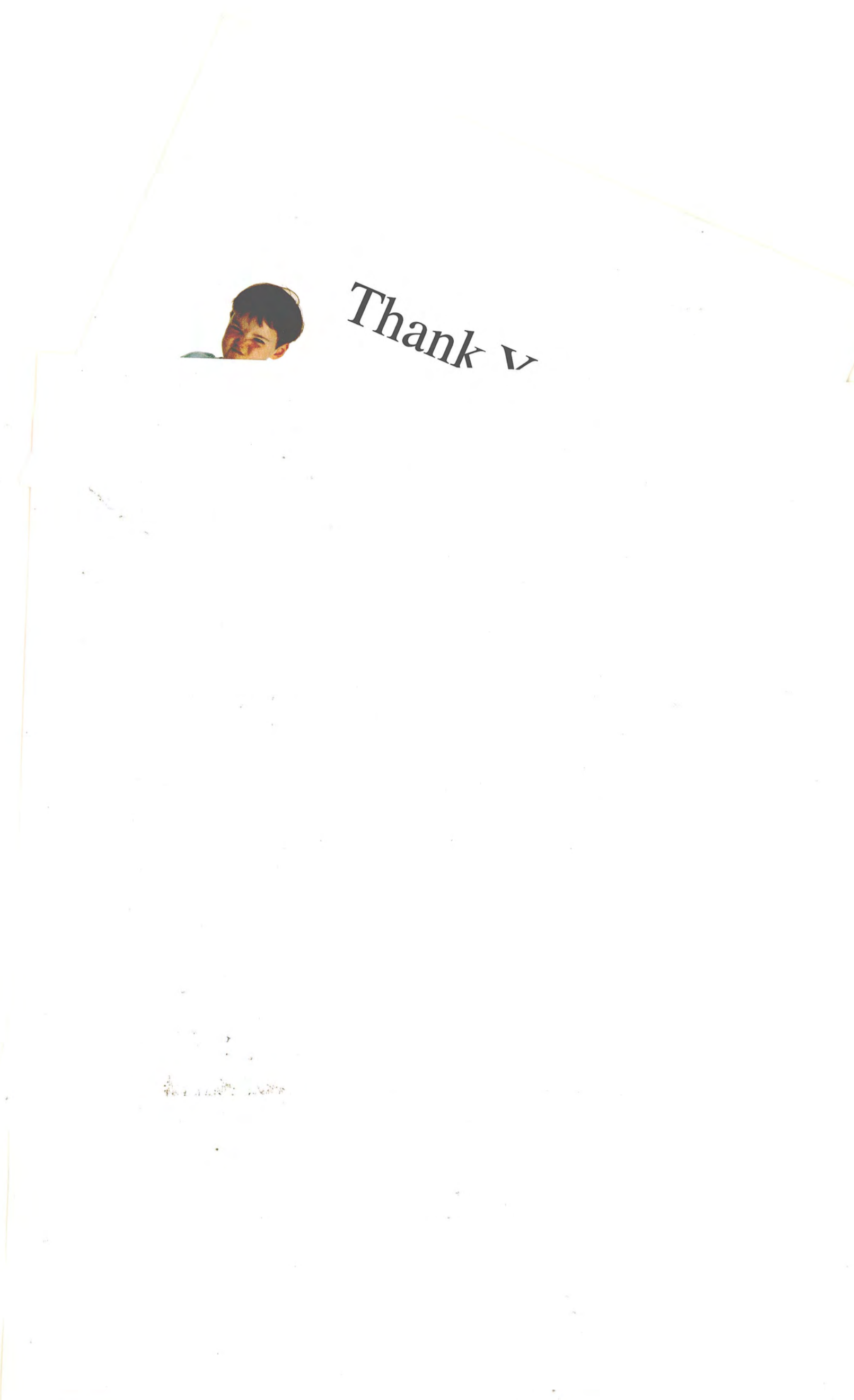
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Sincerely,

Mrs. Mills

We feel the Career Exploration Day was a success and your participation has directly contributed to the empowerment, education and overall well-being of the 8th grade young ladies in our community. Again, we are grateful for your help in making this day such a success!

Federal tax laws require us to notify you that the Zonta Club of Leelanau County provided no goods or services to you in exchange for your presentation. It is suggested that you retain this acknowledgement with your tax records.

Sincerely yours,

Ginny Laskey

Ginny Laskey
Career Exploration Day Committee
Zonta Club of Leelanau County
231-256-9130
cell 810-625-4609
Gerry11@aol.com

COAST GUARD



Record-Eagle/Keith King

Vice Admiral John Currier, 23rd United States Coast Guard Ancient Albatross, receives applause as he walks past attendees after landing in a Coast Guard helicopter for the Ancient Albatross Change of Watch at the United States Coast Guard Air Station Traverse City.

'This is like coming home'

Ancient Albatross passes on title in Change of Watch ceremony

BY MATT TROUTMAN
mttroutman@record-eagle.com

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Only the Coast Guard's longest-tenured active duty aviation officer can hold the title and wear the outfit — leather jacket, cap, goggles and pilot's scarf — of Ancient Albatross. Currier passed the title to the 24th recipient, Rear Adm. Jake Korn.

Currier requested the ceremony be hosted in Traverse City, where he was stationed

from 1983 to 1988. He's spending his retirement with his wife in a house they built on Old Mission Peninsula.

Ceremony speakers included Adm.

Paul Zukunft, who assumed duties of Coast Guard Commandant on May 30. He said the ceremony allowed Coast Guard officers to look at past experiences as guideposts for the future.

"I share a bit of my direction with you today because our Ancients are the embodiment of those principles," he said.

Zukunft recounted how

Currier once flew a mission in "nearly impossible conditions" that ended in the rescue of 10 people from a burning ship.

This feat earned Currier a place on the Harmon Trophy, which annually honors the world's outstanding aviator. Names on the trophy include Chuck Yeager and Howard Hughes.

Currier served as Coast Guard Vice Commandant and logged more than 6,000 flight hours in various aircraft.

He passed the Ancient Albatross title and its "smelly

leather cap" to Korn after a speech thanking his mentors and peers.

Korn called it "surreal" to be surrounded by aviation legends like Currier.

Tim Dellot, of Saline, served in Traverse City with Currier, an experience he fondly recalls. He said now that he's older Coast Guard ceremonies are can't-miss events.

"Now I know everybody," he joked.

"These kind of ceremonies really re-energize us," said his friend Dave Spracklen, of Washington, D.C.



Ancient Albatross

Change of Watch

United States Coast Guard
Air Station Traverse City



Wednesday
June 4th, 2014

REGION/STATE

NEWS FROM NORTHWEST LOWER MICHIGAN

Tuesday, July 1, 2014

LOCAL NEWS EDITOR (231) 933-1467

COAST GUARD

Five kayakers rescued

Teens rescued during treacherous Manitou trek

BY MATT TROUTMAN
mttroutman@record-eagle.com

GLEN ARBOR — A kayak voyage through the Manitou Passage turned treacherous for five teens after they grew tired in choppy Lake Michigan waters and had to be rescued.

"These five, they're lucky to be alive," said Leelanau County Sheriff Mike Borkovich.

The kayakers — a New York woman, two Grand Rapids men, an Ada man, and a West Bloomfield man, all ages 18 and 19 — set off Friday for a camping trip to South Manitou Island from Glen Haven. They stayed until Sunday when they ran out of food and decided to brave stiff

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"It's beyond the point of being foolish," he said. "There are a lot of professional mariners who have drowned in the last couple hundred years in the Manitou Passage."

The teens pushed off Sunday about 2 p.m. and apparently decided to split up. Three chose to ride the winds south while the other two made a push for Glen Haven. Borkovich didn't have information as to which teens were in which group.

Borkovich said three Indiana men in a sail boat cruised past the group of three kayakers about 6 p.m. not far from the

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island. He said they managed to turn their 32-foot sail boat around in the rough waters and pluck them from the waves.

The sailors called Leelanau County authorities to report the rescue and that two kayakers remained missing somewhere between the island and Sleeping Bear Dunes. Coast Guard spokesman Petty Officer Levi Read said a rescue helicopter crew spotted the missing teens about 7 p.m.

"From what I understand, the swells were about 4 to 5 feet and the winds were blowing about 25 mph," he said. "I imagine it looks pretty choppy."

Read said one teen floated in the swells alongside an overturned kayak. He said a rescue swimmer went down and decided that the teens were in bad enough shape to warrant a basket rescue.

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Change of Watch Schedule of Events

Arrival Honors Arrival of Official Party*

Presentation of Colors and National Anthem*

Invocation*
CAPT Dennis W. Young
U.S. Coast Guard Atlantic Area Chaplain

**Ancient Albatross Ceremony
Welcoming Remarks**
ADM Paul F. Zukunft
Commandant of the U.S. Coast Guard

23rd Ancient Albatross Remarks
VADM John P. Currier
Vice Commandant of the U.S. Coast Guard

Transfer of Honors of the Ancient Albatross

24th Ancient Albatross Remarks
RADM Jake H. Korn
Commander, Seventh Coast Guard District

Presentations

The Coast Guard Aviation Association
RADM James Van Sice, USCG (Retired)
Ancient Order of the Pterodactyls

The Foundation for Coast Guard History
CDR Gary Thomas, USCG (Retired)

Coast Guard Office of Aeronautical Engineering (CG-41)

Coast Guard Office of Aviation Forces (CG-711)

Departure Honors

Retire the Colors*
Semper Paratus*
Departure of the Official Party*

United States Coast Guard Aviation

Legislation calling for the establishment of 10 Coast Guard Air Stations was passed by Congress on August 29, 1916. The Act was never funded and Coast Guard Aviation was left in the hands of a few individuals until 1920. Those individuals had a large role and made a significant impact on early aviation. One of them, LT Elmer F. Stone, was the pilot on the Navy NC-4 Flying Boat that became the first aircraft to fly across the Atlantic Ocean in 1919.

On March 24, 1920, the first Coast Guard Air Station was founded in Morehead City, North Carolina. Flying borrowed Navy aircraft and operating as an experiment without appropriated funds, it demonstrated the value and possibilities of aviation to the Coast Guard. The unit was closed after 15 months, but its successes led to renewed interest in 1925 when new methods were required to counteract rum runners during the Prohibition Era. Coast Guard Air Station Ten Pound Island, near Gloucester, Massachusetts, became operational in the fall of that year.

Coast Guard aviation grew steadily throughout the late 1920's. Operating aircraft borrowed from the Navy, or in some cases seized from rum runners, Coast Guard aircraft patrolled from Massachusetts to Florida. The demands of World War II would provide the final push that made aviation an indispensable part of the Coast Guard.

Today the Coast Guard operates over 200 aircraft from 25 Coast Guard Air Stations. Modern helicopters and fixed-wing aircraft provide state-of-the-art support for the entire range of the Service's missions including Search and Rescue (SAR), Homeland Security, Law Enforcement, and Marine Environmental Protection. More than 3,000 pilots, mechanics and technicians are needed to keep the fleet of aircraft flying safely.

Ancient Albatross Award

The Coast Guard Ancient Albatross Award was instituted in 1966 to honor the Coast Guard aviator on active duty who has held that designation for the longest period.

The Transfer of Honors as the Ancient Albatross, conducted before the assembled aviators and crew, honors the senior Coast Guard aviator remaining on active duty. The reigning Ancient Albatross has surpassed all of his or her contemporaries in longevity, surviving a career in aviation begun with ulcerated instructors and terror stricken crews. He or she reigns as an inspiration and an example of endurance.

In 1988, the Enlisted Ancient Albatross Award was established for the enlisted member on active duty with the earliest graduation date from "A" school in a Coast Guard aviation rating.

Ancient Albatross

30 Dec 1965	VADM W. D. Shields	14 Jul 2000	RADM J. C. Olson
27 Aug 1966	RADM C. Tighe	19 May 2006	RADM D. W. Kunkel
28 Aug 1970	ADM C. R. Bender	26 Jun 2008	VADM V. S. Crea
01 Jun 1974	CDR W. R. Goldhammer	01 Oct 2009	RADM G.T. Blore
01 Jul 1975	RADM M. A. Richmond, Jr.	14 Jul 2011	VADM J.P. Currier
01 Jul 1977	ADCMAP J. P. Greathouse	04 Jun 2014	RADM J.H. Korn
23 Feb 1979	CAPT W. D. Harvey		
05 Sep 1979	VADM C. E. Larkin		
31 Jul 1984	RADM F. P. Schubert	08 Jun 1990	ADCM J. T. Woltz
24 May 1985	RADM D. C. Thompson	01 Dec 1995	MCPO-CG E. A. Trent
08 Jun 1988	RADM E. Nelson, Jr.	30 Jun 1998	SCPO G. Butler
19 May 1989	VADM C. E. Robbins	02 Nov 1999	AVTCM D. W. Farence
05 Jun 1990	VADM H. B. Thorsen	14 Jul 2000	AMTCM B. D. Irsik
27 Jun 1991	RADM G. D. Passmore	24 Apr 2002	AMTCM M. T. Bigart
05 Jun 1992	RADM T. T. Matteson	11 Apr 2003	AMTCM W. Beardsly
19 Jun 1993	RADM W. C. Donnell	13 May 2006	AMTCS P. G. MacDougall
23 May 1997	VADM R. D. Herr		
30 Jun 1998	RADM E. J. Barrett		

Enlisted Ancient Albatross

REGION/STATE

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United States Coast Guard Air Station Traverse City History

Proudly situated in America's 10th Coast Guard City, Coast Guard Air Station Traverse City is located on the north side of Cherry Capital Airport. The unit consists of a large hangar, public works building, supply offices and warehouse, a small Coast Guard Exchange, a medical clinic, and Smith Hall, which houses a galley, lounges, and sleeping areas for the 24-hour duty crews. The unit also has several athletic fields, a softball field, tennis courts, and a small picnic area and playground.

Originally established as a one-plane detachment to provide search and rescue service to the Great Lakes, Air Station Traverse City was commissioned in 1946. Over the years, the unit has grown from its original small complement to its present staff size of 24 officers, two warrant officers, one Public Health Service officer, and 105 enlisted personnel. In 1980, the Air Station also increased its facilities when a new maintenance and administrative hangar was completed, providing over 50,000 square feet of work space, including a new hangar deck, workshops, and offices.

The types of aircraft assigned to the Air Station have also changed over the years. The earlier HU-16E "Albatross" seaplanes and HU-19G Sikorsky helicopters gave way to HH-52A "Seaguard" helicopters and the HU-25A "Falcon." In 1986, the rescue capabilities of the helicopter and the patrol capabilities of the "Falcon" were combined when three HH-3F "Pelican" helicopters were brought into service. With the modernization of the helicopter fleet, three HH-60J "Jayhawk" helicopters replaced the aging "Pelicans" in September 1991. In the spring of 1995, the familiar HH-65A "Dolphin" helicopters replaced the "Jayhawks".

In May of 2000, Air Station Traverse City gained operational responsibility for Air Facility Waukegan, just north of Chicago. Air Facility Waukegan stages one of the air station's helicopters and two full crews from Memorial Day through Labor Day.

In November of 2010, Air Station Traverse City transitioned its helicopter complement, replacing each of its five HH-65 C-model "Dolphins" with the Coast Guard's upgraded Dolphin, the MH-65C. This past May brought the Coast Guard's newest variant of the MH-65 to Traverse City, the "D". The MH-65D brings improved avionics upgrades and expanded capabilities for mission execution.

Washington, D.C.



Admiral Paul F. Zukunft
25th Commandant of the United States Coast Guard

Admiral Paul Zukunft assumed the duties of the 25th Commandant of the U.S. Coast Guard on May 30, 2014. He leads America's oldest continuous seagoing service and the largest component of the Department of Homeland Security, comprised of 41,700 active duty, 7,800 reserve, 8,300 civilian and 31,000 volunteer Auxiliaries.

Prior to this, Admiral Zukunft served as Commander, Coast Guard Pacific Area, where he was operational commander for all U.S. Coast Guard missions in an area encompassing more than 74 million square miles and provided mission support to the Department of Defense and Combatant Commanders. Other Flag assignments include Commander of the Eleventh Coast Guard District and Director, Joint Interagency Task Force West, where he served as executive agent to United States Pacific Command for combating Transnational Criminal Organizations in the Asia-Pacific Region.

Most notably, Admiral Zukunft served as the Federal On-Scene Coordinator for the Deepwater Horizon Spill of National Significance where he directed the response to the largest and most complex oil spill in U.S. history.

A native of North Branford, Connecticut, Admiral Zukunft is a 1977 graduate of the U.S. Coast Guard Academy and holds Master of Arts degrees in Management and National Security and Strategic Studies. During more than 37 years of service, Admiral Zukunft has commanded six units and served extensively in the cutter fleet.

REGION/STATE

NEWS FROM NORTHWEST LOWER MICHIGAN

Tuesday, July 1, 2014

LOCAL NEWS EDITOR (231) 933-1467

COAST GUARD

Five kayakers rescued

Teens rescued during treacherous Manitou trek

BY MATT TROUTMAN
mttroutman@record-eagle.com

GLEN ARBOR — A kayak voyage through the Manitou Passage turned treacherous for five teens after they grew tired in choppy Lake Michigan waters and had to be rescued.

"These five, they're lucky to be alive," said Leelanau County Sheriff Mike Borkovich.

The kayakers — a New York woman, two Grand Rapids men, an Ada man, and a West Bloomfield man, all ages 18 and 19 — set off Friday for a camping trip to South Manitou Island from Glen Haven. They stayed until Sunday when they ran out of food and decided to brave stiff

winds back to the mainland.

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The sailors called Leelanau County authorities to report the rescue and that two kayakers remained missing somewhere between the island and Sleeping Bear Dunes. Coast Guard spokesman Petty Officer Levi Read said a rescue helicopter crew spotted the missing teens about 7 p.m.

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Emergency personnel treated the teens and didn't transport them to the hospital. Borkovich credits the work by his deputies, Glen Lake and Leland firefighters and EMS and the Coast Guard with saving lives.

'This is like coming home'

Ancient Albatross passes on title in Change of Watch ceremony

BY MATT TROUTMAN
mtroutman@record-eagle.com

TRAVERSE CITY — An Ancient Albatross made his final landing at Coast Guard Air Station Traverse City.

A hum drummed through a piercing blue sky Wednesday, signalling Vice Adm. John Currier's arrival by helicopter.

He strode from his last flight as a Coast Guard officer into a hangar filled with commanders, local government officials and residents gathered for a Change of Watch ceremony. "This is like coming home," Currier told the crowd.

Only the Coast Guard's longest-tenured active duty aviation officer can hold the title and wear the outfit — leather jacket, cap, goggles and pilot's scarf — of Ancient Albatross. Currier passed the title to the 24th recipient, Rear Adm. Jake Korn.

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Vice Admiral John P. Currier
28th Vice Commandant of the Coast Guard

Vice Admiral John P. Currier assumed duties as the 28th Vice Commandant in May 2012. VADM Currier hails from Westbrook, Maine, and was commissioned from Officer Candidate School in 1976. He was designated a Naval Aviator in 1977. An alumnus of the University of Southern Maine, he holds a Masters in Business from Embry-Riddle University. He is a 1996 graduate of the U.S. Air Force Air War College and holds a Level III Acquisition Program Manager certification.

During his career, VADM Currier stood the watch at six Coast Guard Air Stations, including Air Station Traverse City. He was designated an Aeronautical Engineer in 1982. Other assignments have included Deputy Program Manager (Engineering) for the Coast Guard and Navy HH-60H/J joint helicopter acquisition at the Naval Air Systems Command, and Chief of SAR Operations and Director of Auxiliary for the Ninth Coast Guard District. VADM Currier served as Commanding Officer of Air Stations Detroit and Miami, then the world's busiest air-sea search and rescue unit. Subsequently, he was assigned as Pacific Area Chief of Operations, then as the Pacific Area Chief of Staff.

Promoted to Flag rank in 2005, VADM Currier served as Assistant Commandant for Acquisition at Headquarters, then as Commander of the Thirteenth District in the Pacific Northwest. He assumed the duties of the Coast Guard's Chief of Staff in 2009, later transitioning that position to the Service's first Deputy Commandant for Mission Support.

VADM Currier's awards include the Coast Guard Distinguished Service Medal, Legion of Merit, Distinguished Flying Cross, Meritorious Service Medal, Air Medal, Commendation Medal, Achievement Medal and others.

VADM Currier is a veteran aviator with over 6,000 flight hours in Coast Guard and Navy fixed and rotary wing aircraft. He is currently the Ancient Albatross, or the longest serving Coast Guard Aviator on active duty. His professional recognition includes the Harmon International Aviation Trophy, the Alaska Air Command SAR Pilot of the Year Award, American Helicopter Society Frederick L. Feinberg Award and the Naval Helicopter Association SAR Aircrew of the Year, all awarded for rescue operations.



Rear Admiral Jake H. Korn
Commander, Seventh Coast Guard District

Rear Admiral Korn serves as Commander, Seventh Coast Guard District headquartered in Miami, Florida. As District Commander, he is responsible for all Coast Guard operations in the Southeast United States and the Caribbean Basin including Florida, Georgia, South Carolina, Puerto Rico and the U.S. Virgin Islands. The Seventh District encompasses an area of 1.8 million square miles and shares operational borders with 34 Foreign Nations and Territories.

Prior to assuming command of the Seventh District, Rear Admiral Korn served as Assistant Commandant for Acquisition and Chief Acquisition Officer (CAO). As CAO, he directed efforts across all Coast Guard acquisition programs and related procurement management, contracting, and research and development activities to execute the Service's approximately \$30 billion acquisition investment portfolio.

In his previous assignment, Rear Admiral Korn oversaw the execution of all Coast Guard acquisition programs and projects, which provides for the sustainment, modernization and recapitalization of surface, air, command and control, and logistics assets for the Coast Guard's multiple maritime missions.

He served in a variety of operational and staff tours during his career, including Chief of Staff of the Eighth Coast Guard District, the first Commander of Coast Guard Sector Corpus Christi, Commanding Officer of Air Station Corpus Christi, Chief of Search and Rescue for the Eighth Coast Guard District, Commanding Officer of Air Station New Orleans, and Engineering Officer of both Air Station Houston and Aviation Training Center Mobile. He also served as the Chief, Inventory Management Branch at the Aviation Logistics Center (ALC). He attained pilot qualifications in the HH-52A, HH-3F, HH-60J, HH-65A/B and the HU-25, earning a FAA Airline Transport Pilot rating.

A native of northern New Jersey, Rear Admiral Korn graduated from the U.S. Coast Guard Academy with a Bachelor of Science Degree in Ocean Engineering. He received a Master's Degree in Industrial Administration from Purdue University's Krannert School of Management in 1989. He also completed the Advanced Management Program at the National Defense University in 2000, receiving a Chief Information Officer Certificate and is a 2004 graduate of the Naval War College Fleet Seminar Program. His military awards include three Legions of Merit and six Meritorious Service Medals.

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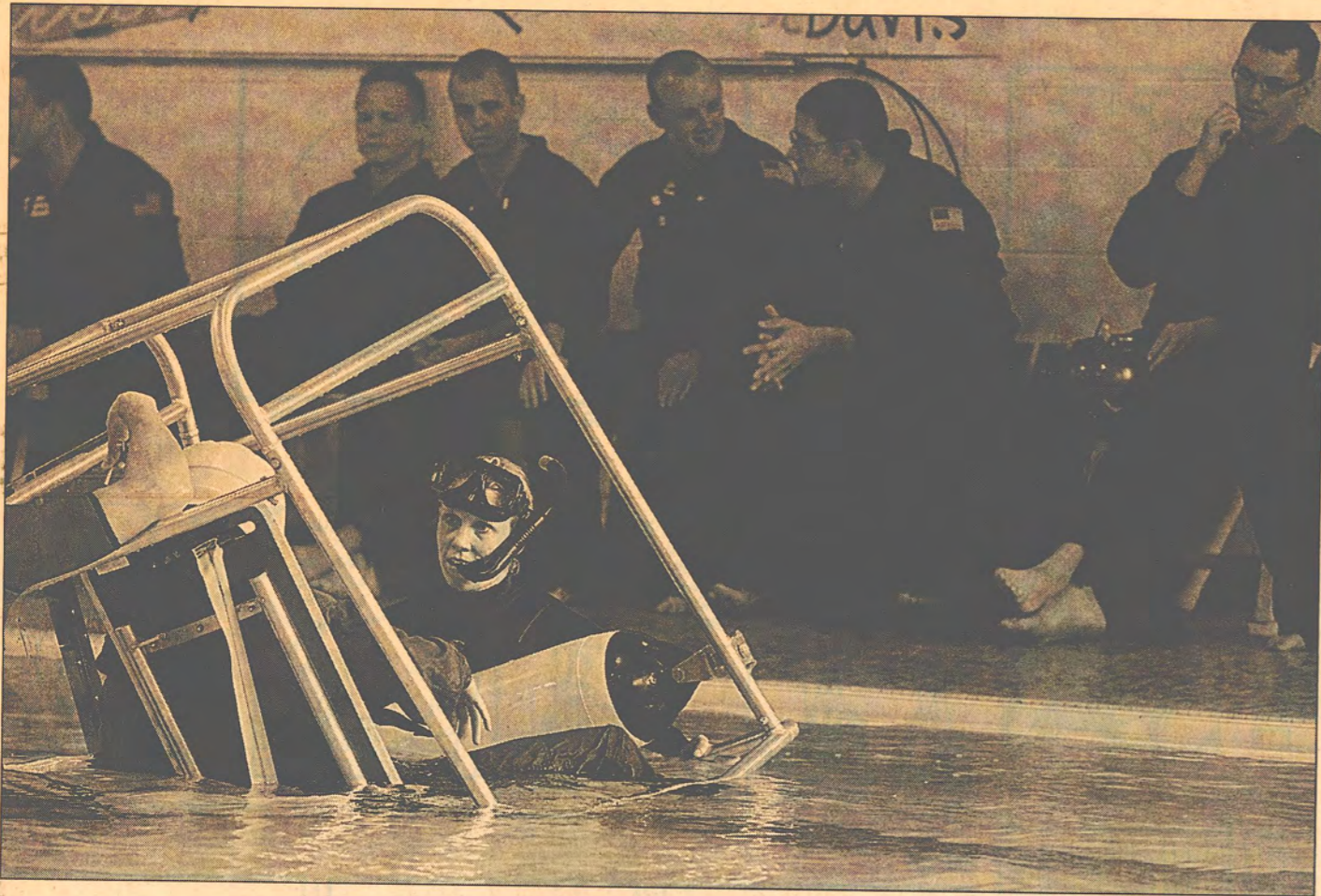
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RESCUE

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FROM PAGE 1A

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Williams resolutely strode to the boat, not watching her feet. She stepped in a hole.

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Williams, now 32, is one of four women in the Guard's 300 cadre of rescue swimmers at 23 air stations around the nation. She also is one of the 12 rescue swimmers serving at Coast Guard Air Station.

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SOUTHWEST ELEVATION



Monday, October 28, 2013

MONDAY

"What rescue swimmers have in common is that we don't buckle under pressure and we don't quit."

AST1 Jodi Williams

RESCUE WOMAN



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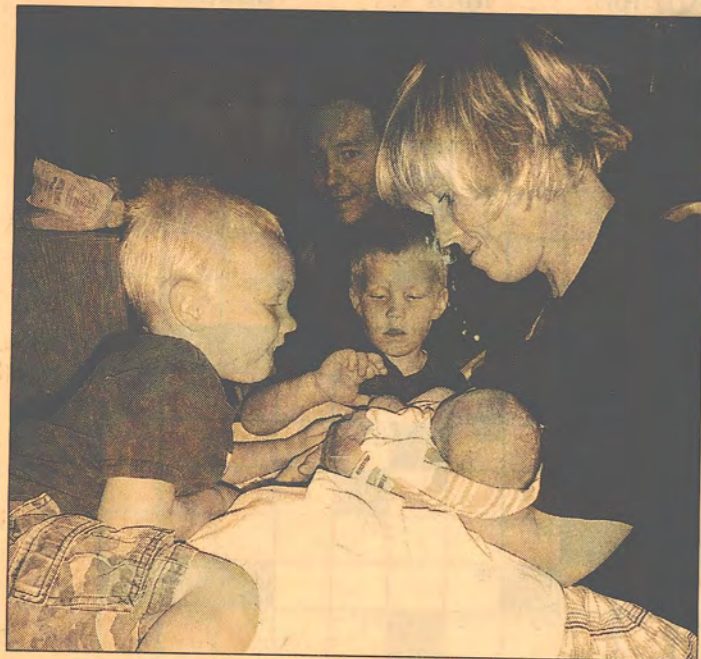
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Jodi and Asa with their sons, from left: Redding, Boone and newborn Wes in Jodi's arms.



Record-Eagle/Jan-Michael Stump
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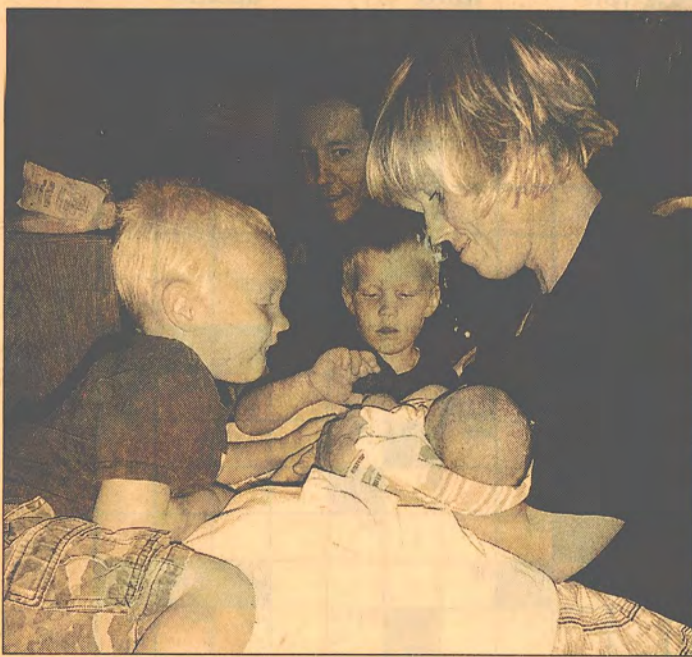
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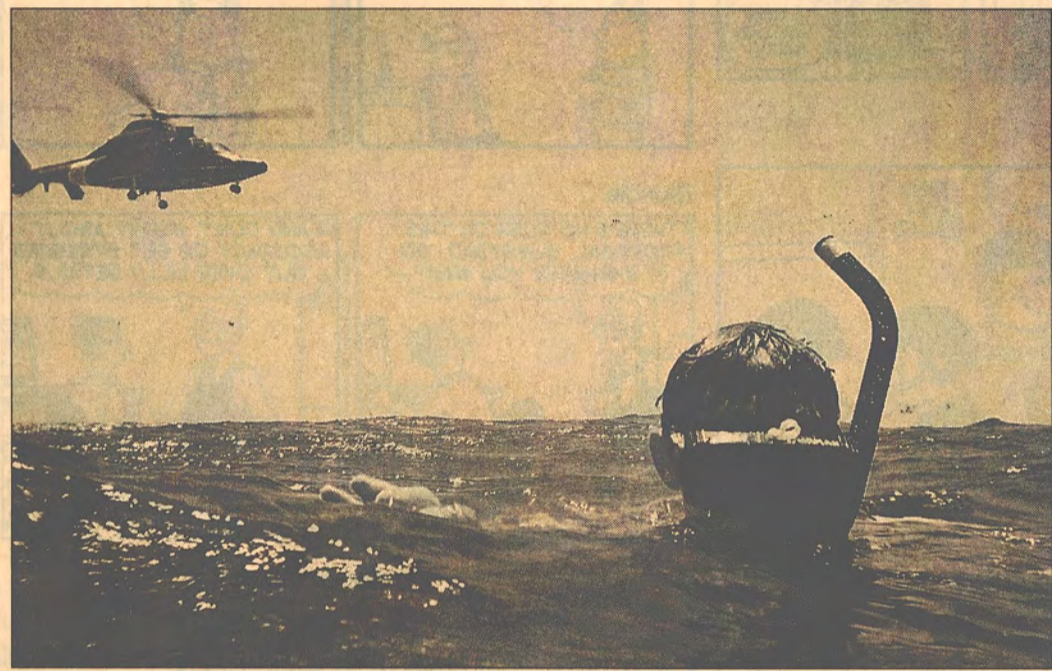
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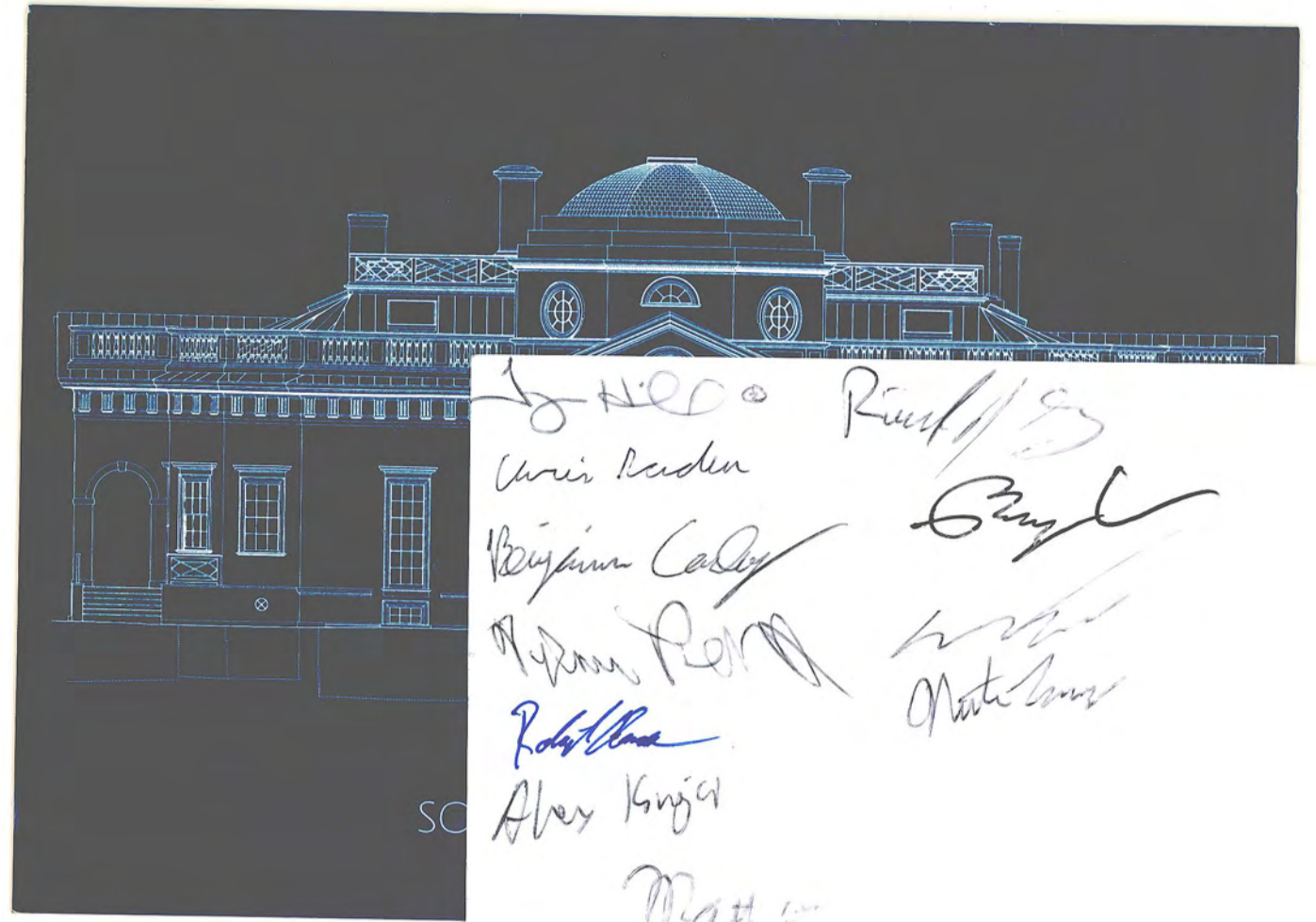
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By NED
Cris Linden
Benjamin Calby
Marianne P...
Rob...
Alex Kniga
Matt...
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M...

OCTOBER 24, 2013

LT CLAUSE, LT OKORN,

THANK YOU FOR PROVIDING THE GREAT LAKES MARITIME ACADEMY PROPELLER CLUB THE OPPORTUNITY TO JOIN AIR STATION TRAVERSE CITY AND SEE FIRST HAND WHAT YOU DO. ALL CADETS WHO WERE ABLE TO ATTEND THOROUGHLY ENJOYED THE EXPERIENCE.

THANK YOU AGAIN!

Billie
D...

Monday, October 28, 2013

MONDAY

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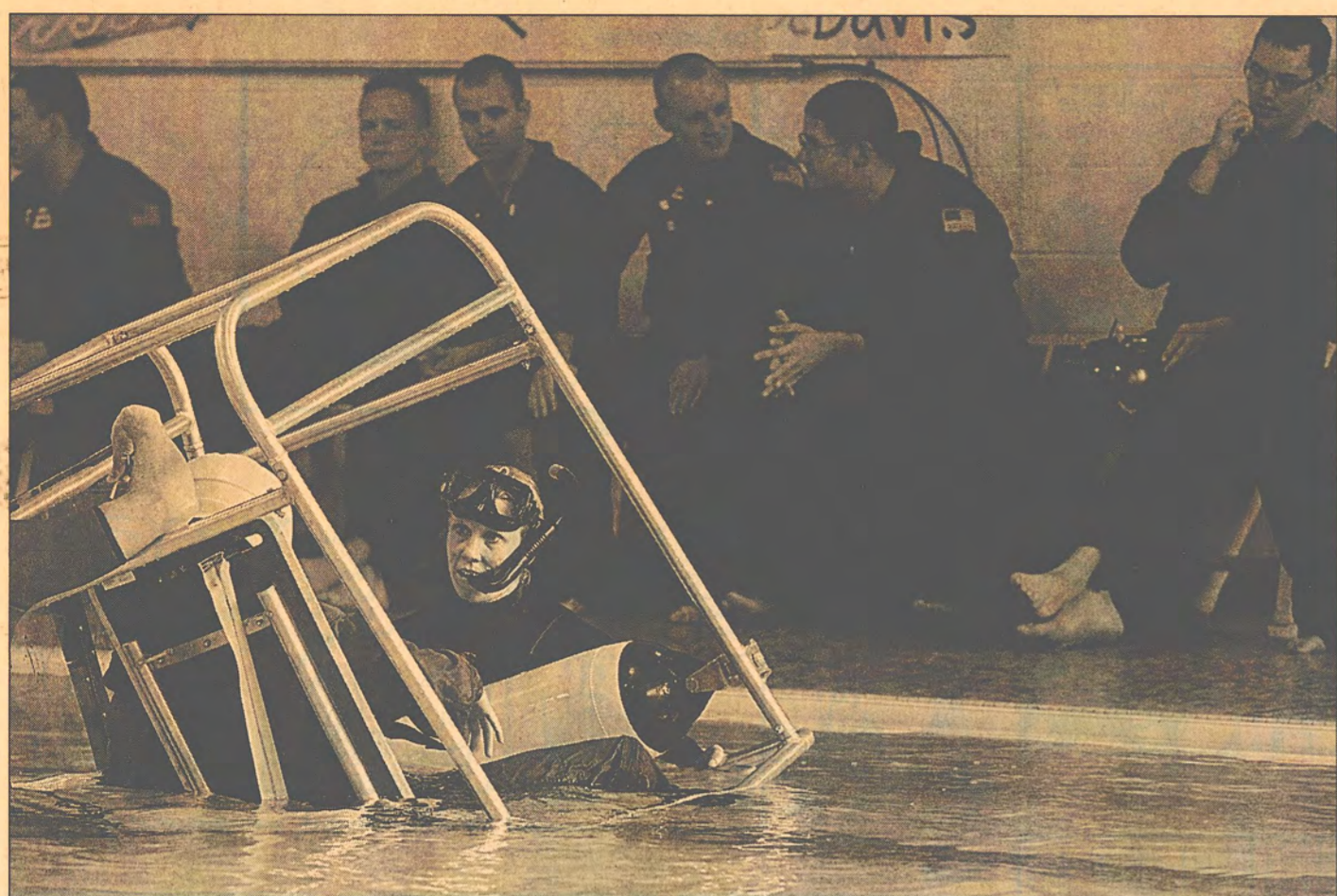
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Williams resolutely strode to the boat, not watching her feet. She stepped in a hole.

"And I fell flat on my face, she said, laughing. So much for ta-da moments.

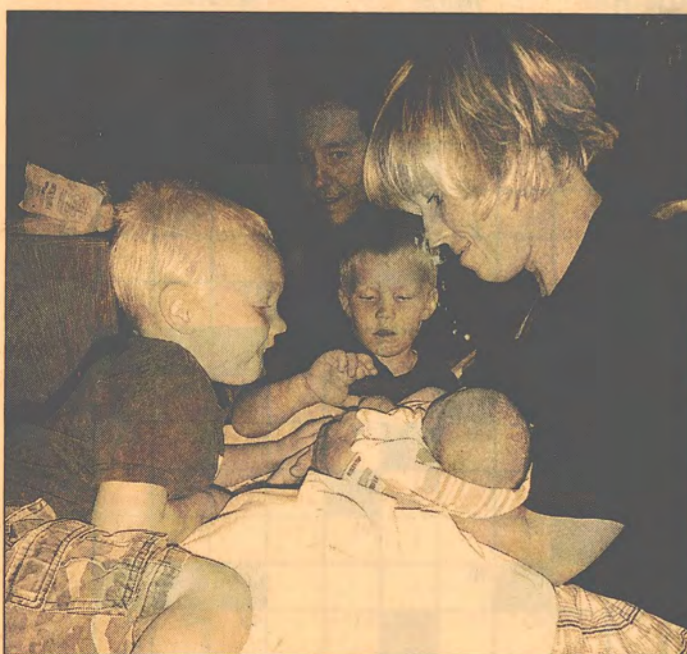
The men were brothers. They told her they and their father had washed off the boat in the storm and waves pushed him into a nearby cave. She found and rescued the father after several tense moments.

Williams, now 32, is one of four women in the Guard's 300 cadre of rescue swimmers at 23 air stations around the nation. She also is one of the 12 rescue swimmers serving at Coast Guard Air Station.

"NO-QUIT FACTOR"

Williams couldn't swim when she joined the Coast Guard in 1999 right after high school. Now in the 14th year of her Coast Guard career, she initially trained and served as a dental technician at Air Station Borinquen in Puerto Rico.

Rescue swimming is one of the Coast Guard's most hazardous jobs. It involves helicopters, raging storms, heavy seas, ice-cold waters, floating debris, sometimes combative and frightened survivors, and unfriendly drug runners who dump their illegal cargo when they spot a Coast Guard vessel.



Special to the Record-Eagle
Jodi and Asa with their sons, from left: Redding, Boone and newborn Wes in Jodi's arms.



Special to the Record-Eagle
Coast Guard AST1 Jodi Williams during lifesaving practice drills in the Pacific Ocean in 2006 when she was stationed at Air Station Los Angeles.

Williams is an avid jogger and participated in many races while stationed in Puerto Rico and met many ASTs, or aviation survival technicians. Several asked if she ever had considered AST and rescue swimming training. Others suggested that she apply.

The dentist she worked with had a friend who offered to teach her swimming basics during lunch breaks and after work every day for two weeks.

She also had a two-and-a-half year wait for an opening in the training program.

Becoming a rescue swimmer is no easy task even for good swimmers. It is considered an elite Coast Guard's program with the most challenging physical fitness standards of all U.S. military services. Men and women trainees have to meet the same physical requirements. About 75 rescue swimmers are trained a year. Fewer than half make it.

Though Williams initially couldn't swim, she knew she met other important requirements for the job. She was comfortable in the

water. She could keep a cool head in stressful situations. She is not a quitter.

In fact, if you ask her what it takes to be a rescue swimmer, she answers with four words: "The No-Quit Factor."

"I'm a firm believer that it's a mind thing," she said. "What they're looking for is a mental toughness. There's no one thing that makes a good rescue swimmer. We're all different. What rescue swimmers have in common is that we don't buckle under pressure and we don't quit."

Her year-and-a-half of training included four months of airman training, six months airman duty, four months in aviation survival technicians training, plus an intensive four-weeks of emergency medical technician training.

NOW

Today, AST1 Jodi Williams is one of the 12 rescue swimmers at Air Station Traverse City who serve as one of four members on the of helicopter rescue crews. The other three members are the pilot, co-pilot and flight technician:

The 12 rescue swimmers at Air Station Traverse City have several duties. They are part of four-person crews, and when not flying they inspect, maintain and repair rescue, survival and EMT medical equipment on the choppers.

They also continue intensive water and/or land physical fitness and survival training to maintain strength and skill. Requirements are the same for men and women.

FAMILY

Williams also is a mother. She and husband, Asa, have three sons: Boone, 6, in first grade; Redding, 5, in

in the Coast Guard when they were both stationed in Los Angeles in 2004 and married eight years ago. They moved to Traverse City in July from San Diego.

Asa, a Coast Guard flight mechanic for six years, earned his bachelor's and master's teaching degrees in San Diego. He is substitute K-5 school teacher, mostly in the Traverse City Area Public Schools.

Juggling their work, dad and mom schedules can be challenging, but they're used to team work, they said.

She and Asa talk occasionally about the dangers of her job but

don't dwell on it. Like many working mothers, Jodi said she feels pulled sometime by family and job responsibilities.

"I know being a mom is the most important thing, but I also want to pull my own weight at work," she said. "I'm lucky to have a husband who likes being home with the baby. He's great with the kids and comfortable with them."

Her hobbies and interests have changed since having children. Her home life revolves around their school activities and soccer. She's currently making three Halloween turtle costumes for their boys.

Dear Ryan,

Our family was surprised and delighted by the tour of the Air Station that gave us on the 20th. We never expected such a detailed and exciting experience. Our grandson is still bubbling over talking about it. Your enthusiasm and extensive knowledge of the Coast Guard and the Air Station made this tour one we will long remember. It was certainly the high point of our visit to Traverse City. Thank you for your service. We hope this tour of duty will continue to be an enjoyable one for you and your family.

Sincerely yours,
Ret. Morrison



Monday, October 28, 2013

MONDAY

"What rescue swimmers have in common is that we don't buckle under pressure and we don't quit."

AST1 Jodi Williams

RESCUE WOMAN



Record-Eagle/Jan-Michael Stump
AST1 Jodi Williams shares a laugh with Lt. Katie Pelkey during a training session with air crew members from U.S. Coast Guard Air Station Traverse City at the Grand Traverse Civic Center.

Air station's Jodi Williams is one of four women to save swimmers nationwide in Coast Guard

She couldn't swim when she enlisted

BY LORAIN ANDERSON
landerson@record-eagle.com

TRAVERSE CITY — Coast Guard AST1 Jodi Williams lost count of the number of swimming rescues she's done, but her first is still among the most memorable.

It occurred about 2 a.m. during a 2004 storm in the Channel Islands

Nominees sought for Athena Award

Athena Grand Traverse, part of a larger international awards program, bestows one Athena award each spring to someone in the region who has made paths for women to follow. Page 7A

off Los Angeles. Three men had run aground in a storm on rocks at the base of a cliff.

As the helicopter hovered over the rescue site, Williams, then 21, looked down at the cold, dark sea. Whitecaps foamed in 15-foot waves. She clipped herself to the drop line. A down draft from the cliff prevented the chopper from setting her down next to the boat, so she was hoisted to an outcropping about 15 yards away.

She flashed her light toward the grounded boat and saw a big hole

SEE RESCUE PAGE 7A

Thank You
Letters
2014

Happy Holidays!



Season's greetings

Dear hero,

Thank you for
all of the things
you do for us like
protecting our
country and our
freedom it means
so much to us what
you do is the
ultimate sacrifice
and we can't thank
you enough. So
we wish you
warmth and
happy holidays!
Sincerely, student
west high school

Dear Coast Guard,

Thankyou for letting us come to your station. I learned a lot. My favorite part was going in the helicopter.

How many small boats do you have?

Do you ever use the jet? How long have you been in the Coast guard?

How many rescue swimmers are there?

From your friend,
Bradyden

Thank

you!!

Dear Coast Guard Station,

Thank you for letting us come
and go in the helicopter. It
was really fun. I enjoyed it. I
hope that I hope that you
let other classes come and do
what we did.

Your Friend,

Laney

Hand-drawn letters 'W' and 'X' with various patterns: diagonal stripes, polka dots, and horizontal stripes.

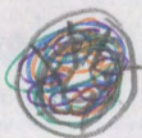
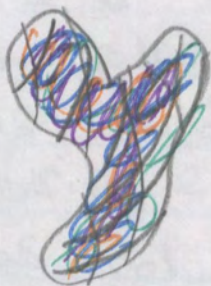
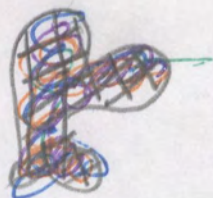
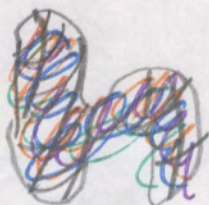
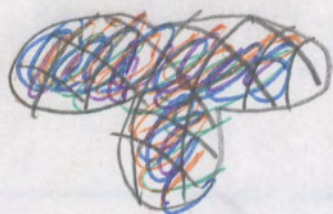
Hand-drawn letters 'Y' and 'Z' with various patterns: polka dots, diagonal stripes, and horizontal stripes.

Hand-drawn letters 'A' and 'B' with various patterns: diagonal stripes, polka dots, and horizontal stripes.

Hand-drawn letters 'C' and 'D' with various patterns: polka dots, diagonal stripes, and horizontal stripes.

Dear Coast Guards,

Thank you for teaching us about your job and what you do every single day. I hope I can remember all the stuff you told me about. Also showing us your base. I did the push ups and the chin up. If you do that every single day more and more that would be hard. The helicopter was really cool. There were a lot of buttons. There were a lot of interesting facts (things) about the helicopter. I hope I can come there again. I enjoyed everything. Sincerely, Noel



Dear Coast Guards,
Thank you for showing us how
to see when some ones in an airplane
in a different place. It was fun going in
near the plain but didn't go in the plain. It
was fun doing the pull ups. What's your
favorite exercise? the night vision
was cool to. When I grow up I want to
be in the coast guard station. 5th grade

Student Starly
Starly Parish

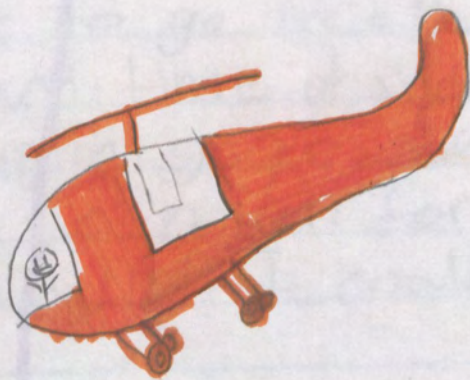
Thank

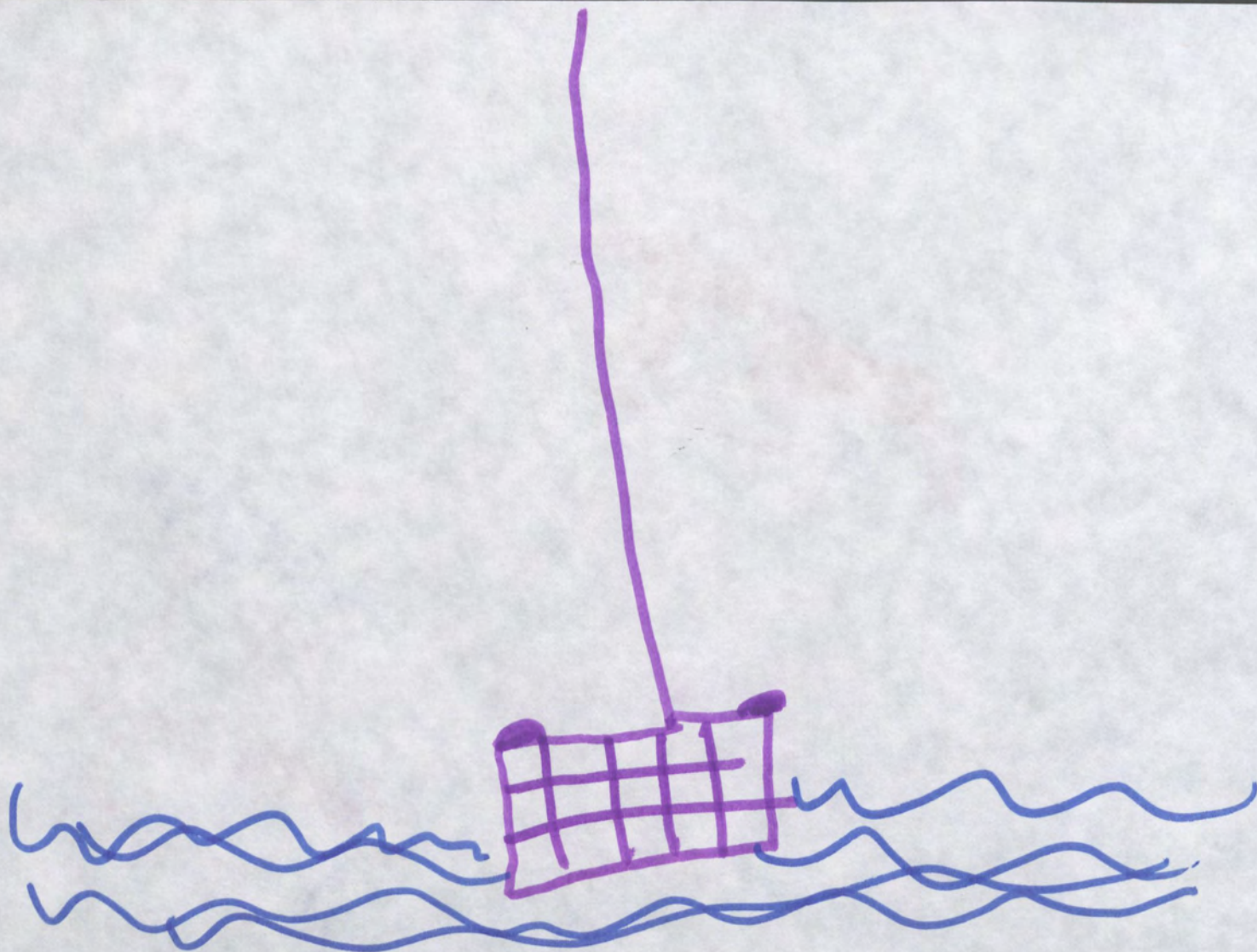
you

Dear Coast Guards,

Thankyou for letting us come to
the Coast guard place. I so happy that
we got to go in the helcopper. To see what
it looks like. I liked when we saw the glass.
Thankyou again for all the things we saw.

Thank
~~you~~
You





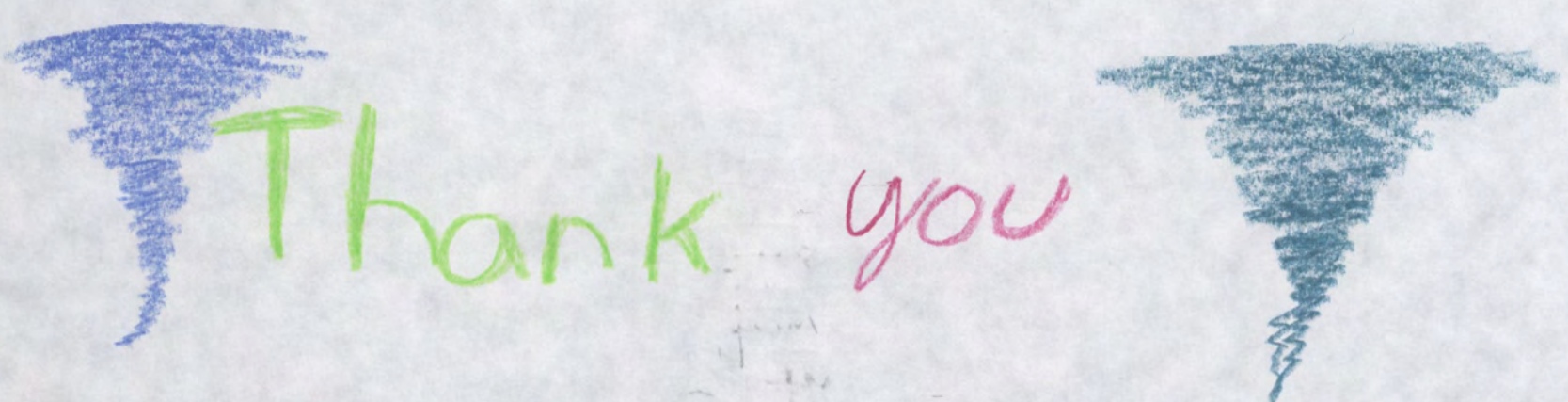
Dear Coast Guard,

Thank you for letting us come. I had a lot of fun. My favorite part was when I got to go in the helicopter. I had a hard time doing a pull up. The night vision goggles were nifty cool. Thank you so much for letting us come. I wish I could go again.

From,

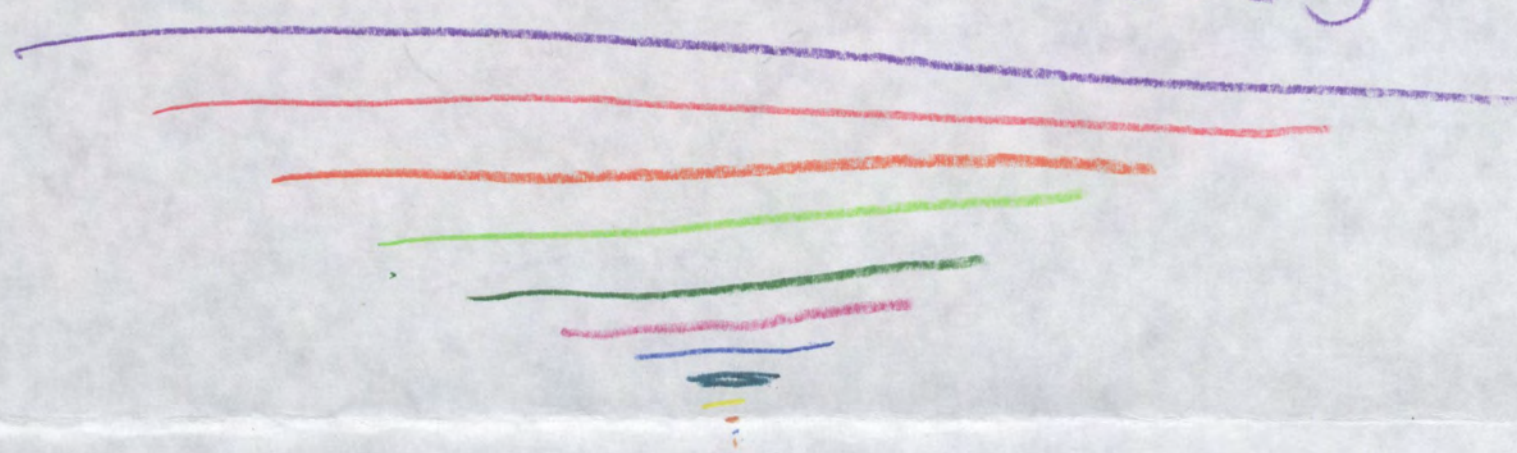
Hendall Fischer





Thank you

Coast Gaurds



Dear Coast Gaurds,

Thanks for the tour Coast Gaurds. It was fun looking at the helicopter and getting to go in it. All of the Swim Gear was cool. How much wieght can you put in the basket.

Thank

You

Dear Coast Guard,

Thank you for teaching us about the equipment you use. I learned about the helicopters. I learned that you fly at 120 miles in the helicopter. I learned that you have night vision goggles. I learned about the ^{rescue} swimmers. I learned that you have dry suits. I learned that people stay there

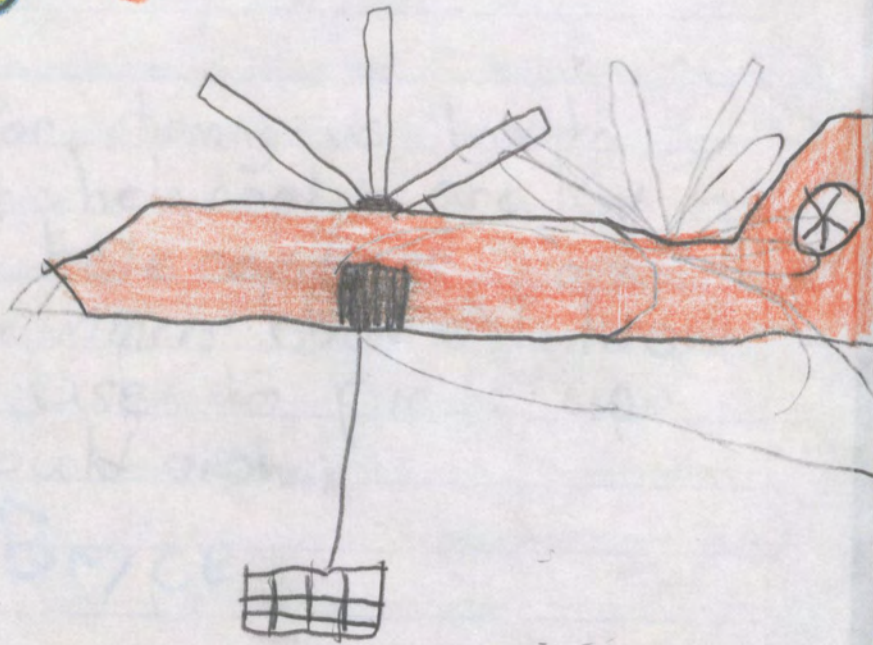
24/7.

Your friend,
Johnathan

Thank

you

ou



Dear Coast Guard,

Thank you for showing us how to locate where your helicopters are. Now I know how your helicopters work and what the swimmers do. Also I know what you guys use to pick up anybody that could drown.

from Bryce

Thank

you!

Dear Coast Guard,

Thank you for letting
us come! I learned a lot
at the coast guard station.
Is it fun there? Do you
like that you stay there
all night and all day?

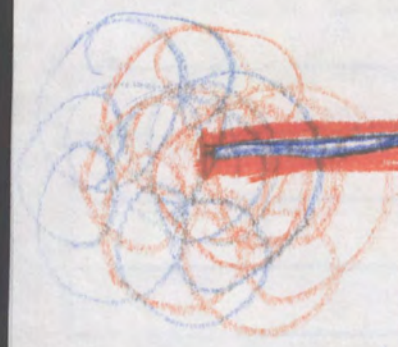
From, Emerson

Thank

You!

Coast

Guard



Dear Coast Guard,

Thank you for letting us go around
your Coast Guard base it's really nice to
now what you do there. My favorite thing on our
tour was going in the helicopter. I had
so much fun at your base.

Your Friend: Mackenzie Hoogerhyde!!



THANK YOU

COST GUARD

Dear Coast Guard, Guard
Thank you for showing us
the helicopter and the
~~main~~ main room and the swimmers.
I like the helicopter the
most. Thank you so much.

Karina

Thank

You!

Dear Coast Guard

Thank you for letting
us come to your facility.
It was very nice of
you to show us your helicopters
to us. I thought the helicopter
was very cool. It was very
fun to come

from Colin

Dear Coast Guard

Thank you for having us there. Thank you for showing us your ~~station~~ base/station. It was fun looking through the night vision ~~gog~~ ~~goggles~~ goggles! It was cool going into that helicopter.

Your Friend,
Jacob

Dear Coast Guards,

Thank you for letting us come on the trip. I learned a lot.

My brother John is going to be a rescue swimmer there.

My favorite parts of the trip were when we went in the helicopter and when we got to watch them pull the helicopter in.

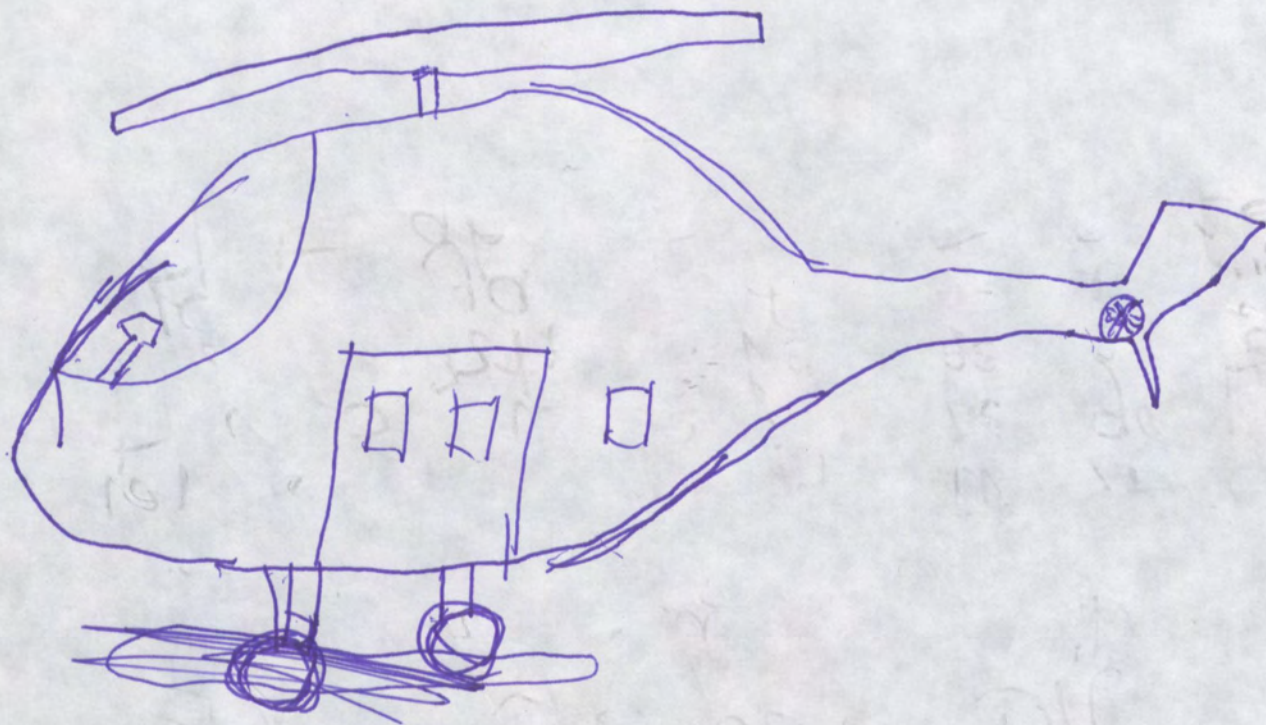
I've never ridden in an airplane, or helicopter. Is your job hard?

I'd imagine it is. I really enjoyed going on that trip.

Sincerely, Danielle

THANK

YOU!!!



Dear Coast Guard,

Thank you for showing us around your facility. I had a lot of fun! My favorite part was when we got to go into the helicopter. Thanks again for teaching us a lot about your place.

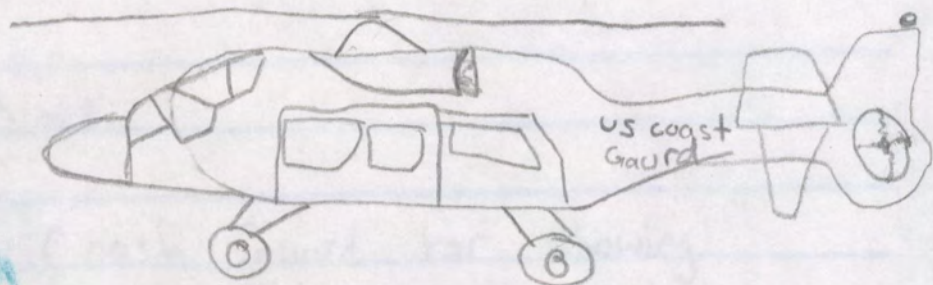
Your best
friend,
Jesiree

AUSTIN

Dear Coast Guard,

Thank You for showing us
your places. I liked it when we
got to sit in the helicopter
is it ever fun at your job?
I thought when we had to do
a pull up it was fun that
was cool being there i had
fun when we were there i
learn new things. it was cool
when we got to see a plane take off

WHALE



Dear Coast Guard,

Thank you Coast Guard for showing us around your base. It was fun and really cool. I liked when we looked through night vision goggles. I also liked when we got to go through the helicopter. Thank you for letting us come.



Dear Coast Guard,
Thank you Coast Guard for
letting us learn about what you do
to keep us safe. My favorite part
was going inside of helicopter. Thank
you also for letting us waste your
time and our time instead of
doing math for about an hour.

From,
Carter Supper

Thank

you

Dear Coast Guards

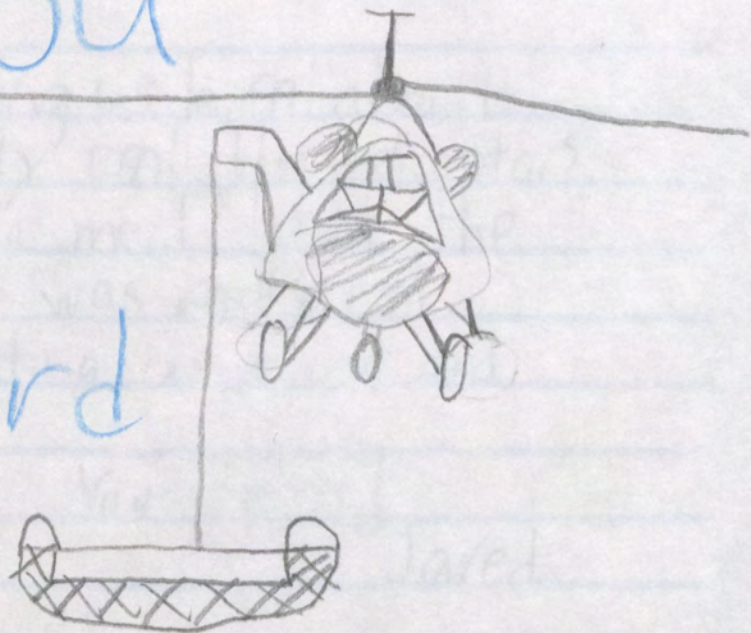
Thank you for showing us around your place. It was pretty cool. How do people not fall off the helicopter? Do they have harnesses? I liked going inside the helicopter. I also liked looking through the night vision goggles. Thank you again for showing us around your place.

From Isaac

Thank

you

Coast
guard



Dear Coast Guard,

Thank you for letting us learn about your job it was really cool. The helicopters was the best part to me. I liked the swim gear too that was really cool.

Thank you for letting us come and look at your place.

Your Friend
Jared



Dear Coast Guard,

Thank you for showing us around your base. I hope you love our questions. To me your some really good coast guard people. Just to let you know I was the kid in the orange coat and blond hair twins to be exact.

From Josiah Kromm
12 years old

2014

Thank !!

you



~~Go~~
Ghost
Guard



Dear Ghost Guard,
Thank you for letting
us visit the Ghost Guard
station. My favorite thing to do
was to sit in the helicopter
seat. I think it would be fun
to visit again. It was very
cool to see the helicopters
inside. I see the helicopters
now and then flying around
in the sky.

Yours Sincerely,

Tabitha Dawson

Thank

!!! YOU !!!

Dear Coast Guard,

Thank you for letting us come to
your station and showing us around.

I really enjoyed it. I learned
a lot about being safe when I
am on the water in the woods or
any other place. Now if I see a
helicopter I don't have to be scared.
Thank you again.

Your Friend,
Lance

Retirement of AMTCM Jeffrey C. Waite

September 19th, 2014



ROSTER

CDR Wilfred H. Shaw
Commanding Officer
LCDR Benjamin K. Schaeffer
Executive Officer
LCDR Lawrence R. Montali
LCDR Stephen D. Csintyan
LT William N. Zensen
LT Wade A. Johnson
LT John R. Huddleston
LTJG Donald B. Wittschiebe
ENS James D. Stiles
ENS Jeffrey V. Millquist
CWO-3 Gerald W. Hayes

ADCP L. O. Simpson
ATC R. C. Eckerberg
AMCP A. A. Palmer
AD1 D. M. Barber
ASM1 R. L. Yeaton
AT1 C. W. Dickman
AE1 M. A. Baker
SK1 D. K. Kruschke
AD2 D. S. Benefiel
AD2 R. F. Fuerst
AT2 J. W. Warner
AE2 D. A. Kalec

AM2 W. S. Hanley
YN2 G. J. Stasny
SK3 H. D. Bassett
AD3 R. C. Crowder
AD3 T. J. Heydecker
AT3 J. M. Koniowsky
AM3 J. R. Rinehart
AM3 N. R. Shultz
ANAT T. R. Behn
ANAE J. K. Dodson
AN D. L. Pypers
SA J. A. Harris

SA G. R. Jarman

The Coast Guard's appreciation is extended to the following organizations for their cooperation in this ceremony:

U. S. Coast Guard Auxiliary Division XXII
Sikorsky Aircraft Division of United Aircraft Corporation
Chicago Council of the Navy League of the United States

U. S. COAST GUARD
AIR STATION
CHICAGO, ILL.



Dedication

MARCH 15, 1969





**U.S. COAST GUARD
AIR STATION
CHICAGO**

**TWENTIETH ANNIVERSARY
15 MARCH 1989**



CG-4541 (6-87)



**COAST GUARD
NEWS**

Release No.:
Contact: LT. LAWRENCE C. GOEB (312) 657-2145
NAS GLENVIEW, IL

Date: JULY 6, 1989
Time of Release:

COAST GUARD AIR STATION CHICAGO WILL PLACE ITS TWO NEW H-65 AEROSPATIALE DOLPHIN RESCUE HELICOPTERS INTO SERVICE ON FRIDAY, 7 JULY. THE NEW AIRCRAFT WILL REPLACE THE H-52 SEAGUARD HELICOPTERS WHICH HAVE PROVIDED SEARCH AND RESCUE SERVICE TO THE AREA SINCE 1969. THE H-52 SEAGUARDS WILL BE RETIRED FROM SERVICE.

THE TWIN ENGINE H-65 DOLPHINS WILL FLY COMFORTABLY AT 150 KNOTS FOR THREE HOURS. ITS PRIMARY MISSION OF SEARCH AND RESCUE WILL BE ENHANCED GREATLY BY BOTH ITS SPEED AND SOPHISTICATED COMPUTERIZED FLIGHT/NAVIGATION SYSTEMS. THE DOLPHIN IS CAPABLE OF AUTOMATICALLY FLYING PRE-PROGRAMMED SEARCH PATTERNS, FREEING THE PILOTS TO CONCENTRATE ON SIGHTING THE SEARCH TARGET. ITS CAPABILITY OF AUTOMATICALLY FLYING TO A PREDETERMINED POINT AND STABILIZING ITSELF IN A HOVER OVER THAT POINT IS AN IMPORTANT SAFETY FEATURE IN DARKNESS OR INCLEMENT WEATHER.

THE RESCUE CREWS FROM THE AIR STATION LOOK FORWARD TO SUPPORTING THE CHICAGO AREA SEARCH AND RESCUE MISSION WITH THEIR NEW AND MORE CAPABLE RESCUE HELICOPTERS.

MEDIA ARE INVITED TO VISIT THE AIR STATION BY APPOINTMENT.

CG-4541 (6-87)



**COAST GUARD
NEWS**

Release No.: 1-89
Contact: LT LARRY GOEB (312) 657-2145
NAS GLENVIEW, IL

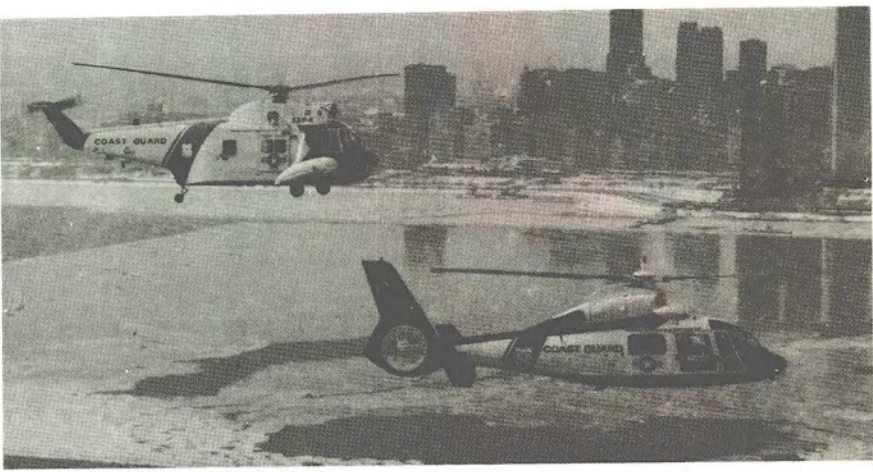
Date: 09 FEBRUARY 1989
Time of Release:

COAST GUARD AIR STATION CHICAGO TOOK DELIVERY OF THE FIRST OF THREE AEROSPATIALE DOLPHIN HELICOPTERS TO BE ASSIGNED TO THE STATION REPLACING ITS AGING SIKORSKY HH-52A SEAGUARDS.

THE TWIN ENGINE DOLPHIN (HH-65A) WILL FLY COMFORTABLY AT 150 KNOTS FOR THREE HOURS. ITS PRIMARY MISSION OF SEARCH AND RESCUE WILL BE ENHANCED GREATLY BY BOTH ITS SPEED AND SOPHISTICATED COMPUTERIZED FLIGHT/NAVIGATION SYSTEMS. THE DOLPHIN IS CAPABLE OF AUTOMATICALLY FLYING PRE-PROGRAMMED SEARCH PATTERNS, FREEING THE PILOTS TO CONCENTRATE ON SIGHTING THE SEARCH TARGET. ITS CAPABILITY OF AUTOMATICALLY FLYING TO A PRE-DETERMINED POINT AND STABILIZING ITSELF IN A 50 FOOT HOVER OVER THAT POINT IS AN IMPORTANT SAFETY FEATURE IN DARKNESS OR INCLEMENT WEATHER.

THE GLENVIEW UNIT WILL BEGIN TRANSITIONING TO THE NEW DOLPHINS IN JUNE OF 1989 AND WILL BECOME FULLY OPERATIONAL WITH THE NEW AIRCRAFT BY AUGUST. THE UNIT PLANS TO CONTINUE SEARCH AND RESCUE SERVICES WITH THE HH-52A SEAGUARDS CURRENTLY ASSIGNED UNTIL THAT DATE.





USCG AIR STATION CHICAGO

Wednesday, 15 March 1989 marks the 20th anniversary of USCG Air Station Chicago. The Air Station was dedicated on 15 March 1969 with two Sikorsky HH52A "Sea Guard" helicopters and 36 personnel assigned. Air Station Chicago has provided the southern Lake Michigan area with rapid response to maritime and inland distress calls 24 hours a day for two decades.

During the past 20 years, Air Station Chicago has flown over two thousand search and rescue cases saving several hundred lives. In addition to search and rescue, the station's missions have included pollution patrols, flood relief, ice reconnaissance, aids to navigation, law enforcement, and various cooperative efforts with other federal agencies as well as local fire and police departments.

Air Station Chicago, in June, will begin transitioning to its next generation of rescue helicopter. Three Aerospatiale HH65A "Dolphin" helicopters will replace the aging HH52A "Sea Guards" and will introduce "state-of-the-art" computer technology and increased speed to the search and rescue mission.

With pride in its past and the technology of the future, U.S. Coast Guard Air Station Chicago is eager to take on the challenges of its third decade of service.

SCHEDULE OF EVENTS

Arrival of Official Party

Presentation of Colors

National Anthem

Posting of Colors

Invocation

LT Peter Bauer
Chaplain Corps, USNR

Commanding Officer's Opening Remarks
CDR J. M. McKernan, Jr.

Distinguished Guests' Remarks

Commanding Officer's Closing Remarks

Benediction

Retiring of Colors

* * * *

Reception immediately following ceremony



CG-4541 (E-87)



Release No.:
Contact: LT. LAWRENCE C. GOEB (312) 657-2145
NAS GLENVIEW, IL

Date: JULY 6, 1989
Time of Release:

COAST GUARD AIR STATION CHICAGO WILL PLACE ITS TWO NEW H-65 AEROSPATIALE DOLPHIN RESCUE HELICOPTERS INTO SERVICE ON FRIDAY, 7 JULY. THE NEW AIRCRAFT WILL REPLACE THE H-52 SEAGUARD HELICOPTERS WHICH HAVE PROVIDED SEARCH AND RESCUE SERVICE TO THE AREA SINCE 1969. THE H-52 SEAGUARDS WILL BE RETIRED FROM SERVICE.

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MEDIA ARE INVITED TO VISIT THE AIR STATION BY APPOINTMENT.

CG-4541 (E-87)



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Contact: LT LARRY GOEB (312) 657-2145
NAS GLENVIEW, IL

Date: 09 FEBRUARY 1989
Time of Release:

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COAST GUARD NEWS

Release No.: 005-78
 Contact: Public Affairs Officer
 US Coast Guard Air Station
 Glenview, Ill. 60026
 312-657-2145

Date: 20 January 1978
 Time of Release:

MEMORIAL RECREATION COURT DEDICATED

On January 20th, 1977, a routine ice patrol turned into disaster as a Coast Guard helicopter crashed into the icy waters of the Illinois river, killing all four occupants. On the first anniversary of the crash, the pilot, LTJG Frederick W. Caesar, USN and crewman Petty Officer John B. Johnson, USCG, who were assigned to Coast Guard Air Station Chicago, were memorialized in a ceremony dedicating a multi-purpose recreation court to their memory. Presenting a bronze plaque, which will be displayed at the entrance to the multi-purpose court, located aboard the station, were the President of the Glenview Council of the Navy League, Mr. Howard Marshall and his Executive Vice President, Mr. Carl B. Johnson. Receiving the plaque and officially marking the dedication were representatives of the personnel assigned to the AIR STATION, and the Commanding Officer, Commander J. M. Myers.

Released by: _____

*OIS - from your types smooth on the
 good typography. J*




COAST GUARD NEWS

Release No.:
 Contact: LT KING

Date: 25 APRIL 1980
 Time of Release:

COAST GUARD AIR STATION CHICAGO PERFORMED ANOTHER SMOKE STACK RESCUE !

Coast Guard HH 52A 1460 with a crew consisting of:

- LCDR Frank M. Readinger - Aircraft Commander
- LT Steve Ziomek - Co Pilot
- ATI Michael K. Holland - SAR Aircrewman

made the rescue in Milwaukee, Wisconsin. Nineteen year old Juan Reyes of Sheboygan, WI injured his ankle while working atop a 200 foot high smokestack and was unable to get down. Despite the poor weather conditions of a very low overcast, only one mile visibility, and snow showers, the helo with LT Ziomek at the controls, maneuvered in close and hoisted Reyes by rescue basket operated by ATI Holland and once safely aboard, transported him to a local hospital. A fireman who had earlier climbed up the stack to rescue Reyes was also hoisted off.

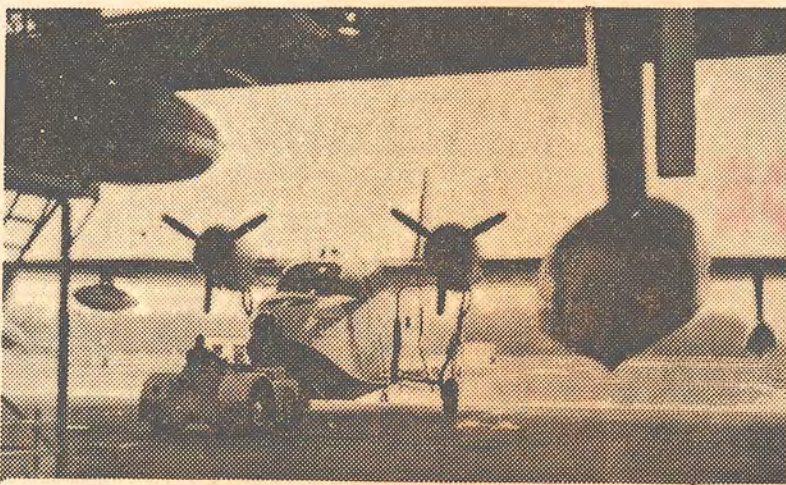
PHOTO COURTESY OF " THE MILWAUKEE SENTINEL"



Capt. Bernard Hoyland Is at the Controls



Observers on 'The Goat' Scan Water Below



HU-16E Albatross Cruises at 140 Knots

Coast Guard Monitors Lake Pollution, Erosion From Sky

By Bob Burns

TRAVERSE CITY — If the weather is agreeable, the U.S. Coast Guard contingent here flies three to five missions a week.

From the air the Guardmen monitor coastal erosion, factory and air pollution and such shipping waste as oil and garbage. The missions are called Marine Environmental Protection flights.

Two patrols cover Lake Michigan, two check Lake Superior and two more handle Lake Huron. The Canadians also assist in the environmental and shoreline project by scouting Lakes Erie and Ontario and the United States helps them by covering Thunder Bay and Georgian Bay on alternate weeks.

Capt. Bernard Hoyland, the commander of the 9th District Coast Guard base here, said these flights have been going on for several years and are considered to be effective. "I arrived here three years ago," he said, "and I'd say the program does what it is supposed to do."

"There's no question that the main source of pollution is people. The Coast Guard wants to be seen and noticed by polluters and potential polluters because we feel it will reduce the amount."

"The program will be stepped up in July or August as we are going to get a third aircraft for the patrols. In May, we spent 74 flight hours out of 135 on environmental flights in the HU-16E Albatross."

Capt. Hoyland said about three complaints a week are filed by the Coast Guard.

"A lot of pollution is just floating around," he said, "and we can't do much about that. But when a complaint is filed, then it goes through various degrees of litigation. Often, fines are assessed. Some are stiff."

"For example, it depends on who's doing what. It's not unusual for the big commercial operators to be fined about \$1,000 for polluting."

When on a patrol, the pilot must assess the situation. If pollution is found, he establishes communication with the local Coast Guard station.

The situation then is documented through crew descriptions, photographs, location and time.

If the source can't be identified or if a cleanup isn't necessary, they continue on the patrol.

But if it's serious, action is taken. Then the ship is located on Channel 16, which is the international distress and calling frequency for VHF-FM.

The captain of the ship is asked if he notices the slick or debris, simply because the captain is responsible for what the ship dumps.

The position of the ship is fixed in the ship's log as well as the plane's. Then the plane contacts the nearest Coast Guard station and the captain of the port will send out a boat to collect samples of the pollution if within a reasonable distance.

Prosecution is handled through the marine safety officer in the area.

Upon receipt of the air patrol's report, another call goes to the captain of the port. Affidavits are taken from all crew members and filed in the case record.

A formal report of the incident is filed the following day. In other words, a lot of paper work is involved.

The patrol is funded through the Marine and Environmental Protection program with headquarters in Washington, D.C. Air stations are funded through the district.

Not long ago, Capt. Hoyland took John L. Russell, a freelance photographer from Traverse City, aboard for a tour. Russell went on Lake Michigan No. 1 Patrol, which took two days to complete due to a malfunctioning hydraulic line, and then he went on the Lake Superior tour.

After taking a series of pictures, Russell took notes. The following are his comments:

"One of the first things I noticed was Capt. Hoyland checking the weather reports for Lake Michigan No. 1 Patrol. The weather report was ideal so we boarded 'The Goat,' a twin-engine Grumman aircraft 7247 which was built in 1952."

"After the co-pilot, Lt. Tom Ross, carried his camera and flight gear aboard, we took off."

"Lake Michigan Patrol No. 1 usually flies down the shoreline to Gary and back up the lake and home."

"Anyway, we are airborne and I see the Vista Manor subdivision in Traverse City."

"Next, I notice the Twin Lakes 4-H Camp. I like the shadows of the trees from this angle."

"Soon, the plane is over Honor, then Beulah and Frankfort."

"Over Frankfort, I see what looks like either a coal or limestone carrier. Can't tell for sure. I remember at this point that some people say coal-burning ships almost never pollute."

"We pass over Arcadia and go on to Manistee, where the power plant in the harbor is checked for pollution. None is seen. Again, I think about oil and oil by-products and how they put a sheen on the water."

"Shortly word comes back to us that the plane has to go back to Traverse City. Trouble with the hydraulic line. On the way back we fly over Thompsonville and see the fish hatcheries. Then we land. We'll try tomorrow."

Russell came back the following day and although there had been some rain, "The Goat" was wheeled out of the hanger after the hydraulic line was fixed. As for the weather, Capt. Hoyland said it was good enough for flying."

"We are airborne again. This time we fly over Interlochen. The brilliant green of the golf course is beautiful and there are a lot on tennis courts. Golf and tennis turn out to be good conversation items with members of the crew."

"We also pass over Point Betsie in Benzie County."

"Not far from Ludington, the City of Midland, which is the C&O car ferry, looks

attractive in its fresh coat of paint.

"In Ludington Harbor, we spot another car ferry, the Badger. Sticking out of the ground is an abandoned lighthouse, below Ludington."

"No waste or pollution is seen in Muskegon Harbor. The car ferries in No. 11 are Grand Trunk ships, apparently abandoned."

"Next we see a limestone or coal carrier heading for Muskegon."

"I notice the patch work of the fields below. Again, I think of the historical significance. Exactly 200 years ago, surveyors were sent out into what was then the Northwest Territory to plot 36 one-mile-square tracts of land into townships so settlers would find exactly where they were to go and settle."

"Soon, we are over Windmill Island in Holland. What a clean town! It has a lot of tennis courts, too."

"Also, we see the many attempts to reinforce the shoreline of Lake Michigan. It occurs to us that thousands and thousands of dollars have been spent on the battle. There's a long stairs to the beach, but much of it has been washed away. And there's one house that is ready to fall into the lake. Tires and machinery line many of the cliffs."

"The plane now is over the Benton Harbor-St. Joe area. I wonder if that's a nuclear plant? The pilot and co-pilot think it is."

"Farther down the shoreline, more embankment has collapsed with trees and part of a house in the water. Bulldozers are nearby, apparently ready to reinforce the shore."

"Before we arrive over Gary, AD2 Bob Parker points out a ship coming out of that Indiana steel center. It's time to have something to eat and I enjoy my box lunch, especially when the captain is the pilot."

"Now AE Randy Lee, another observer, views the shipping out the aft starboard window."

"More shipping. A U.S. Steel carrier is sighted and bilge water, a muddy, ore-stained color, is being pumped out of the ship."

"They say oil or waste is discharged from ships when the watches change. The patrol varies its patterns and time schedules for obvious reasons."

"When a ship is circled so it can be checked more closely, it usually radios all other ships and warns them of the Coast Guard's presence."

"About 30 miles off the coast of Wisconsin we see the Spartan, another C&O car ferry. The lake is very calm."

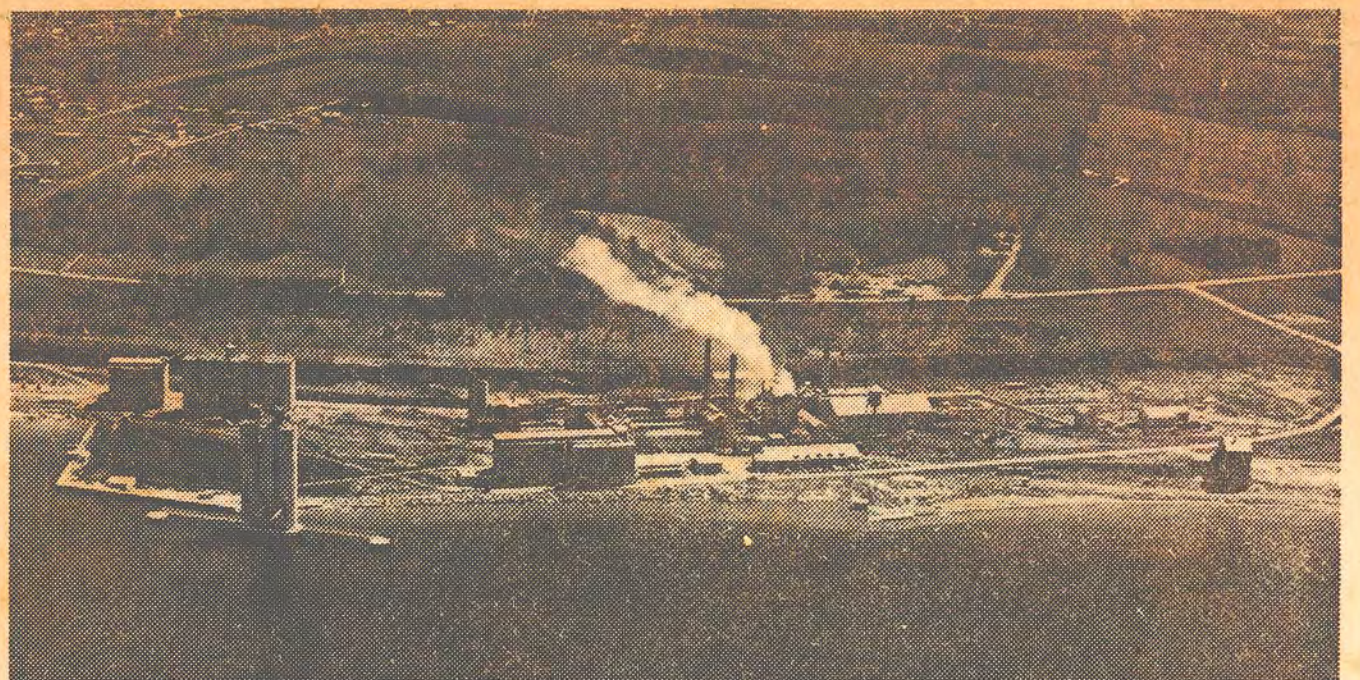
"At this point, we see three B-52s flying at 2,000 feet. Gad, they sure stir up the atmosphere!"

"As we pass near Beaver Island, a huge oil slick is spotted. It must be 200 feet wide and a mile long, but no ships are in the vicinity."

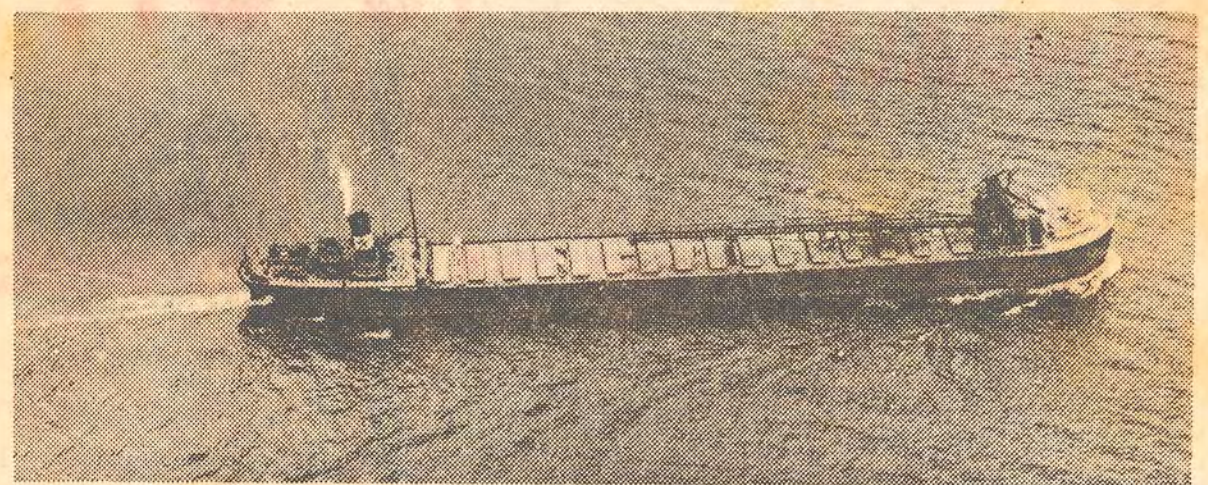
"Soon the Big Mac (Mackinac Bridge) comes into view. What a beautiful creation! Also see Fort Michilimackinac, St Ignace and the Boyne Highlands



Taconite Tailings That Are Dumped Into Lake Superior at Silver Bay, Minn.



No Pollution Seen at Penn-Dixie (Portland) Cement Plant Near Petoskey



Steamship Robert C. Norton Pumps Bilge Water Near Duluth

"Harbor Springs — clean place. A pretty sight is a sailboat in Little Traverse Bay off Petoskey. On to Petoskey."

"The Penn-Dixie (Portland) Cement plant in Petoskey — there is no visible water pollution."

"On the way back to Traverse City, we pass over Big Rock Point and Charlevoix. Finally, we land."

A little more than two weeks later, Russell boarded another Albatross, No. 7236' with Capt. Hoyland again at the controls, for the Lake Superior No. 1 run.

"One of the first things I see," Russell notes, "is Elk Rapids. And then Walloon Lake."

"It isn't long before we notice a rail spur northeast of Manistique. On this flight is Bruce Richards, a

Michigan State University agricultural extension agent and biologist. He wears a gunner's belt so he won't get sucked out the rear hatch. Also on board are observers AM3 David Czarnecki and AD1 David Sprague."

"Just north of Manistique we spot a bald eagle about 300 feet below us. We are flying at 800 feet."

"Flying northwest over the Upper Peninsula, we approach the Houghton-Hancock area and we went right up the portage and over Michigan Tech."

"Finally, over Lake Superior we spot a Huron Cement ship off the Apostles Islands and we see another ship off Duluth. This ship was dumping a foul-looking, ore-stained water into the lake. But ore-stained water isn't considered a pollutant."

"Then we see a loaded U.S. Steel ore carrier heading out of Duluth. It is riding real low."

"Over the Silver Bay, Minn., Reserve Mining Co., we look at the controversial taconite tailings being dumped into the emerald-green waters of Lake Superior."

"More ships are seen near Taconite Harbor and then we see the Stewart J. Cort, the largest ship on the Great Lakes. It's 1,000 feet long and 150 feet wide. It is loaded and off Silver Bay. What a thrill to see this legendary ship!"

"We also see the Presque Isle, a distinctive Great Lakes ship, rounding Keweenaw Point for White Fish Bay."

"A fishing tug is spotted from our altitude of 800 feet and it appears real small."

"Soon, we are home after a 7 1/2-hour, 1,300-mile trip. It is very hot and tiring and we are all glad to be home."

"But like the Lake Michigan No. 1 Patrol, no formal complaints had to be filed by the crew."

Guardians of the Great Lakes



Lt. j.g. Gabe Somma and Lt. j.g. Jerod Glover practice going over the flight checklist. Pilots drill constantly to master the many different settings of 300-plus switches and dials. The HH-65A "Dolphin" helicopter is almost 100 percent digital.

It takes a "small city" to raise the five HH-65A "Dolphin" helicopters at the U.S. Coast Guard Air Station in Traverse City.

Each flight hour requires more than 33 man hours of support, said Lt. j.g. Gabe Somma, public affairs officer.

"The people doing the support are the real heroes and stars," he said. "Without them we would not be able to accomplish our mission."

About 135 men and women are assigned to the Traverse City station — 28 are officers and 26 of them fly.

The air station and its choppers support nearly every modern Coast

Guard mission in northern Michigan and elsewhere around the Great Lakes region.

"We have our own public works and food services departments, our own wood, metal and electronic shops, a supply department, exchange, and medical and dental clinics," Somma said.

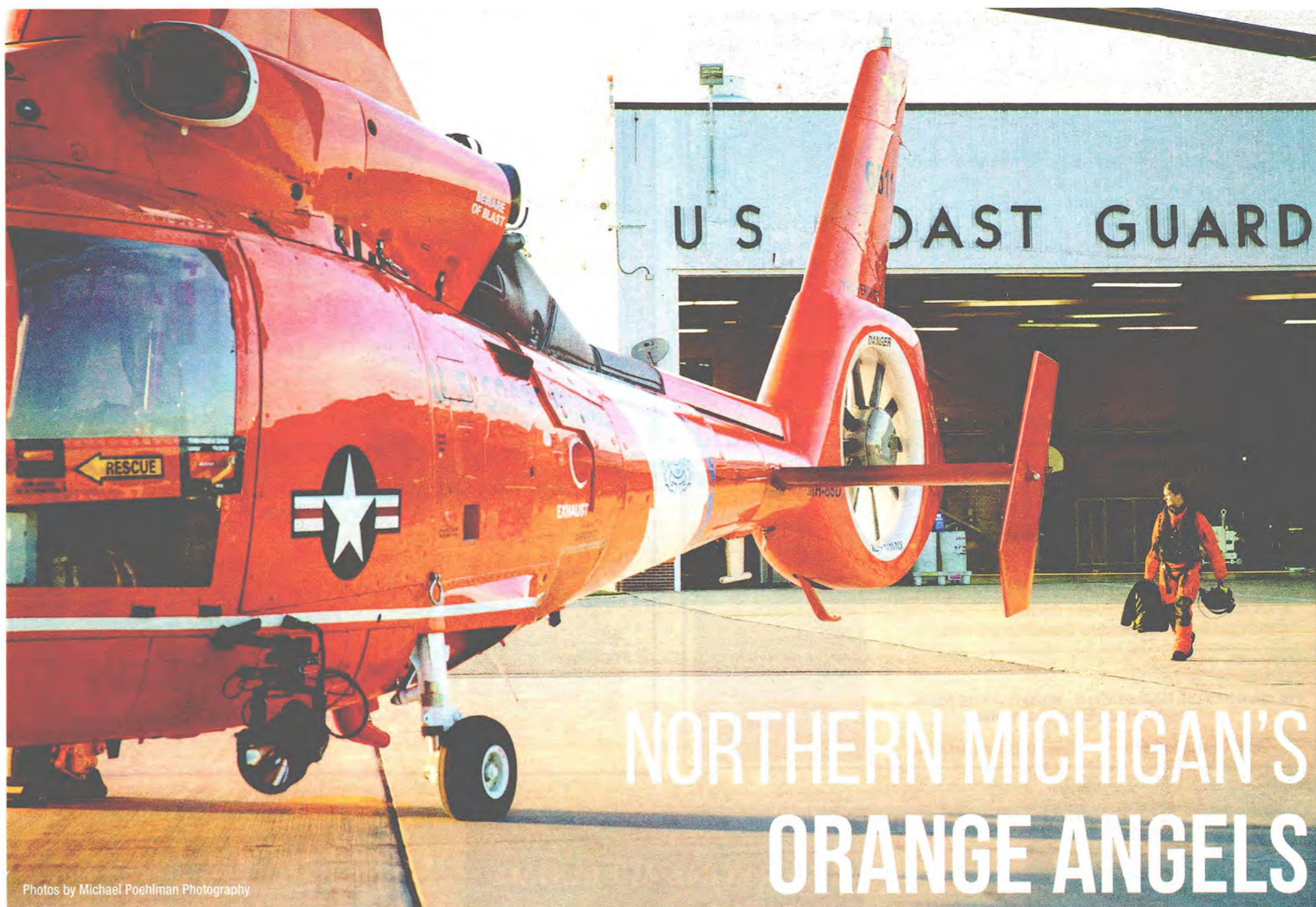
The station's primary missions are winter and spring domestic ice patrols, search and rescue, navigation aid, and marine environmental response. Training also consumes a large amount of time.

In 2004, the air station performed 217 search-and-rescues, saving 24 lives, and 32 medical evacuations.

STORY AND PHOTOS BY DOUGLAS TESNER



Left, Petty Officer 3rd Class Danny Perez assembles tie-down rings used on the helicopters. Preventive and regular maintenance is a key to safety. Above left, Petty Officer 3rd Class Keith Bastman, left, and Petty Officer 1st Class Bryan Davies check the jet engine of a helicopter. They are trying to locate a minor fuel leak after the engine was changed. Above right, Petty Officer 2nd Class Lee Pecue and Seaman Mike Bonifas serve lunch to shipmates in the enlisted dining hall.



Photos by Michael Poshman Photography

By Patrick Sullivan

Orange, usually the color of caution, is the color of comfort for those who enjoy Northern Michigan skies and inland seas.

Patrolling lakes Michigan, Superior, and Huron, U.S. Coast Guard pilots — or "Coasties" — fly their orange rescue helicopters "round the clock, year-round."

A familiar sight since 1946, Traverse City's orange angels are as much a part of the area as cherries, dunes, and the crystalline waters they protect.

The Coast Guard story goes much deeper — and wider — than its coastline helicopter patrol, however.

A DEEP HISTORY

As home for one of the ninth district's air stations, Traverse City is also one of two Coast Guard cities in Michigan, and one of 16 nationwide.

The airbase itself dates to 1941, when two aircraft carriers sailed Lake Michigan. The Navy used the base during World War II so that pilots could practice difficult landings.

After 1945, the Navy left and the next year the Coast Guard — itself established by the U.S. Government in 1915 — moved in.

At first, a single plane flew from the base; the patrol expanded to Albatross sea planes. Eventually those gave way to helicopters. Now, the aircraft fly out of a 50,000-sq.-ft. hangar that was constructed in 1980.

Of the base's 26 officers, 24 are pilots. Of the 106 enlisted personnel, 65 are "aircraft types," the people who maintain and make up the crew of a helicopter, said Sean Cross, commander of the U.S. Coast Guard Air Station Traverse City.

There are five Dolphin helicopters assigned to Traverse City; a fleet that's in the process of being upgraded. Each of the Dolphins come with an \$8 million pricetag.

The helicopters fly with a crew of four people: the pilot, the co-pilot, a flight mechanic and a rescue swimmer.

By law, the Coast Guard has 11 missions, which range from coastal security, drug interdiction, aids to navigation, ice operations, and perhaps its most visible, search and rescue.

SEARCH AND RESCUE

The Coast Guard's reputation as dependable is well-deserved. Several search-and-rescue missions have kept scores of sailors and pilots from perishing.

In 1961, H-19 helicopters assisted in the evacuation of the crew of the Francisco Morazan, an operation that lasted four days in continuous gale conditions.

Crews also rescued 25 survivors of the collision between the Cedarville and the Topdalsford in 1965, and 19 survivors from the fire aboard the Canadian freighter Cartiercliffe Hall in 1979.

In July 1987, a sudden storm produced winds nearing 100 mph, resulting in 32 separate missions. Following another violent storm in September 1988, nine distress calls

were received within two minutes. Rescue efforts resulted in saving two persons clinging to a capsized sailboat in Lake Michigan. In November of the same year, an HH-3F flying at night successfully located a downed aircraft near Marquette, Mich. in a thick, fog-covered forest. All six aboard the plane survived the ordeal.

DEADLY CLOUDS AND OTHER HAZARDS

Of all things — 100 m.p.h. gales, 40-ft. swells, and onboard fires included — winter-time clouds are the biggest challenge faced by crews out of Traverse City.

"Our aircraft doesn't have any ability to go into the clouds during the winter — we will ice up," said Cross.

That means crews either have to find clear air or fly under the clouds.

The challenge of operating out of Traverse City any time of the year is compounded by the territory the station is supposed to cover, Cross said. It includes Lake Michigan, Lake Superior, and the upper half of Lake Huron.

The geography of the region poses special problems for the rescue crews because they often must travel across land. There is much less to worry about when flying a helicopter over water.

"Most Coast Guard air stations, you take off from the runway and you're over water at the ocean and you don't really have to worry about things like towers and other obstructions and hazards to flight," Cross said. "Up here, we do."

Take a recent call to a downed aircraft near Duluth, Minn. The flight crew spent most of the 305-mile, three-hour trip flying over the Upper Peninsula.

"Seventy percent of that transit is over land, over rising terrain," he said. "Even going to Lake Huron, or portions of Lake Michigan, we're trying to get back over the water."

'MIDDLE OF JANUARY IN A STORM'

Traveling across all of that land when you can't go into the clouds in the winter means you have to get creative.

That's why Northern Michigan residents are accustomed to seeing the orange Coast Guard aircraft flying the same routes over Grand Traverse Bay or along road corridors like M-72 in Leelanau County.

"As we're flying west, we've got some road systems that we follow to get back out to the beach," Cross said. "Up north, we're obviously going to get out over the bay ... A couple of places along the Upper Peninsula we've got some railroad tracks and things that we kind of follow."

It's important that the pilots know those routes cold, Cross said.

"We run those routes throughout the year and throughout the summer to make sure we're familiar with them, familiar with where the obstacles are, and things like that," he said. "It's so when we have to do it in the middle of the night, in the middle of January in a snowstorm, that we know what we're doing and where we're going."



Coast Guard Aviation Survival Tech. Dace Coombs prepares to survey flooded areas of North Dakota for stranded people. More than 40 Coast Guard members are on stand-by here and available for rescue missions if needed.

Aircrew from TC rescues burn victims

TRAVERSE CITY — A U.S. Coast Guard aircrew from Traverse City hoisted two men burned in a boiler accident while on board a freighter on Lake Superior. The Coast Guard aircrew responded Sunday morning to the SS Kay E. Barker freighter near Whitefish Point. A 67-year-old man and a 42-year-old man, crew members on board the freighter, were hoisted from the freighter after suffering burns to the hands, neck and face in a boiler accident. The names of the injured men were not released. The Coast Guard aircrew took the men to Sault Ste. Marie where emergency personnel were waiting.

Air Station Traverse City, Mich.
U.S. Coast Guard

U.S. Department of Homeland Security
United States Coast Guard



Release

Date: November 5th, 2006
Contact: LTJG Jeremy Loeb
(231) 922-8273

COAST GUARD MEDEVACS BURNED MARINER FROM VESSEL

TRAVERSE CITY, Mich. — At 9:17 AM an aircrew from Air Station Traverse City hoisted 2 burned crew members from the SS KAY E. BARKER on Lake Superior in vicinity of Whitefish Point.

Coast Guard Sector Sault Ste. Marie was notified by the SS KAY E. BARKER they had experienced a boiler accident onboard and 2 crewmembers had sustained severe 2nd and 3rd degree burns to the hands, neck and face. They requested a MEDEVAC and at 7:30 AM Air Station Traverse City was launched and successfully completed the MEDEVAC by delivering the two patients at 9:55 AM to awaiting EMS at Sanderson Field in Sault Ste. Marie, MI.

For pictures, video and more information on this story, please contact the Public Affairs Officer at Air Station Traverse City, LTJG Jeremy Loeb. During non-business hours, please contact the duty desk at 231-922-8212.

###

ASC
American Steamship Company

November 1, 2006

CAPT Dave Throop
Commanding Officer
CG Air Station Traverse City
1175 Airport Access Road
Traverse City, MI 49686

Dear CAPT Throop:

I am writing to express our sincere appreciation for the outstanding efforts of the crew of AC 6530 in responding to a medical emergency aboard our MV BURNS HARBOR. Late last night, October 31, 2006, we received a call from the master of the ship reporting an ill crew member and that after consultation with a physician from Medical Advisory Systems, the captain had been directed to get the man to a hospital as soon as possible. At this time the boat was eastbound along the north shore of Lake Superior trying to escape some pretty nasty weather. The forecasted weather was for gales, winds to 40 knots, seas to 19 feet and occasional snow showers.

The captain did not have too many options as the weather would not allow him to make a run for any of the nearby ports. The Coast Guard was called and after some discussion it was agreed diverting the vessel was not an option and a small boat was out of the question given the conditions. Your helicopter and crew from Air Station Traverse City was dispatched to the vessel. The captain reports that at about 0100 the helicopter met the vessel, lowered a rescue swimmer to assess and package the patient, took him off and flew him to the hospital in Duluth where he was treated. He is now doing much better.

We are sure you guys train and prepare for these kinds of missions, but this was truly an extraordinary effort by this crew under what had to be awful conditions. To say we appreciate their efforts is a gross understatement. Please thank the crew of 6530: LCDR Matt Mohrman; LT Jeremy Anderson; AMT2 Shaun Vandenberg; AST2 Matt High, on our behalf, for their skill, professionalism and bravery last night.

Sincerely,

Noel L. Bassett
Noel L. Bassett
Vice President - Operations

**MACKINAC
Boys on
raft are
rescued
in Straits**

BY PATRICK SULLIVAN
psullivan@record-eagle.com

TRAVERSE CITY — As the sun set over Lake Michigan, Jacob White and Alex Thomason left their campsite at Emmet County's Wilderness State Park and waded in for a swim, their yellow-and-blue trampoline raft in tow.

The Friday evening swim nearly turned tragic after a strong current and gusty wind pulled the boys far into the lake and sent them drifting about eight miles, and perilously close to a shipping lane between Lake Michigan and Lake Huron. Shivering and desperate to be found, White, 13, and Thomason, 12, both of Grand Blanc, were plucked from the raft several hours later and hoisted into a rescue helicopter about two or three miles from the Mackinac Bridge, U.S. Coast Guard Lt. Gabe Somma said. They had clung to the roughly 10-foot diameter raft, but neither boy had a life preserver, Somma said. The boys were flown to Pellston Regional Airport and then taken to Northern

PLEASE SEE PAGE 9A

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TRaverse City RECORD-EAGLE Sunday, July 9, 2006

**BOYS
Two are rescued
after raft drifts
into Straits area**

FROM PAGE 1A

Michigan Hospital where they were treated for mild hypothermia, state police said.

White and Thomason were staying with their families at the state park campground north of Cross Village. The Record-Eagle was unable to reach them or their families for comment.

Officer Jeannie Bennett, of the state Department of Natural Resources, said the families were in good shape Saturday and had left the campground to spend the day at Blissfest, a folk music festival in Emmet County. "Everybody's doing fine and everything went well," Bennett said.

Somma, who was aboard the helicopter that left the Traverse City air station at around midnight, said the raft was spotted at around 3 a.m. on the last pass the crew planned before they were to head back to Pellston for more fuel. He said the chopper turned, leveled out and



the raft was spotted bobbing in the water. "Obviously, they were as excited as we were," he said. "They were waving their arms and you could see the smiles on their faces." Somma said the wind blew at around 25 knots to the northeast and churned two- to three-foot waves. At first the conditions were good for the search because moonlight illuminated the lake surface, but as the early morning dragged on, the moonlight dimmed and the lake became harder to see, he said. The crew relied on night vision goggles to see what they could. Freighters traveling

through the Straits were alerted to keep a lookout for the raft, and the ships turned on search lights, he said. "The kids said they saw the (freighters) go right by, they just never saw them," Somma said. The boys also spotted the helicopter several times before anyone on the helicopter spotted them, he said. The search also involved numerous police and rescue agencies who searched from land, as well as a Coast Guard ship. Sgt. David Hart of the state police Gaylord post said the boys were fortunate to be spotted. "They were out far enough

where they couldn't see anything and no one could see them," Hart said. White and Thomason told Somma they were tempted to abandon the raft and attempt to swim to shore — a decision that could have been fatal because it would have been harder to spot them and they probably underestimated how far they were from land. Somma said he's been out of flight school for two years and has flown on 40 missions, but this is the first real success he's experienced. Some searches were false alarms, sometimes people were saved before he arrived, and in some cases people were lost.

**MACKINAC ISLAND
Cliff
plunge
injures
teen**

Release

Air Station Traverse City, Mich.
U.S. Coast Guard

U.S. Department of Homeland Security
United States Coast Guard



Date: August 22, 2006

Contact: Lt j.g. Jeremy Loeb
(231) 922-8273

COAST GUARD AIRLIFTS 19 YEAR OLD MALE OFF MACKINAW ISLAND

TRAVERSE CITY, Mich. — An aircrew from Air Station Traverse City airlifted a 19 year old male off of Mackinaw Island at 12:40 a.m. this morning.

The teenager sustained a severe head injury after falling 60 feet down a cliff. The crew transported the teen to Harbor Springs Airport, where he was transferred to an awaiting ambulance and taken to Northern Michigan Hospital in Petosky. According to hospital officials, the teen's condition continues to improve and he will be transferred out of the Intensive Care Unit tomorrow.

BY SHERI McWHIRTER
sherimcwhirter@hotmail.com

MACKINAC ISLAND — An investigation is under way on Mackinac Island after a Missouri teenager fell from a 50-foot cliff and suffered a severe head injury.

Rescuers were called to the scene just after 11 p.m. Tuesday when Jason Anthony Giraudy, 19, of Brunswick, Mo., was found lying on Lake Shore Drive on the western side of the island.

"He was found on the roadway. He was quickly bundled up and taken to the medical center," said Chief Bill Lenaghan, of the island's police department. Giraudy was airlifted to the mainland by a U.S. Coast Guard helicopter from Traverse City. He was then taken by ambulance to Northern Michigan Hospital in Petosky.

The teenager's medical condition is improving and he remains in stable condition, said Barbara Allen, hospital public affairs officer.

No witnesses came forward to speak with authorities and alcohol use is suspected as a factor in the incident, Lenaghan said. Police are investigating why Giraudy was on the cliff in the first place. No accidents of this nature have occurred here before, officials said.

Family members in central Missouri were notified on Wednesday of the teenager's fall.

The victim is a seasonal employee on the island and works in the freight section for Mackinac Island Carriage Co. He was not on duty at the time of the accident, a company official said.

Lt. Somma and your crew, I rarely read the newspaper, but today I was killing an hour waiting for my husband to get off work. I'm glad I had the opportunity to read about the US Coast Guard rescue of two boys in the Straits. Thank you for your efforts. I don't know you or the boys but I know how hard it can be to have a mission that you don't see the fruits of every day. My daughter is a linguist in the US Navy. Often her heart breaks because of missed opportunities and lost lives. But she holds on to one evening when her team saved dozens of US military and Iraqi civilians lives. Six years for her is a big commitment, but how can we ever measure the value of life? That 12 and 13 year old will never forget what you did for them. Your commitment gave them the gift of life. Some day the White and Thomason grand kids will say, "Tell us again Grandpa." Thank Ks,
Sandy Council

75th Anniversary Pearl Harbor Remembrance Day



December 7, 2016 • 4:00 pm
American Legion Post #75
500 Fond du Lac Ave. Fond du Lac



December 22, 2016

Commanding Officer
CDR Greg Matyas
Air Station Traverse City
1175 Airport Access
Traverse City, MI 49649

Dear Commander Matyas,

I wish to sincerely thank USCG Air Station Traverse City for allocating resources while scheduling Fond du Lac, Wisconsin's first USCG flyover ever during the 75th Anniversary of Pearl Harbor Day Commemoration at American Legion Post 75 on December 7, 2016.

Please see <http://fox11online.com/news/local/fox-cities/remembering-pearl-harbor-in-fond-du-lac>, <http://www.fdl.com/details/event/75th-Anniversary-of-Pearl-Harbor-Remembrance-Day/december-7-2016/>, and <http://www.fdlreporter.com/story/news/2016/12/07/fdl-american-legion-honor-pearl-harbor/95043060/> for wonderful stories where you can see that the Dolphin highlighted this nationally historic event and brought visibility to our event held in Fond du Lac, WI.

Please thank your Maintenance and Operations Departments for facilitating aircraft and crew availability. I am genuinely thankful that I had the honor of working with your superlative Public Affairs Officer, LT Katie Pelkey, in scheduling this historic flyover in support of the 75th Anniversary of Pearl Harbor Remembrance Day. I am grateful for the multiple pass flyover conducted by LT Caleb Peacock (Aircraft Commander), LT Nick Vlasak (Co-pilot), and AMT3 Jarrod Reed (Flight Mechanic). Please thank all involved in making this flyover happen.

I wish you and all of your staff a safe and Happy Holiday Season! Thank you again!

Very Respectfully,

Ron Roen
Ron Roen
LCDR, USN Ret.
13309 S.26th Avenue
Bellevue, NE 68123

*P.S. Commemorative flag presented to USCG Sturgeon Staff for your unit should be on its way to you.
THANKS MUCH!*



Weather and mission dependent, tentatively scheduled at 4:15 pm
by
Department of Homeland Security and
United States Coast Guard Air Station
Traverse City, Michigan's LT Katie Pelkey

**Fond du Lac's first-ever dedicated two-pass flyover
by a MH-65 Dolphin helicopter**

LT Caleb Peacock will serve as Aircraft Commander,
LT Nick Vlasak will be the Copilot, and
AMT3 Jarrod Reed will serve as the Flight Mechanic.

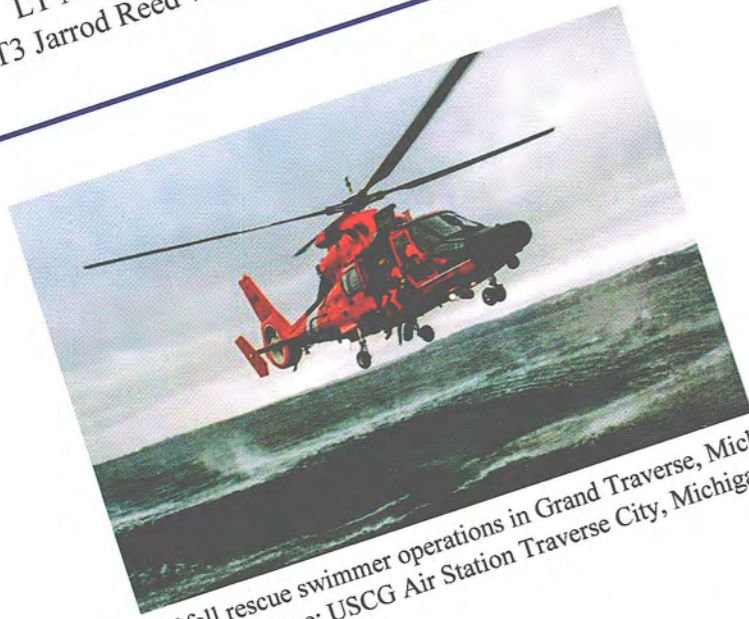


Photo is of fall rescue swimmer operations in Grand Traverse, Michigan Bay.
Photo Source: USCG Air Station Traverse City, Michigan

Commencement of Ceremony inside American Legion Post #75
Master of Ceremonies and Aviation Coordinator
Ron Roen (LCDR, USN Ret.)

Post Colors..... Joint Service Honor Guard
USMC..... SGT Joshua J. Greene
Fond du Lac Recruiter
U.S. Army..... SFC Branden L. Harland
Fond du Lac Recruiter
U.S. Navy..... GSM1 (SW) Cory Crump
Oshkosh Recruiter
& ABE (AW) Maxwell K. Molitor and AE1 Debauch
Sheboygan Recruiters
U.S. Air Force..... TSgt Dustin M. Holmes
347 RCS/Enlisted Accessions Recruiter
United States Coast Guard..... MK3 Dashawn Johnson, FN Erin Heminoksky
USCG Station Sheboygan
Invocation..... SGT Leonard J. Ziegler
Operation Desert Shield/Storm Veteran, U.S. Army
Fond du Lac Symphonic Band & John Oberg
Navy Veteran
National Anthem..... John Oberg
Armed Forces Salute..... John Oberg
Historical Significance..... 75 years ago this December 7, The United States suffered its most devastating
attack from a foreign nation on its soil: Pearl Harbor. Of the 2,402 people
killed that day, 1,177 of them were sailors and Marines aboard the
battleship USS Arizona. That attack drew the United States into WWII, a
deadly war in which over 400,000 Americans were killed.
Keynote Speaker Introduction/Rose Presentation..... Limus Doll
with support of Wood's Floral & Gifts (Sheryl Gellings)..... Presented commemorative flag during Flag Day 2015
United States Navy WWII Veteran.....
Flag Presentations.....
USCG Air Station Traverse City, MI
USCG Station Sheboygan Staff will receive U.S. flag
on behalf of Air Station Traverse City, MI
American Legion Post #75 Commander Mike Matsche
Remember all prisoners of war, those missing in action,
and those who have made the ultimate sacrifice while serving our nation
Special Recognition with support of Wood's Floral & Gifts (Sheryl Gellings)
Donna Wilhelms
FDL County Veteran's Service Office/American Legion Auxiliary
Program Close..... John Oberg
Navy Hymn to pay tribute to those lost during WWII



December 22, 2016

Commanding Officer
CDR Greg Matyas
Air Station Traverse City
1175 Airport Access
Traverse City, MI 49649

Dear Commander Matyas,

I wish to sincerely thank USCG Air Station Traverse City for allocating resources while scheduling Fond du Lac, Wisconsin's first USCG flyover ever during the 75th Anniversary of Pearl Harbor Day Commemoration at American Legion Post 75 on December 7, 2016.

Please see <http://fox11online.com/news/local/fox-cities/remembers-pearl-harbor-in-fond-du-lac>, <http://www.fdl.com/details/event/75th-Anniversary-of-Pearl-Harbor-Remembrance-Day/december-7-2016/>, and <http://www.fdlreporter.com/story/news/2016/12/07/fdl-american-legion-honor-pearl-harbor/95043060/> for wonderful stories where you can see that the Dolphin highlighted this nationally historic event and brought visibility to our event held in Fond du Lac, WI.

Please thank your Maintenance and Operations Departments for facilitating aircraft and crew availability. I am genuinely thankful that I had the honor of working with your superlative Public Affairs Officer, LT Katie Pelkey, in scheduling this historic flyover in support of the 75th Anniversary of Pearl Harbor Remembrance Day. I am grateful for the multiple pass flyover conducted by LT Caleb Peacock (Aircraft Commander), LT Nick Vlasak (Co-pilot), and AMT3 Jarrod Reed (Flight Mechanic). Please thank all involved in making this flyover happen.

I wish you and all of your staff a safe and Happy Holiday Season! Thank you again!

Very Respectfully,

Ron Roen
LCDR, USN Ret.
13309 S.26th Avenue
Bellevue, NE 68123

*P.S. Commemorative flag presented to USCG Sheboygan Staff for you with should be on its way to you.
THANKS MUCH!*



Dog days of summer

Red Wings players ready to leave warm weather behind, get to playing

BY JAMES COOK
jcook@record-eagle.com

TRAVERSE CITY — It's not often a pair of Detroit Red Wings players go somewhere and aren't the biggest deal in the room. That was quite possibly the case Wednesday when Wings centers Luke Glendening and Riley Sheahan — who have

combined for 323 games and 100 points over the last two seasons wearing the Winged Wheel — visited the U.S. Coast Guard Station in Traverse City.

Glendening and Sheahan were the main attraction for those gathered for their tour of the facility, but the pair of Wings players were just as interested in meeting Cherry Capital Airport's famous canine, Piper, who was at the hangar to greet them.

"I don't think we were (the biggest celebs there)," Glendening said. "I'm a pretty big dog guy, so I was pretty excited to see him."

SEE DAYS PAGE 2B

www.record-eagle.com



Detroit Red Wings' Riley Sheahan, right, climbs into a helicopter to join teammate Luke Glendening during a tour of the U.S. Coast Guard Air Station Traverse City on Wednesday.

Record-Eagle/Tessa Lighty

HONORABLE MENTIONS

ASTI Eric Biehn

COAST GUARD AIR STATION TRAVERSE CITY



Assignment: Aviation survival technician at Coast Guard Air Station Traverse City, Mich. Personal: Married with one child. Coast Guard 9th District Petty Officer of the Year for 2004.

Eric Biehn remembers the rescue as if it were yesterday.

A father and his two children, fishing from a jetty near Coos Bay, Ore., became stranded by the rising tide. Heavy surf made a ground rescue impossible. It was up to Biehn to save them.

"It's the only case I've ever ... had involving kids, and it sticks with me," Biehn said. The children and their dad have Biehn to thank for their lives, as do numerous fishermen, boaters and swimmers from the Pacific Northwest and Great Lakes.

Biehn runs his air station's survival shop gear room, serves as his unit's health promotion coordinator and volunteers as a swim coach and fitness trainer for fellow service members.

His career goals include making master chief so he can broaden his leadership skills.

Flying high with Wings and Wheels

BY PHYLLIS SIDES
Journal Times

RACINE — Today is the last day of Racine's Experimental Aircraft Association Chapter 838 second annual Wings and Wheels Weekend at Batten International Airport. This weekend

was a great opportunity for area residents to learn more about flying, airplanes and the chapter's other activities.

Q&A said event chairman Steve Myers. He spoke with The Journal Times about the event and EAA Chapter 838's goals.

What is Wings & Wheels? It is an event sponsored by Racine's EAA Chapter 838. It features a wide variety of airplanes, automobiles, motorcycles, recreational vehicles, trucks and all things mechanical. It is formatted to offer families and enthusiasts in southeastern Wisconsin, northern Illinois and surrounding areas a low cost opportunity to have direct and personal contact with:

■ Military and civilian airplanes plus pilots, air crew members and aircraft homebuilders.
■ Provide a showcase for classic, custom and collector motor cars, hot rods, re-

stored vintage autos, motorcycles, trucks, ATVs and RVs and their owners, collectors, restorers and dealers.

■ Also provide opportunity for Racine-area automobile, motorcycle and ATV dealers to showcase a variety of new vehicles.

If You Go

What: Second annual Racine Wings and Wheels Weekend. Sponsored by Experimental Aircraft Association Chapter 838.

Where: John H. Batten International Airport, 3333 N. Green Bay Road

When: Through today, 8 a.m. to 4 p.m.
Cost: \$5 per person or \$15 per car load.

of all ages. Admission is only \$5 per person or \$15 per car.

How and why did it begin? One of the missions of EAA Chapter 838 is to stimulate interest and hands-on participation in flying, flying related activities

More on WINGS, Page 15A



GREGORY SHAVER Journal Times

U.S. Coast Guard Senior Chief Petty Officer Rich Schultz puts a flight helmet onto Nicholas Kaja, 4, of New Berlin, Saturday afternoon as Kaja visits the U.S. Coast Guard HH-65 Search and Rescue Helicopter during the second annual Racine Wings and Wheels at John H. Batten International Airport.



STATE OF MICHIGAN
DEPARTMENT OF NATURAL RESOURCES
LANSING

November 21, 2016



KEITH CREAUGH
DIRECTOR

Commander Gregory Matyas
United States Coast Guard Air Station Traverse City
1175 Airport Access Rd.
Traverse City, MI 49686

Dear Commander Matyas:

On behalf of the Michigan Department of Natural Resources - Law Enforcement Division, I would like to extend our sincere thanks for the assistance recently provided by members from U.S. Coast Guard Air Station Traverse City during the field operations at our Search and Rescue Training. The training conducted last month (October 16th thru 18th) in Escanaba was attended by 17 Michigan Conservation Officers stationed throughout the state.

On Tuesday, October 18th, the instructors of the course from Emergency Response International Inc. conducted field exercises in the Upper Peninsula which tested each officer's ability to search and locate missing persons in remote wooded environments. In addition, the officers were instructed in the proper techniques for ground to air communication and navigation. Each officer was also afforded the opportunity to perform directional vectoring of emergency aircraft to specific locations in a remote area of Delta County.

The air crew sent from Air Station Traverse City to participate in these exercises did an outstanding job in performing the maneuvers. The participation of the aircrew in the exercise greatly increased the realism and level of training for all of the officers involved. After completing the field exercises, Lt. Adam Moorehouse, Lt. John Walter and Flight Engineer Drew Cummings conducted an aircraft safety overview and lift demonstration at the Delta County Airport. The skill and professionalism these individuals demonstrated in front of our officers was spectacular! Many of the officers commented to me afterwards at how informative and beneficial the presentation was for them. They also mentioned they now have a greater appreciation for the techniques required to work with rotary aircraft.

In addition, I would also like to thank Lt. John Ardan who assisted in the planning and coordination for this training event. At your earliest convenience, would you please extend our sincere thanks to all of these individuals for a job well done? Without their assistance, the training provided to our officers last month would not have been possible.

Sincerely,

Steve D. Martin

Cpl. Steve Martin - Michigan Conservation Officer
Training & Employment Section
Law Enforcement Division
906-630-8078
Martins9@michigan.gov

CONSTITUTION HALL • 525 WEST ALLEGAN STREET • P.O. BOX 30028 • LANSING, MICHIGAN 48909-7528

Sincerely,

Brian Shukan

Brian W. Shukan
Deputy Chief of Mission

From Page 13A

and aviation related careers. In 2003, our chapter sponsored an Aviation Career Day. Held at the CAIT facility in Sturtevant, the event featured a NASA astronaut, a lady Ph.D. physicist, an airline captain, an aerospace engineer and a lady Midwest Airlines executive.

Two hundred and forty high school students from Racine, Union Grove and Burlington attended. From this daylong program we learned that many of the kids were "turned on" by the experience and inspired to learn more about the requirements and rewards that a technically oriented education and career can bring.

EAA Chapter 838 established a foundation in 2001 to raise funds for a chapter scholarship program that would link with our mission statement and

provide funds to help deserving and needy area students who wish to pursue a technically oriented, aerospace related education. Raising money for such a program proved to be difficult.

We looked for a better way and finally settled on a "airplane and autos" event format that would attract visitors with a wide range of interests and help us raise scholarship funds. We hoped it would work. Last year, 2005, was our First Annual Wings & Wheels. It proved to be successful and we were able to put \$10,000 into our Scholarship Fund.

We have 200-plus kids from Gilmore School at our EAA Chapter right now learning about airplanes and how and why they fly.

Pilots of the DC-3 and B-25 aircraft who are participating in our Wings and Wheels Weekend

are giving presentations on the history and contributions those planes have made to world aviation achievements and lore.

And, by the way, during the 2005/2006 academic year, Chapter 838 personnel gave similar presentations and training sessions to over 500 Racine area school children. On top of that, in the last two years, EAA Chapter 838 pilots have given aircraft rides to 425 Racine area youngsters as part of our Young Eagles program.

Why is Wings & Wheels important?

First, we hope it will help us stimulate the interest of area students to pursue a technical education. The United States is graduating fewer and fewer technically trained students every year. China now turns out approximately 10 times more engineering students each year

than we do.

We also lag far behind India, and a host of other smaller emerging nations, in engineering graduates. It can be argued that the United States will lose its edge as a producer of high-tech products if we don't inspire more American kids to pursue a high-tech education.

And, not to be overlooked, Wings & Wheels is also important because the "airplane-auto" formula is interesting and enjoyable. It attracts many local, out-of-town and out-of-state participants and visitors to Racine, reinforcing our reputation as great place to go for a good time.

December 12, 2016



Embassy of the United States of America

CDR Gregory Matyas
Commanding Officer
USCG Air Station Traverse City
1175 Airport Access Rd
Traverse City, MI 49686

Dear Commander Matyas:

I had the pleasure of riding along with the aircrew of CG-6511 for a familiarization flight over the South of Haiti last week. I want to personally extend my thanks to LCDR Franco, LT Ardan, and AET1 Felsing for their outstanding professionalism and airmanship during this comprehensive overflight of Haiti.

This was my first opportunity to witness the progress that our relief efforts have been making since Hurricane Matthew cut a destructive path through that part of Haiti. The ability to observe our emergency shelter program's effectiveness from the air was invaluable. While much progress has been made, it was clear that we still have work to do. Your willingness to support this overflight allowed my staff and I to understand where our U.S. Government relief efforts need to go next.

I know that it takes an entire team to make CG-6511's deployment successful, so I extend my gratitude to your whole command for their support of this mission. As this was my first chance to ride in a Coast Guard helicopter, I feel confident that the standard for future flights has been set high by Air Station Traverse City! We look forward to hosting them in Haiti anytime.



U.S. Coast Guard member Joshua Tjader, left, Danica Patrick, Cmdr. David Throop and Lt. Greg Gedeemer stand outside a helicopter at Indianapolis Speedway.

State Coast Guard members land at Indy, meet Patrick

By MIKE BRUDENELL
FREE PRESS SPORTS WRITER

INDIANAPOLIS — Talk about dropping in on Danica Patrick unexpectedly.

U.S. Coast Guard members Cmdr. David Throop and Petty Officer Bobby Teal, who are stationed in Traverse City, landed their H65 Dolphin helicopter at the Indianapolis Motor Speedway on Friday evening. The pair were invited to the speedway as part of today's Armed Forces Day ceremonies.

Shortly after touching down, Throop and Teal spotted a woman driving a golf cart near Gasline Alley.

"I was 99% certain it was Danica" Patrick, recalled Throop, 43, who had never been to Indy before. "I was right."

Patrick, fourth in last year's Indy 500, caught sight of them too, taking a detour and introducing herself to the Coast Guard pair.

"She was very gracious and friendly," said Throop, who grew up in Burton, near Flint. "We took photos with her. She told us that flying was more dangerous than driving a race car. I don't know about that. She runs at more than 220 m.p.h. The Dolphin has a top speed of around 180."

Teal, 23, who was born in upstate New York, followed NASCAR before his chance meeting with Patrick. "I'm now a Danica fan and wish her well

in the race next Sunday."

Throop's father, Howard, attended the 500 back in the 1960s and '70s, said his son. "I started listening to it later on the radio," recalled Throop. "My favorites were A.J. Foyt and Mario Andretti."

Throop flies search-and-rescue missions and has homeland security duties. He is responsible for patrolling Lake Michigan, Lake Superior and the northern part of Lake Huron. He prides himself and his crew on being "Always Ready," the Coast Guard motto.

"We train hard to be ready for that stormy night, when we have to be at 100%," Throop said.

Throop is to return to Traverse City later today.

Special to the Free Press



PLEASE PRESENT THIS CARD TO SENTRY AT GATE
AND AT RECEPTION FOR ENTRY

VISITOR'S PASS

OFFICIAL PARTY FOR
Coast Guard Air Station Traverse City
HH-60J Acceptance Ceremony
06 June 1991



COMMEMORATION OF THE 50th ANNIVERSARY OF THE VIETNAM WAR

BY THE PRESIDENT OF THE UNITED STATES OF AMERICA

A PROCLAMATION

As we observe the 50th anniversary of the Vietnam War, we reflect with solemn reverence upon the valor of a generation that served with honor. We pay tribute to the more than 3 million servicemen and women who left their families to serve bravely, a world away from everything they knew and everyone they loved. From Ia Drang to Khe Sanh, from Hue to Saigon and countless villages in between, they pushed through jungles and rice paddies, heat and monsoon, fighting heroically to protect the ideals we hold dear as Americans. Through more than a decade of combat, over air, land, and sea, these proud Americans upheld the highest traditions of our Armed Forces.

As a grateful Nation, we honor more than 58,000 patriots—their names etched in black granite—who sacrificed all they had and all they would ever know. We draw inspiration from the heroes who suffered unspeakably as prisoners of war, yet who returned home with their heads held high. We pledge to keep faith with those who were wounded and still carry the scars of war, seen and unseen. With more than 1,600 of our service members still among the missing, we pledge as a Nation to do everything in our power to bring these patriots home. In the reflection of The Wall, we see the military family members and veterans who carry a pain that may never fade. May they find peace in knowing their loved ones endure, not only in medals and memories, but in the hearts of all Americans, who are forever grateful for their service, valor, and sacrifice.

In recognition of a chapter in our Nation's history that must never be forgotten, let us renew our sacred commitment to those who answered our country's call in Vietnam and those who awaited their safe return. Beginning on Memorial Day 2012, the Federal Government will partner with local governments, private organizations, and communities across America to participate in the Commemoration of the 50th Anniversary of the Vietnam War—a 13-year program to honor and give thanks to a generation of proud Americans who saw our country through one of the most challenging missions we have ever faced. While no words will ever be fully worthy of their service, nor any honor truly befitting their sacrifice, let us remember that it is never too late to pay tribute to the men and women who answered the call of duty with courage and valor. Let us renew our commitment to the fullest possible accounting for those who have not returned.

Throughout this Commemoration, let us strive to live up to their example by showing our Vietnam veterans, their families, and all who have served the fullest respect and support of a grateful Nation.

NOW, THEREFORE, I, BARACK OBAMA, President of the United States of America, by virtue of the authority vested in me by the Constitution and the laws of the United States, do hereby proclaim May 28, 2012, through November 11, 2025, as the Commemoration of the 50th Anniversary of the Vietnam War. I call upon Federal, State, and local officials to honor our Vietnam veterans, our fallen, our wounded, those unaccounted for, our former prisoners of war, their families, and all who served with appropriate programs, ceremonies, and activities.

IN WITNESS WHEREOF, I have hereunto set my hand this twenty-fifth day of May, in the year of our Lord two thousand twelve, and of the Independence of the United States of America the two hundred and thirty-sixth.

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.

PLEASE PRESENT THIS CARD TO SENTRY AT GATE
AND AT RECEPTION FOR ENTRY

VISITOR'S PASS

OFFICIAL PARTY FOR
Coast Guard Air Station Traverse City
HH-60J Acceptance Ceremony
06 June 1991



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IN WITNESS WHEREOF, I have hereunto set my hand this twenty-fifth day of May, in the year of our Lord two thousand twelve, and of the Independence of the United States of America the two hundred and thirty-sixth.

A handwritten signature in black ink, appearing to be "Barack Obama", written over a horizontal line.



AMVETS Post 46
Box 319
Beaver Island, MI 49782
231-448-3088



June 23, 2016

CDR Gregory A. Matyas
USCG Air Station Traverse City
1175 Airport Access Rd
Traverse City, MI 49686

Dear Commander Matyas

On behalf of AMVETS Post 46, the residents and visitors on Beaver Island we want to thank you for the fly-over by a crew from your Air Station this Memorial Day.

As I mentioned in the write-up request Beaver Island has a rich history with the Coast Guard. The old Coast Guard station next to the lighthouse is now used by CMU as an aquatic research center. Coppens drive on your base is named after Jack Coppens who served at the Beaver Island station and married my wife's mother's sister from Beaver Island, in fact we live in the house Mae Coppens was born in.

I would also like to thank LT Katie Pelkey for her quick responses and professional manner exhibited with our request.

If you are ever here please give me a call and I would consider it a pleasure to show you around.

Please forward the enclosed photo to the crew and express our thanks for their flight.

Sincerely Yours

Robert Tidmore (231-448-3088)
Commander Post 46



NorthernIslander Community Pride - 18 September, 2006

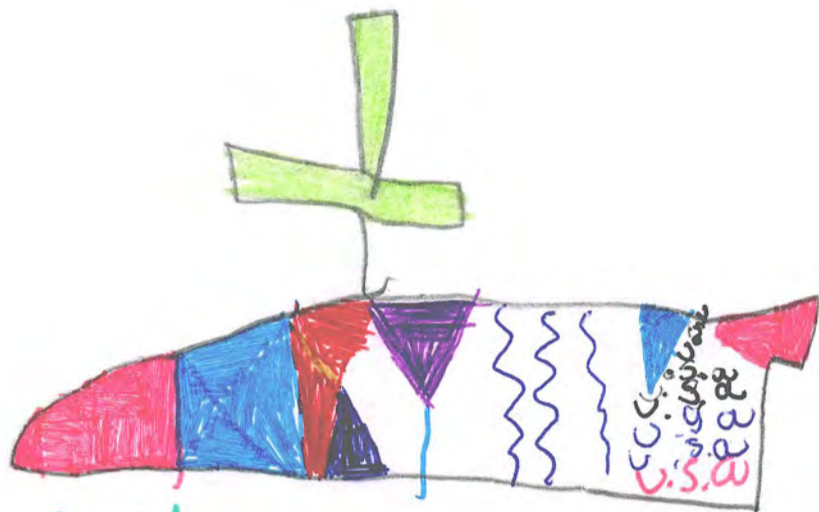
Joint training session involves BIEMS, Charlevoix County Sheriff's Department and U.S. Coast Guard



(Above) Thanks to a \$60,000 grant from the Grand Traverse Band of Chippewa and Ottawa Indians, the island has a new, 24-foot, search and rescue boat. Former Deputy Jim Campbell wrote the grant. The rescue boat was delivered by Under Sheriff Don Schneider and other deputies. (Right) On August 9, a joint training session between the U.S. Coast Guard, the Charlevoix County Sheriff's Department and Beaver Island EMS was held on the island. The group met for a classroom session and then headed out for some practical experience in and above the waters of Lake Michigan to practice rescue techniques. Photos by Steve and Elaine West

MILLCREEK
ELK RAPIDS SCHOOLS

Jessica Ziecina
Principal



~~Thank~~

Thank you
for evre
thing

March 17, 2017

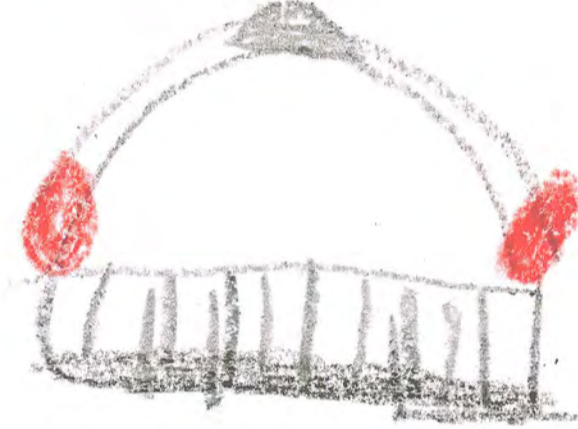
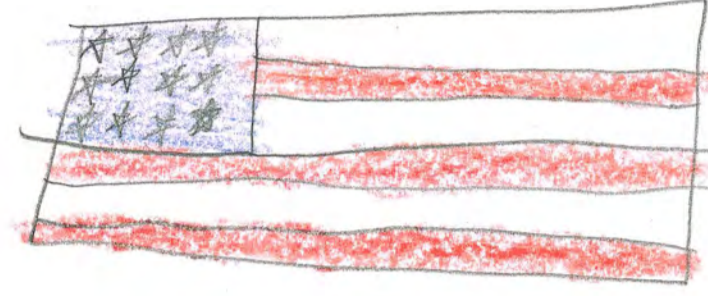
Dear Coast Guard,

My name is Isaac and I'm in 3rd grade at Glen Lake. Thank you for letting me come and see some cool stuff.

I like when you set up the tables because you are very nice. Thank you for letting me in the basket and letting me pick up the gear for swimming in ice cold water.

Thank you for saving our country and the USA for other people.

Sincerely,
Isaac Halloway

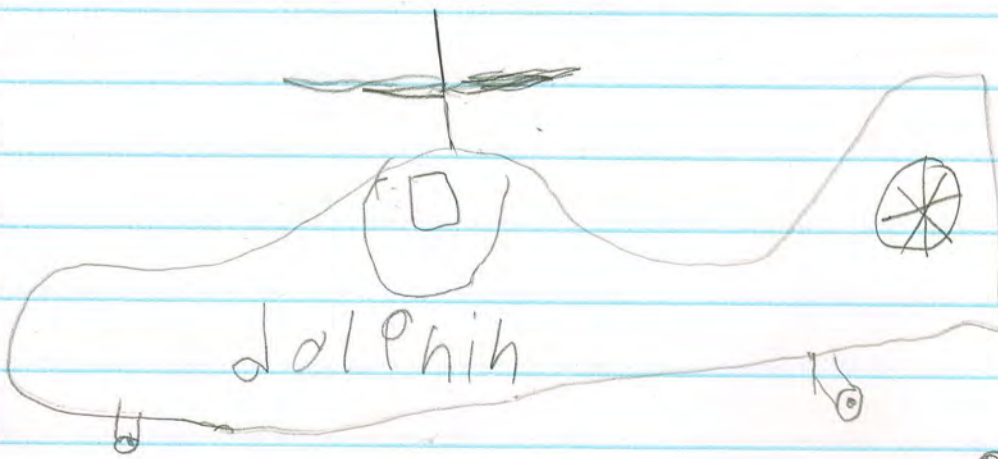


5-11-16



Dear Lt Peacock

Thank you for teaching our class about what coast guard does and showing us the inside of a helicopter it was really cool I hope we do it again.



from
Logan

Thank
You!



USCG Air Station,
 Thank you so much for taking
 the time to complete a fly over
 and wave at Hill Creek Elementary
 in Elk Rapids. That was the
 highlight of the day for many
 of our students.
 Thank you for your support
 of Hill Creek!
 Jessica Zucena

March 17, 2017

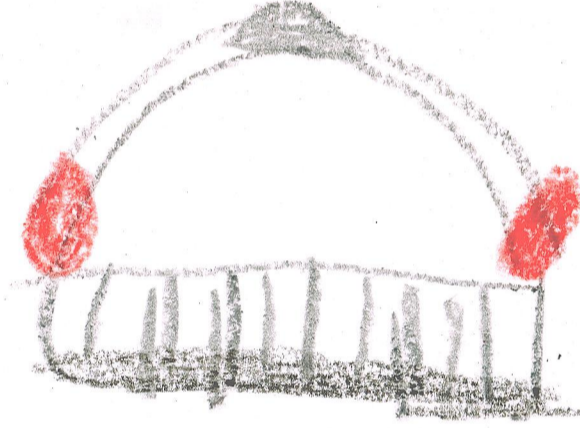
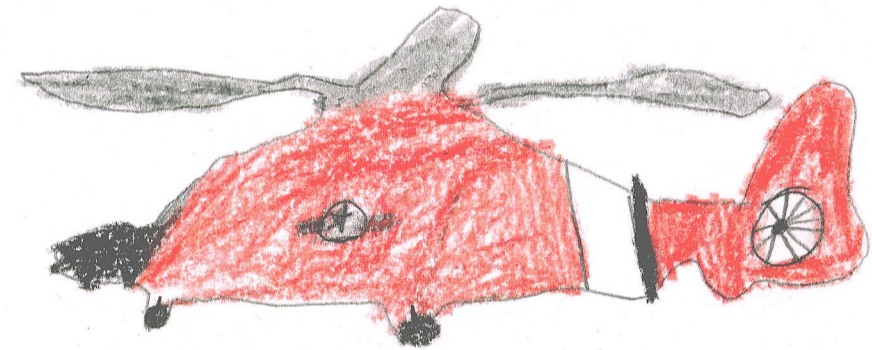
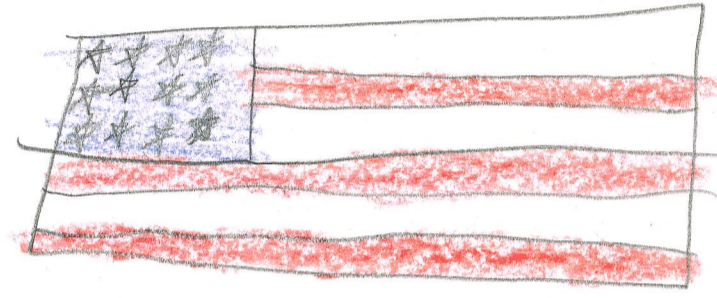
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Thank you for saving our country and the USA for other people.

Sincerely,
 Isaac Holloway



Dear U.S. C.G.
 Air Station Traverse
 City? Thank you
 so much for your
 service. You are a great
 station. You will get
 that air plan done. I love
 when you show us
 the cool stuff. US
 I love when you show
 us the air plans. Showed
 the basket and the
 harness. Thank
 you so much for
 this. We hope to come
 from Traverse City

5-11-16



Dear
 our
 guard
 the i
 real
 aga

Dear U.S.C.G. Airstation,

Thank you for letting us
 come to the airstation!
 It was very interesting!
 I learned that 600 pounds
 can fit in the rescue
 box. That you do daily
 inspections on your
 helicopters. Lastly, I learned
 what gear you wear such
 as a helmet. Thank you
 for letting us come and
 for your service!

Love,
 Bruce

Dear Coast Guard,

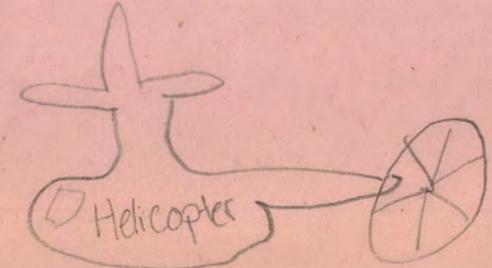
Thank you for all that you do. A lot of people wouldn't be here today if you weren't doing what you are doing. Also, thank you for giving us a tour around your station and showing us what you do. I liked sitting in the helicopter. I learned that helicopters are a lot bigger than they look in the sky. I found that you use night vision goggles interesting. Again, thank you for all that you do.

Sincerely,
JACEY SOMERS
May 10, 2016



Thank You

Coast Guard!

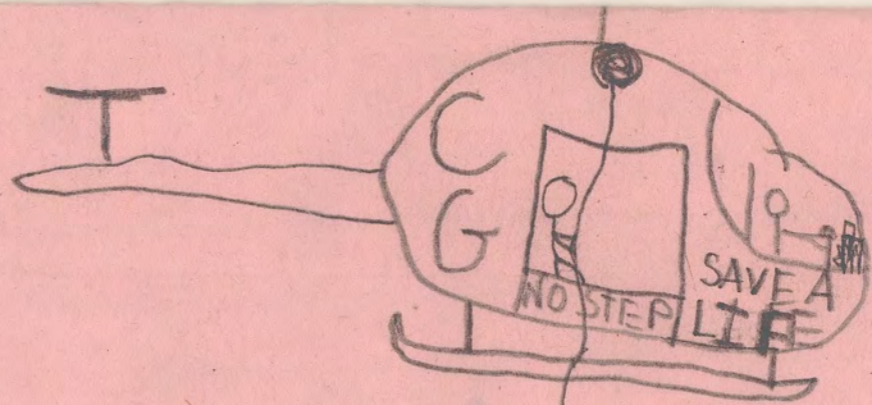


June 7th, 2016

Dear coast Guard

You do amazing things for us thank -
you Also thank you for coming to our school
and letting us go in the helicopter. We
you landed I thought it was
so cool I didn't get to see
you take off but I saw you in the air.

your friend
Charlotte



Thanks Coast Guard!

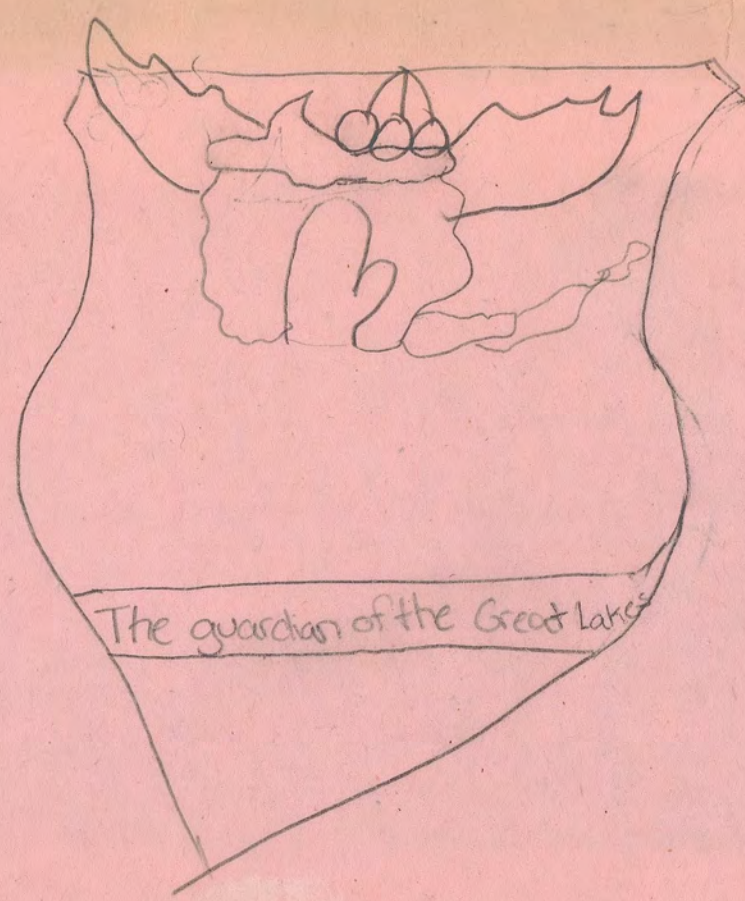
Just doing my job!

Thank You



Dear Coast Guard,
 Thank you for all that you do. A lot of people wouldn't be here today if you weren't doing what you are doing. Also, thank you for giving us a tour around your station and showing us what you do. I liked sitting in the helicopter. I learned that helicopters are a lot lot bigger than they look in the sky. I found that you use night vision goggles interesting. Again, thank you for all that you do.

Sincerely,
 JACEY SOMERS
 May 10, 2016



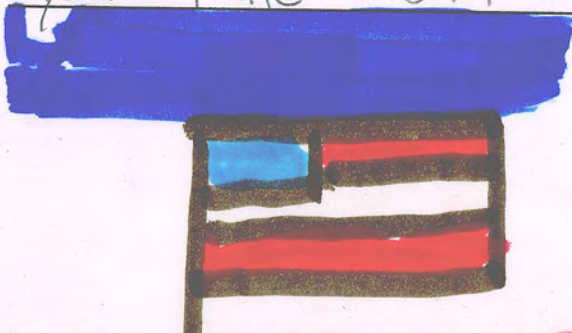
Coast
 Guard
 Symbol

Dear Coast Guard,
 Thank you for letting come to your station.

June 7th, 2016

Dear coast Guard

You do amazing things for use thanks -
 you also thank you for coming to our school
 and letting us go in the helicopter. We
 you landed I thought it was
 so cool I didn't get to see
 you take off but I saw you in the air.



your friend
 Charlotte

P.S. I do not know this cousin very well,
 but I know the story from a cousin.

Your friend,
 Bryce

Dear Coast Guard,
 Thank you for showing us
 all that stuff. I think it's kinda scary to
 go out in the middle of a storm. Have you
 ever gone out just to find out how it was
 dead? My cousins cousin lived in Florida. She
 fell off a boat without them knowing, when they
 found her, she was still alive but her body was cold. She
 is still alive, so I am truly thankful for all you do.
 Your friend,
 Bryce

Thank you



JACK BERGMAN
1ST DISTRICT, MICHIGAN

COMMITTEE ON VETERANS' AFFAIRS
COMMITTEE ON NATURAL RESOURCES
COMMITTEE ON THE BUDGET

Congress of the United States
House of Representatives
Washington, DC 20515-2201

WASHINGTON, DC OFFICE
414 CANNON HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
(202) 225-4735

TRAVERSE CITY OFFICE
1396 DOUGLAS DRIVE, SUITE 228
TRAVERSE CITY, MI 49606
(231) 944-7633

MARQUETTE OFFICE
1500 W. WASHINGTON STREET, SUITE 2
MARQUETTE, MI 49855
(906) 273-2227

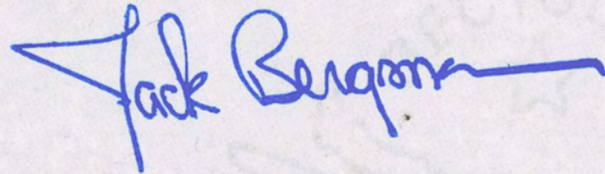
Dear Air Station Traverse City,

I commend you on your swift actions in a time of emergency. Because of your immediate response to a dangerous situation on the Frankfurt pier, a man's life was saved.

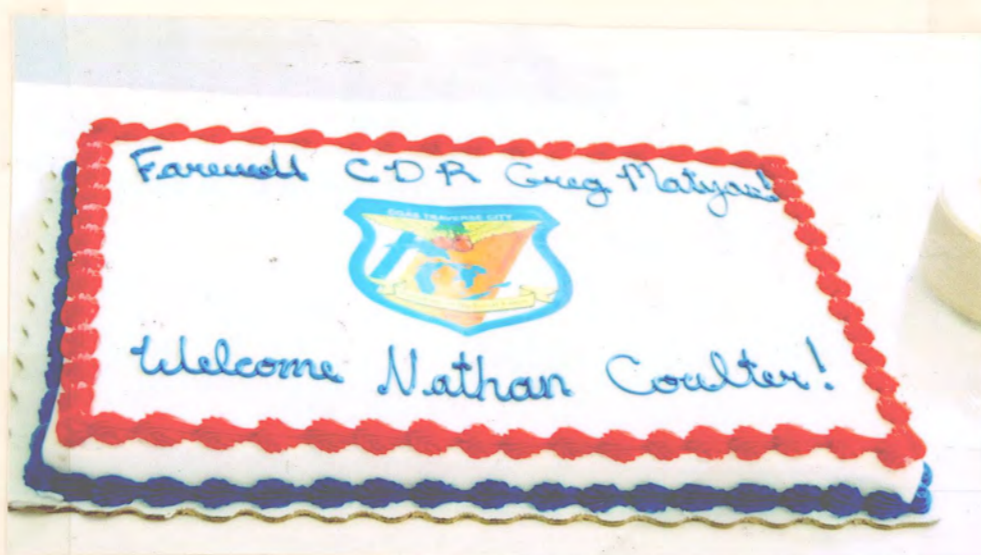
To the servicemen and women who work at the station, search and rescue missions come as an ordinary part of the job description. But the actions the Coast Guard regularly takes to provide and preserve water safety in Northern Michigan are truly extraordinary acts of heroism. I am proud to have the self-less men and women of Air Station Traverse City living in my district. Each of you consistently lives up to the promise of the Coast Guard to be Semper Paratus—always ready.

I thank you for your unwavering dedication to the safety of Michigan's 1st district. It is with great pleasure that I affix my name to this letter and congratulate Air Station Traverse City on your heroic actions.

Sincerely,



Jack Bergman
Member of Congress



LAW ENFORCEMENT Cab ride cut short ends in arrest

Driver claims he witnessed man assault woman

BY CAROL THOMPSON
cthompson@record-eagle.com

TRAVERSE CITY — A taxicab driver told authorities he witnessed a man assault his girlfriend in Traverse City.

The driver kicked the man, 37 and the woman, 32, out of his cab Friday at 9:47 p.m. on the 800 block of East Eighth Street because of their aggressive behavior, Traverse City po-

lice Capt. Jim Bussell said. The driver told officers he saw the man push the woman onto the ground after they left the cab.

The man was also aggressive with officers, Bussell said. He was arrested on suspicion of resisting and obstructing arrest.

Officers found the woman behind a nearby building. She was highly intoxicated and could not articulate words, Bussell said.

Officers called an ambulance to take her to Munson Medical Center for treatment.

CITY City will defend Prop 3

FROM PAGE 1A

The state Zoning Enabling Act says a local government can regulate land use by ordinance, Young said. But it doesn't expressly prohibit regulating land use by other means, including a charter amendment.

Young also cited an unpublished state Court of Appeals case where the judges ruled on another voter-initiated charter amendment. This one treated marijuana crimes in Grand Rapids as a civil infraction instead of a criminal offense. Kent County's prosecutor challenged it on the grounds that it conflicted with state law.

Appeals court judges disagreed, opining that the amendment wasn't trying to legalize what by state law was illegal — county and state law enforcers could still enforce state drug laws in city limits, for example, Young said.

He believes this applies to Traverse City's own charter amendment — its proponents have cited the same case. However, a

a good-faith defense that can be raised," he said.

Developer Tom McIntyre is challenging Traverse City's charter amendment, which requires a public vote before commissioners can approve any new construction taller than 60 feet. He and partners with 326 Land Company want to build a 100-foot-tall building on State Street.

McIntyre said previously the vote requirement violates state law and throws into limbo an already costly development that he and project partners are pursuing.

Defenders of the charter amendment dispute his assertions and have questioned the timing of McIntyre's suit — his attorneys filed a legal complaint on his behalf before 326 Land Company applied for a special land use permit. Thirteenth Circuit Court Judge Thomas Power will consider issues of standing and ripeness at a July 24 hearing.

Young said he likely will seek to raise the defenses that he believes apply in the case after the hearing. This amended response would take the place of one city Attorney Lauren Triple-Laucht initially filed; commissioners agreed in April to hire outside counsel after Power recommended as



Record-Eagle/Tessa Lightly

Cmdr. Nathan Coulter walks to the stage during the U.S. Coast Guard Change of Command Ceremony at the Air Station in Traverse City on Monday.

CHANGE Coulter takes over U.S. Coast Guard station

FROM PAGE 1A

Cherry Festival Air Show, I saw nothing but professionalism," Coulter said.

Matyas reflected on his two-year term as commander, where he had weathered the storm on Aug. 2, 2015 and oversaw the transition from MH-65D Dolphin to MH-60T Jayhawk helicopters.

"When the August storm hit two years ago, I saw a selfless outreach from the crew and the community to come together," he said.

"But it's hard not to have fun here — I couldn't have asked for a better crew to complete the mission."

Matyas nicknamed Traverse City "Pleasantville" as he and his wife Susie Matyas had felt integrated to the community.

"Traverse City is a caring, vet-friendly town. Traverse City is special — the summers are wonderful, the waters are pretty clear and I didn't know I could eat so many things with cherry," he said. "And this special crew in this hangar — that's why it's so hard to leave this place."

Rear Admiral June E. Ryan of the Ninth Coast Guard District, which encompasses the Great Lakes and the St. Lawrence Seaway assured

Coulter's family they'll also come to love Traverse City as they did Kodiak.

"Summers are warmer and the winters colder," she joked.

Ryan wanted to highlight Matyas command in three ways — member, mariner and memory. She cited his work during the transition of the Dolphin to Jayhawk helicopters, which will boost the range and capability of the air station to cover the far reaches of the Great Lakes; as well as his dedication to working closely with veterans, Gold Star Mothers of Michigan, Daughters of the American Revolution and the Mid-Michigan Honor Flight.

"He's also quite the

foodie — he has memorized all of the emergency procedures but also all of the menus of restaurants in Traverse City," she said.

Coulter enters the Traverse City Air Station during a time of change, which seems to keep following him through his Coast Guard career, she said.

"He will lead this unit on to the next chapter," she said.

Matyas had one piece of advice for Coulter: "Start your Traverse City bucket list today and start checking things off tomorrow — it's going to fly by."

Between 2015 and 2017, Air Station Traverse City responded to 295 search and rescues and saved or assisted in saving 54 lives.

POSTS Sieting: 'I owe nobody an apology' for posts

FROM PAGE 1A

Sieting defended his Facebook posts, including the post he appears to have copied that calls for the killing of "every last Muslim"

are evil, either by their actions or their lack of action to prevent violence by Islamic extremists.

Sieting said the continuing issue likely is the result of non-village residents' continuing attempts to kick him out of office because they oppose President Donald Trump and a sign on his Hotel Sieting asking citizens to pray for Trump — a dispute that began before his Facebook page began making headlines. Other people could be

helped make during his time in office, he said.

"I don't expect everyone to see things the way I do," Sieting said.

Joyce Golden, a county resident, supported Sieting and defended his right to post whatever he pleases to his personal Facebook page.

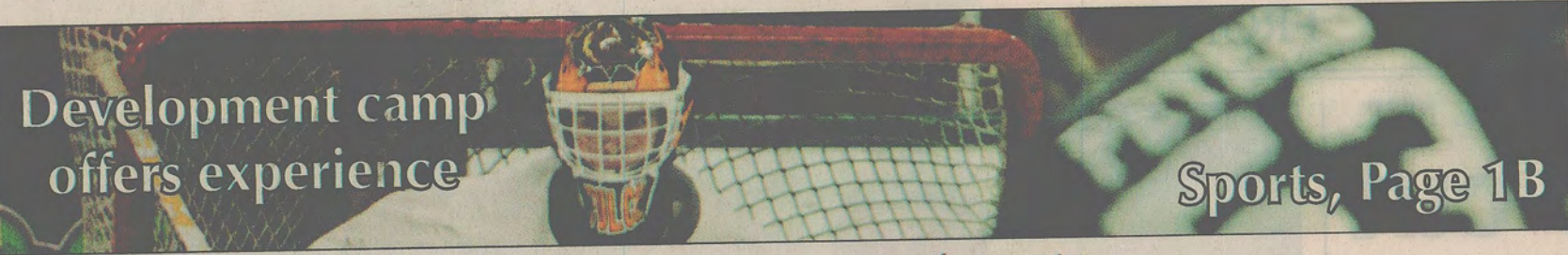
"If you don't want to read it, get off of (his Facebook page)," she said, supporting Sieting though she acknowledged she does not know him. "From what I do know

and stand your ground for your beliefs. I don't believe he has to represent everybody."

Sieting's role mandates he represent the entire community, regardless of religion or skin color, Anderson said. As village president, his freedom to speak on social media also has restrictions, she argued.

"You don't have that kind of benefit to speak your mind on your social media page when you're an elected official," she





Sports, Page 1B



TRaverse CITY RECORD EAGLE

TUESDAY

\$1.00 DAILY/\$2

TALL BUILDINGS City will defend Prop 3

Officials agree attorneys should defend charter amendment

BY JORDAN TRAVIS
jtravis@record-eagle.com

TRaverse CITY — A lawyer hired by city officials will defend Traverse City's charter amendment that requires voter approval for tall building projects.

City commissioners voted unanimously Monday to direct Jim Young and Doug Van Essen to actively defend the city and themselves against a developer's legal challenge of the charter amendment. They did so after Young told them in closed session that he believes there's a solid defense against the challenge, Mayor Jim Carruthers said.

"Jim Young agreed that a good-faith defense exists, and he can vigorously defend the charter amendment, so that's how we're moving forward," Carruthers said.

A good-faith defense is one based on state or case law, or resting on a logical extension of legal precedent, Young said previously. He and Van Essen told city commissioners at a previous meeting that the city has a legal duty to defend the charter amendment, should such a defense exist.

Michigan's constitution allows voters in a city to amend their own municipality's charter, Young said after the meeting. He cited a Michigan Supreme Court ruling stating that cities like Traverse City can exercise all powers not explicitly denied to them.

SEE CITY PAGE 2A

CHANGE OF COMMAND



Record
Cmdr. Nathan Coulter, left, helps Cmdr. Gregory Matyas with a pin after the U.S. Coast Guard Change of Command ceremony at the Air Station in Traverse City on Monday. Coulter relieved Matyas of his position at U.S. Coast Guard Air Station Traverse City.

Cmdr. Nathan Coulter takes over U.S. Coast Guard Air Station

BY ERIN SLOAN
esloan@record-eagle.com

TRaverse CITY — It has been a year of change for U.S. Coast Guard Air Station Traverse City — new helicopters, new crew members and now a new commander.

Cmdr. Gregory Matyas handed command of Air Station Traverse City to incoming Cmdr. Nathan Coulter on

Monday during an on base ceremony inside a hangar, flanked by Coast Guard helicopters.

Coulter, who was last stationed in Kodiak, Alaska, joked he had big shoes to fill after he heard of Matyas' accomplishments and time at the air station.

"Greg and Susie, thank you for your hospitality — it's clear you two have immersed yourselves in the com-

munity," he said. "You're better."

Coulter was excited to move to Traverse City and boasted as the "crown jewel" of Coast Guard and its state of Michigan.

"I'm impressed with the Open Ramp and at the

SEE CHA

