Automobile Recoveries
Solving Long Term Cold Case Files

DNA Used to Successfully ID Cold Case Victims

Why the Fatalities – Training?
Or just plain Attitude?
Or a bit of both?
Greetings.

I want to remind you that this magazine cost you nothing. The resources we offer on PSDiver.com are freely given. My time when you call or email a need that I can help with is free. I do not sell equipment, I do not promote any ABC over another and I have nothing to gain or lose by offering you any of this other than some personal satisfaction and the hope we make a difference in the advancement of your careers. I remind you of this because in THIS editorial, I am offering MY opinions. You are welcome to agree or not as you choose.

This issue of PSDiver Magazine is a departure from our normal format. In the last issue I unloaded a bit on the amount of PSD fatalities we have experienced and preached a bit more about the need for at least a Consensus Standard for Public Safety Diving.

In past issues I have discussed/argued the need for a consensus stand for PSDiving as well as published (Issue 110) a consensus standard for review. Just defining what we do, who we are, what is required to be one has yet to be established on a national level. One of the challenges we took on was actually defining the water visibility we work in. As simple as that sounds, it had not been done.

Teams from one coast to the other have different definitions of zero visibility. It is any wonder we have confusing conversations at times? We published those definitions in Issue 113.

We eliminated – hopefully – ALL miscommunication and misunderstanding about the relationship of Public Safety Diving and OSHA (Issue 112) and it is my sincere hope that your teams and leadership are taking steps to incorporate some of our suggestions into your team guidelines.

While researching a PSD Fatality, I happened across an article that described the recovery of various vehicles that had contained the remains of victims who have been missing for years.

The article focused my attention on a variety of issues PSD teams face.

- When do you search for a vehicle?
- How do you search for a vehicle?
- What equipment do you use?
- Do you feel like you have the proper equipment to protect you from rising gas columns, oil etc?
- Once found, do you perform any type of evidence search or documentation before recovering the vehicle?
- Do you do a perimeter search before recovering the vehicle?
- How do you recover a vehicle?
- Do you do a secondary search after the vehicle is recovered?
- Once recovered, what happens if you find remains in the vehicle?
- What surface support is available to you?

In the past I have published some basic lift bag techniques (Issue 69) and intermediate lift bag techniques (Issue 70) as a way to get your thoughts around doing some recovery work, you were already doing, perhaps a little safer. That isn't going to happen in this issue. The lifting skills and tools required for lifting a vehicle are beyond the means of the average PSD Team and requires specific training.

I admit, I am torn. I originally wanted to share a few vehicle related articles and include some basics on auto recovery. But the more I got into the aspect of cold case recovery of remains in vehicles the more I want to share another aspect of why I believe we do what we do and use actual news articles to send the message home.

When asked why they dive, most PSDivers revert to the standby, generic answer of “giving closure to the family”. I
think that is an easy answer and not necessarily the whole truth.

I think a closer truth is we do it because we can.

Yes, we give a family closure when we recover a body but we also pull vehicles out of the water, weapons, jewelry etc. We call ourselves Public Safety Divers and the diving we perform Public Safety Diving. But the actual job we perform is evidence recovery. We don’t go get a body out of the water unless we are called on by a law enforcement agency. We don’t get vehicles or weapons out of the water unless someone suspects they are underwater and has at least an approximate location.

Face it, being able to put on dive gear, hold onto a rope and walk into darkness is exciting and it is scary.

Overcoming the fear, learning to control the panic and actually be successful at it is more likely the reason you dive as a PSDiver. Giving a family closure, finding critical evidence that can be used in court or finding a vehicle that was dumped as part of an insurance fraud scheme is the bonus.

But, that is not a full answer either. Major Bayer of the Lexington Fire Department (Now Battalion Chief), when I asked why the Lexington Fire Department went all in on their dive team said: “We have the ability, training and equipment to respond to six of the seven rescue disciplines. How can we as a fire department NOT respond to water related incidents as well? If we don’t do it, because it is too dangerous, how can we justify pushing that back to a civilian group?”

We do it because we can. Giving family closure is the benefit we offer - because we can.

Because we can. This issue is about that. Closure for families who have been grieving for long periods of time. Helping them heal. Finding their loved ones, their vehicles and enough evidence to identify the remains.

There is a profound difference between telling a daughter that you found her father who has been missing few 16 years and telling a mother you just found her 9 year old son who went under two hours ago. Are your prepared for either?

If you were required to recover skeletal remains, are you prepared? What equipment will you use? How will you mark the location if you miss something and need to return? Are you mentally prepared for the task? Are you really?

What if the remains are not old enough to have fully decomposed? What then? NOW are you mentally prepared? Do you have the proper equipment and personal protective gear? Have you planned for this event or prepared in any way for the potential? Can you do this dive?

Even if the honest answer is “no” the majority of you may attempt the dive anyway. It is the nature of us to push past our fears and do the best we can when called upon.

But pushing our limits is not always the best thing to do. Identifying a need for specialized training or at least information gathering or ways to adapt equipment we already have to better our capabilities is a start.

We do it because we can. But just because we can does not necessitate we should if acting requires us to exceed our limits and endanger ourselves or our team members.

**Train like your life depends on it – because you can.**

Dive Safe,
Mark Phillips
Editor / Publisher
Why the Fatalities – Training?
Or just plain Attitude? Or a bit of both?
https://divenewzealand.co.nz/further-comments-on-dive-fatalities-a-matter-of-perspective/
By Keith Cardwell, PhD.

Diving is an adventure. Adventure often brings risks. And risks often have dire consequences.

But most of the time for the majority of us, it brings just sheer pleasure and one that I experience frequently when I dive the Great Barrier Reef. Every day there I see folk having a go at what we do – doing one of those adventures they probably have on their ‘bucket list’. I know full well that there will be more than 300 ‘adventurers’ leaving from the same harbour I do, every day.

Some of these adventurers can’t even swim. Some return from their first dive experience (adventure) thankful that they survived and can now tick an item on that list. Some even return from the dive wanting to pursue it as a career. There are so many folk wanting to try diving.

My first realisation of how many this might be was in the late ’70s when I first started inviting folk for free ‘try dives’ at Sportways Aqua-Lung Centre in Auckland. The early results indicated an enormous demand that we appeared unable to meet with the resources we had.

With this burgeoning training demand, we realised we had to improve the system so that we could offer realistic and necessary skill learning – starting even at a very basic level.

However, when change was made to the way training was conducted, criticism was rampant. The criticism then, as I read it now, nearly always included the arguments that courses were shorter (hence less thorough); didn’t contain ‘important’ skills like perhaps ditch and recovery (for good equipment familiarisation and stress testing); and, of course, the snide “put another dollar in” (because on a dive course now you don’t get taught everything that you should be taught, but you can be sold another course to catch up) … and so on.

However, the truth behind any issue should be gained from real experts, not well-wishers who give the appearance of being knowledgeable.

One expert group, the Police Dive Squad, has recently published in this magazine its “Top 10 Recommendations [to avoid diving incidents] based on Fatalities 2006–2016” (‘Police National Dive Squad Present Their Findings’, August/September, issue 155). This has been put out
there for divers to review and improve on their present diving conduct.

But on review of these recommendations, it begs the question as to whether they shed light on problems with present-day diver training courses?

Do these courses, for instance, suggest that perhaps a diver:
- Dives alone?
- Dives even if they have a cold or when not feeling the best?
- Puts on more than enough weight so they can get down quickly?
- Doesn’t have to bother with pre-dive checks of either buddy or gear?

No, of course not. Emphasis is constantly placed on following basic rules as much as insisting on mastery of basic skills.

And as Richard Taylor stated in the last issue: “To have people say that today’s training standards are to blame [for recent dive fatalities] is like saying that people have more car accidents because we let them drive sooner and with less time under supervision. People crash cars because they drive too fast, ignore safety rules, drive without WOFs or even without licences and use a myriad of alcohol and drugs.” I would also add perhaps, driving with an unknown medical condition due to lack of recent check-ups!

Diving is an adventure and nearly all adventures have an element of risk. It should be no surprise that some folk push things just a little too far. It should be patently clear: it is not diver training that is the prime culprit for unnecessary diving deaths; it is far too often the overzealous adventurer breaking the very rules they have been taught to follow.

A Weighty Issue: Rethinking Training

Dear Dave,
I recently came across the June/July 2016 issue, in which there is further discussion by Bruce Adams of the Police Diving Squad and a correspondent on recent scuba diving deaths in NZ. You kindly forwarded Bruce’s earlier articles in the magazine when I contacted you and I must agree with everything that he wrote. However, I would like to point out a major omission from these contributions – that of divers not releasing their weight belt in an emergency.

If one looks at the published data, the majority of recovered dead divers are still wearing their weight belt. Establishing positive buoyancy is the one action that more than any other can save a diver’s life, if only divers (or their buddies, if they have one) who get into trouble would do this. In a recent report on Danish scuba diving fatalities, Vinkel et al comment that: “Of the 25 divers who were known to use weights, only two ditched their weights during the course of the diving incident. Through careful review of these cases, it is thought that in 21 cases the odds of survival would have been enhanced if the
A diver had dropped their weights, improving the probability of reaching the surface alive” and further, “establishing positive buoyancy by the release of weight underwater is a mandatory element in dive training because it can be a critical response to threatening circumstances”. (1)

In reviewing the Danish deaths, the Australian fatalities papers from 2006 to 2010 and my own report on New Zealand deaths between 1980 and 2000, of 67 divers in whom the individual reports document whether or not the weight belt was dropped by the diver, 51 (76%) were still wearing it when their bodies were recovered. (1, 2, 3) Further, in Andy McClelland’s paper on 40 New Zealand fatalities from 2000 to 2006, he says “there was no definite history of weight-belt release by any diver, although one scuba diver had possibly dropped his weight belt.”(4)

This is a feature of every published series of scuba diving fatalities that I have read (there are plenty more in the literature) and has been remarked on by many investigators. This is the message that I wish to emphasise – divers do NOT ditch their weight belt in an emergency.

This reflects a failure of current teaching methods by the dive training agencies and it is time that they reconsidered how this aspect of emergency training is taught and emphasised during their courses. I believe that it could/should be a component repeated in every single skills course and at every level subsequent to basic Open Water, including Instructor courses. It needs to be repeated time and time again if such a potentially life-saving action is to become a properly learned response to a major incident underwater or on the surface. The data have been there for all to see for many years. How the agencies resolve this problem needs their close attention. I challenge them that it is time to rethink this component of diver training.

I also list below an earlier report of New Zealand diving fatalities by Peter Lewis that readers may be interested to chase up. (5)

Assoc. Professor (ret’d) Mike Davis, MD, FANZCA, Cert DHM (ANZCA) Formerly Medical Director, the Hyperbaric Medicine Unit, Christchurch Hospital.

References
Bodies in Submerged Vehicles

Vanished: Missing Persons Discovered In Submerged Cars
August 3, 2015

With advances in sonar detection, combined with severe drought, missing person cases that have remained hidden away for years in the murky depths of lakes and canals are being solved, bringing closure to these decades-old mysteries. Here are seven examples of these peculiar cases.

**Four decades, two cars, six skeletons:** The cars recovered from Foss Lake in western Oklahoma may solve cold cases from the late 1960s and 1970. The vehicles appear to match a Camaro missing with three Sayre teenagers since 1970 and an older Chevrolet with three Canute residents missing since the 1969.

The three teenagers went missing the night of November 20, 1970, when they went for a ride around Sayre in Williams’ blue Camaro with a white top. Williams bought the used Camaro just six days before he went missing, and the muscle car was the envy of teenage boys at the time.

Williams and his two passengers were supposed to go to a football game, but they may have gone hunting instead. Williams was a hunter, and two rifles were found, rusted and corroded, in the Camaro.

The other much older car contained the remains of John Alva Porter. Porter, then 69, was traveling in a green Chevy with a sibling, Alrie Porter, and friend Nora Marie Duncan, on April 8, 1969, when they all went missing.
Although the disappearances occurred 2 years apart, the two cars were found within 3 feet of each other.

**Monksville Reservoir Reveals Missing Mom**

A badly decomposed body believed to be a missing New Jersey woman has been found inside her submerged car five years after her disappearance. The Passaic County Prosecutor’s Office said that a police dive team was performing training exercises in the Monksville Reservoir in West Milford when they accidentally discovered the car.

The Toyota Camry belonged to 49-year-old Cathy Ann DeBono, who was last seen alive driving away from her Oakland New Jersey home on the evening of March 23, 2008.

A spokesman from the Department of Environmental Protection, which has jurisdiction over the reservoir and led the investigation, said that the car was submerged under 18 feet of water, and found about 30 yards from the north boat ramp of the reservoir.

**Missing Kansas Man Found Underwater After 23 Years**

Kansas police recently discovered the body of a man who had been missing since 1992. Authorities found Fremont Carl O’berg Jr. inside of a submerged 1981 Chevrolet Citation automobile about 20 feet underwater. O’Berg was 57 years old at the time of his disappearance. Police discovered the vehicle when a fisherman reported seeing the vehicle with sonar, which is used to track fish. Divers found the car about 40 feet from a boat ramp on Hillsdale Lake, which is more than 40 miles from Kansas City, Kansas.
Cold Case Closed For Girls Missing Since 1971

Cheryl Miller and Pamella Jackson, both 17 and both from Vermillion, in southeastern South Dakota, disappeared May 29, 1971, as they were on their way to a party, according to records on file with the Justice Department’s National Missing and Unidentified Persons System.

The beige 1960 Studebaker hadn’t been seen for decades, when a fisherman spotted its wheels poking up out of the water in Brule Creek near Elk Point, almost 30 miles east of Vermillion on the Iowa border.

The car was in bad shape after having been buried in the mud at the bottom of the creek for 42 years. Cheryl and Pamella, juniors at Vermillion High School, were last seen on their way to a party at a gravel pit just a half-mile from where their car was found. They began following a car full of boys whom they’d stopped to ask for directions to the party, but the boys told investigators that when they looked back in their rear-view mirror, the girls had vanished.

SNOBURD Mystery Solved After Two Decades

It is known as the “SNOBURD case” and has been stumping investigators here for two decades. Frances Hendrickson, a 64-year-old woman who walked with a slight hunch, drove her blue station wagon from her Punta Gorda Isles home 25 years ago and was never seen again. Since then Punta Gorda police have been trying to solve their oldest missing person case.

Known as a poor driver by her neighbors, police investigated other leads into her disappearance, but thought there was a strong chance her car was hidden somewhere in the canals. Police scoured the area, searching by air and water “numerous times,” with divers and later sonar equipment. The 55 miles of canals mazing through Punta Gorda range in depth and visibility under water.
The first image of the sunken car in a canal here, taken with new sonar equipment from the Lee County Sheriff’s Office, gave police a glimpse at the blue station wagon. Submerged just blocks from Hendrickson’s home, the sonar finally showed divers where to look in the dark water for the mud-buried car.

**Missing 25 Years, Woman’s Body Found At Bottom Of Pond**

Rita Sue Zul was reported missing on January 15, 1990. Zul left the restaurant she worked at driving her boyfriend’s red Datsun, but never made it home. The car was barely recognizable after years of being underwater.

A man searching for another missing person’s vehicle made the discovery. Scott Dunlap of Cape Coral says he was searching bodies of water for a missing friends car. He spotted an oil sheen, put a magnet on a fishing pole and cast. It latched onto something. A friend swam down and confirmed it was a car.
The Lee County Sheriff’s Office Dive Team responded and located a red sports car in approximately 20 feet of water that appeared to have been submerged for years. Inside the vehicle were skeletal remains. Those remains have been positively identified as those of Zul, who was reported missing to the Lee County Sheriff’s Office on January 15, 1990.

**Veteran’s Car, Remains Found at Bottom of Lake Rhodhiss**

A North Carolina detective’s hunch brought closure to a mystery that has haunted a family for nearly half a century. Authorities in Caldwell County this week discovered human remains inside a green 1968 Pontiac at the bottom of a lake. It matches the model of the car that 44-year-old Air Force retiree Amos Shook was driving when he vanished on Feb. 19, 1972.

Crews used sonar to find the car on the bottom of Lake Rhodhiss after receiving a request from Pamela Shook-Kolbe, the daughter of Amos Shook. The lake is located just two miles from the house Amos Shook raised his daughter Pamela in, until the time of his disappearance.

**Escaping a sinking car is no easy task. Review the following video... then get a punch and keep it somewhere handy.**

*(Editor’s Note: Vehicles with laminated glass will not break with a punch. If you have not developed a solution for getting through these windows in an emergency – above or below water – you should!)*

https://youtu.be/rdqrduxK9To
FOSS LAKE

Oklahoma lake bodies: Diver, trooper recount discovery
September 19, 2013 By Ed Payne. Michael Martinez and Ed Lavandera

It wasn't supposed to turn into a cold case mystery -- or possibly solve a couple, for that matter -- when Highway Patrol Trooper George Hoyle took new sonar equipment out to an Oklahoma lake on a training mission last week.

But boy have things changed.

The discovery of two submerged cars -- probably there for decades -- and the six bodies inside them have folks in western Oklahoma wondering whether two old mysteries can now be put aside.

The biggest question remains unanswered. How did the cars -- which faced different directions -- come to be in the lake?

The cars turned out to be a 1969 Chevrolet Camaro and a 1952 Chevrolet, sitting just 50 feet from a marina and 12 feet underwater. Lake levels are now 13 feet below normal because of a drought.

Their discovery was certainly a surprise. Hoyle was testing the high-tech sonar on September 10 when he saw something he didn't expect at the bottom of Foss Lake.

"I noticed that they were cars with this side-scan sonar," he said. "It puts off a very good image and very detailed. I knew for a fact they were cars and they were pretty close to one another."

The cars appear to match the descriptions of the vehicles in two cases that have remained mysteries for decades.

Custer County Sheriff Bruce Peoples told KOCO that one of the cars, the Camaro, may have belonged to 16-year-old Jimmy Williams, a Sayre teenager who disappeared in...
1970 with two friends: Thomas Rios and Leah Johnson, both 18.

The three teenagers went missing the night of November 20, 1970, when they went for a ride around Sayre in Williams' blue Camaro with a white top, according to the Doe Network, a volunteer organization that helps law enforcement solve cold cases.

Williams bought the used Camaro just six days before he went missing, and the muscle car was the envy of teenage boys at the time, said Dayva Spitzer, publisher of the Sayre Record and Beckham County Democrat newspaper.

Johnson was Native American and, according to Spitzer, was said to be a descendent of Sitting Bull, the legendary Indian chief who led defeated Lt. Col. George Custer in the Battle of Little Bighorn in 1876. Local residents regarded Johnson as an Indian princess, Spitzer said.

Williams and his two passengers were supposed to go to a football game, but they may have gone hunting instead, Spitzer said. Williams was a hunter, Spitzer said, and in fact, two rifles were found, rusted and corroded, in the Camaro.

The three teens never returned home. At the time, the family posted a $500 reward in the local newspaper for "information leading to the finding of Jimmy Williams and subsequent meeting his parents," with a phone number. Tipsters could collect, the ad says.

More recently, Williams' brother Gary, who works on an offshore oil rig, raised the reward to $10,000 in 2009, Spitzer said.

Tantalizing clues emerged this week: The Camaro was found with all four windows rolled down and appeared to have entered the water backwards.

The other car, a Chevy, was found with the driver's side door open.

Sheriff Peoples hasn't ruled out foul play, but he suggested this week that all six deaths were likely accidents.

Photos: Bodies, cars found in Oklahoma lake
Officials examine one of the cars in September 2013
Debbie McManaman said she believes the older car contains the remains of her grandfather, John Alva Porter.
Porter, then 69, was traveling in a green Chevy with a sibling, Alrie Porter, and friend Nora Marie Duncan, 58, on April 8, 1969, when they all went missing, said Mike Nance, regional system administrator for the National Missing and Unidentified Persons System.

McManaman said she used to bring her kids out to the lake to skip rocks. She said she had no idea that the answer and the clues to her grandfather's disappearance may have been just feet away underwater.

In fact, over the years, when she and her kids drove by the lake, they wondered aloud if grandpa was in the lake, she said. "Maybe that's where he's at," she said. The year he disappeared had a lot of rain, perhaps allowing a deeper lake to hide its secrets better, she said.

"You can't see anything," Splawn said. "You basically just go down there and feel with your hands. It's just a blind feel."

Still, he found a shoe, so they attached a tow cable and pulled the cars out.

"It didn't really cross my mind as to a body being in it," Splawn said. "It could have been a shoe, but whenever we brought them up to the shore ... you could see the skeletal remains in them."

A second search by the diver found a skull and a few other bones.

**Oklahoma deputies pull bodies from lake; may date to '60s, 1970 disappearances**

Positive identification of the bodies could take years, authorities warn. They'll try to match DNA evidence if possible. The DNA testing will take place at the University of North Texas Health Science Center, which already has DNA samples from Duncan's relatives, said spokesman J. Todd Matthews.

A muddy wallet and purse could hold some clues.
While the scientists look for answers, the troopers hope they've provided some peace of mind.

"We are very fortunate to get to help these people and give their family closure, for they have lost loved ones," said Trooper Hoyle, who talked to the brother of one person missing for more than four decades.

"They didn't know that they were kidnapped or how they'd become missing, but I do believe that we gave them some closure ... so that they can have some resolve and serenity in their own lives."

LAKE RUSSELL

Body of man missing nearly two decades found in submerged vehicle

APRIL 26, 2016, BY CNNWIRE

ABBEVILLE, South Carolina — Authorities said they believe remains found inside a submerged vehicle are those of a man who has been missing for almost two decades.

The Abbeville County Coroner’s Office is investigating after a vehicle was found submerged near Beer Garden Boat Ramp on Lake Russell on Saturday around 4 p.m., according to WHNS.

Coroner Ronnie Ashley said the white Chevrolet was discovered in approximately 17 feet of water by officials with the S.C. Department of Natural Resources, who were searching for a missing boater whose vehicle was found near Boat Garden Landing in March.

A tow truck was used to pull the car from the water, where skeletal remains were found in the driver’s seat. On Sunday afternoon divers were out in Lake Russell investigating evidence in the water, Ashley said.

He said there was no damage done to the outside of the car, so there is no indication that the car wrecked into the lake.

The coroner said the victim has not been identified yet but he believes the remains are from a 31-year-old man who was reported missing in Calhoun Falls in 2000.

It is too early to determine if foul play is involved, Ashley said.

An autopsy is scheduled for Monday morning to confirm the victim’s identification.
Remains of man missing since 2000 found in submerged car, coroner says
Apr 26, 2016

John Henry Dubose identified through dental records

ABBEVILLE COUNTY, S.C. — The Abbeville County coroner released the name of a man whose body was found in a submerged vehicle at Lake Russell on Saturday.

Following an autopsy Monday, coroner Ronda Nance identified the person as John Henry Dubose after confirmation was made through dental identification. Dubose has been missing since September 22, 2000, according to the coroner.

Nance said the autopsy Monday determined there was no trauma to Dubose's body.

Toxicology and DNA has been sent to SLED for further testing, the coroner said.

Abbeville County Coroner Ronnie Ashley said a fisherman spotted a Chevrolet about 17 feet underwater around 4 p.m. Saturday near the Beer Garden Creek Boat Ramp.

Ashley said after the dive team retrieved the car from the water, they found human remains behind the driver's seat.

"The missing man from 16 years ago was from Calhoun Falls," Ashley said.

The water level at Lake Russell was lower than normal due to the lack of rain and made it possible to spot the vehicle, Ashley said.

The cause of death is being ruled "undetermined" at this time, according to coroner Ronda Nance.

MONKSVILLE RESERVOIR

Woman's decomposed body found in car in West Milford's Monksville Reservoir
JUNE 13, 2013 BY JIM NORMAN AND ABBOTT KOLOFF STAFF WRITERS | THE RECORD

A West Milford police diving team on a training exercise found a submerged car in the Monksville Reservoir on Wednesday with the badly decomposed body of a woman inside, authorities said.
Passaic County Prosecutor Camelia Valdes confirmed that the divers had located the car and that a woman’s body was in it, but she said the body had not been positively identified.

The body was removed by the Passaic County Medical Examiner’s Office shortly before 9 p.m.

Valdes said the divers had found the car in about 18 feet of water.

The car that was pulled from the water appeared to be a Toyota Camry, which was the same make and model of a car that a 49-year-old Oakland woman was last seen driving when she left her home on March 23, 2008, according to a New Jersey State Police database of missing persons.

That woman, Cathy Ann DeBono, lived with her husband and daughter at 4 Manito Ave. at the time of her disappearance. Police said at the time that she had driven away from home without her purse or cellphone.

Valdes said that because the body was found in an area that is under the jurisdiction of the New Jersey State Park Police, the lead agency in the investigation would be the Department of Environmental Protection.

Larry Ragonese, a spokesman for the DEP, said the matter was under investigation. He said he was aware of the DeBono case, but the body had not been identified.

Valdes said there was no immediate indication of foul play, but the investigation is continuing.
The reservoir is a favorite spot for fishermen and kayakers.

The car was towed out of the water at the reservoir's north boat launch, which is at the end of a long road that was blocked off by police from late afternoon into the early evening.

Body pulled from West Milford reservoir identified as long-missing Oakland woman

http://www.nj.com/bergen/index.ssf/2013/06/body_pulled_from_west_milford_reservoir_identified_as_long-missing_oakland_woman.html
June 14, 2013 - Dan Ivers | NJ Advance Media for NJ.com

WEST MILFORD — The body found inside a submerged car in a West Milford reservoir earlier this week has been confirmed as that of a long-missing Oakland woman.

Cathy DeBono was 49 years old when she disappeared in March 2008, and authorities had been searching for her ever since, according to the National Missing Persons Data System.

Police conducting a routine dive team exercise at the Monksville Reservoir in Long Pond Ironworks State Park discovered a 2004 Toyota Camry nearly 20 feet below the surface, with a badly decomposed body still inside.

New Jersey State Park Police were called in to have the vehicle pulled from the reservoir, and took the body to the Northern Regional Medical Examiner's office.

The car and its license plates matched those registered to DeBono before her disappearance, so the results of the autopsy confirmed suspicions that the body belonged to her.

An exact cause of death has not been determined, the Department of Environmental Protection said today, and an agency spokesman said he could not comment on whether the possibility foul play was still suspected.

HILSDALE LAKE

PorchlightUSA - Fremont Carl O'Berg JR
http://z13.invisionfree.com/PorchlightUSA/ar/t1686.htm
July 12, 2006 02:52 AM (GMT)

Missing since January 6, 1992 from Miami County, Kansas.

Classification: Endangered Missing

Date Of Birth: July 1, 1934
Age at Time of Disappearance: 58 years old
Height and Weight at Time of Disappearance: 6'0"; 187-197 lbs
Distinguishing Characteristics: White male. Thinning, graying brown hair; blue eyes.
Marks, Scars: **He has a scar by the right eye and dimples in his cheeks.**

Clothing: **He was wearing a dark tan wide-wale corduroy jacket, a tan shirt, dark brown pants, Hush Puppies' shoes and a gold Seiko watch at the time of his disappearance.** He was carrying a set of car keys with an attached pocket knife.

Medical Conditions: **He suffers from acute bronchitis and has heart and liver problems.**

AKA: **Dusty**

Oberg was last seen in Miami County, Kansas in 1992. He was driving his maroon Chevrolet with Kansas license plates when he was last seen; the vehicle has never been recovered.

If you have any information concerning this case, please contact: **Kansas Bureau of Investigation OR 785-296-8200**

**NCIC Number: M-539234872**
Please refer to this number when contacting any agency with information regarding this case.

**PorchlightUSA** – November 25, 2006
http://z13.invisionfree.com/PorchlightUSA/ar/t1686.htm

ELL - May 27, 2015 09:57 AM (GMT)
The Miami County Sheriff's Office said an angler using underwater sonar near the Hillsdale Lake Jayhawker boat ramp located a submerged vehicle while fishing.

Authorities pulled the 1981 Chevrolet Citation out on Thursday. They said it was registered to Fremont O'Berg, 57, of rural Paola. The Sheriff's Office said human remains were visible in the driver's seat.

Tim Leeper said he spotted the car on March 17 on his fish finder. He took a screenshot and showed it to a couple of friends.

"I wanted the opinions of a couple of good friends of mine that it actually was a car, and that I wasn’t crazy," Leeper said.

Leeper said he contacted the Sheriff's Office and the Kansas Department of Fish and Wildlife Department after concluding that it was a submerged vehicle about 18 feet down.

He said he did not hear anything back for several weeks until Fish and Wildlife called him, asking for help to locating the car because they had a search and rescue team in the lake searching for it.

Submerged car on sonar, Fremont O'berg "I was on my way to go back out there with my boat to help them when I got the call that they found it," Leeper said.

An autopsy confirmed the body was O'Berg's.

Investigators said they do not suspect foul play.

Wayne Minckley of the Miami County Sheriff's Office said investigators had never given up looking for O'Berg. They had even searched the lake before.
"Trying to turn up new leads, new information, something we may have missed early on," he said. "I believe they are relieved because now they know where he is at, for the longest time they did not know."

Kansas Parks and Recreation investigator Gary Lucas said the case was a mystery from the start.

"How does someone go missing and just disappear?" he said.

He said he knew O'Berg and helped with the search in the days after he was reported missing.

"(He was) very nice. Very neat. I remember his Hush Puppies shoes," he said.

Investigators said while they're happy to have the mystery solved, they realize it represents a painful conclusion for a family that never gave up searching.

Family releases statement

"Our father, Fremont C. "Dusty" O'Berg was a missing person, since January of 1992.

Fremont Dusty O'Berg "On May 21, 2015 our father's body was recovered at Hillsdale Lake. His vehicle was spotted by a fisherman and reported to the Wildlife and Parks Department.

"The Miami County Sheriff's Department along with the Osawatomie Dive Team and Johnson County Fire District #2 recovered the vehicle along with his body inside that afternoon.

"Our father's recovery answers many questions and is bringing much needed closure for our family.

"We are fully confident that the Miami County Sheriff will continue to see this case through to its completion. Our family would like to thank Sheriff Kelly and his department for their professionalism and support through the years.

"In addition, we want to express our gratitude to the Osawatomie Dive Team and Johnson County Fire District #2 for their support and professionalism in bringing our father home

Mystery of Missing Kansas Man Solved After 23 Years
May 26, 2015 CBS/AP
PAOLA, Kan. -- The disappearance of a Kansas man 23 years ago has been solved after authorities identified a body found last week in a car pulled from a lake near his home.

Miami County authorities said Tuesday that an autopsy determined the body was that of Fremont O’Berg, 57, who was living in rural Paola, Kansas, when he went missing in January 1992.

His remains were found after a fisherman using underwater sonar equipment detected what appeared to be a submerged vehicle about 40 yards from a boat ramp in Hillsdale Lake.

"My first reaction was, 'Wow, that has to be a car,'" Tim Leeper told CBS affiliate KCTV. Leeper said the friends who were with him agreed, and he called the Miami County Sheriff’s Office to report it.

The body was found in the driver's seat of the 1981 Chevrolet Citation registered to O'Berg after the vehicle was pulled from the lake.

The Kansas City Star reported that information circulated after O’Berg's disappearance noted he suffered from heart and liver issues as well as acute bronchitis. But undersheriff Wayne Minckley told The Associated Press it will be difficult to determine the cause of death because of the length of time the body was in the water.

"They look for any suspicious injuries prior to death," he said. "That's going to be difficult to tell because of the decomposition. We could be talking about driving into the lake on purpose, or it could be an accident where the car rolled into the water."

The lake and several other bodies of water were included in a search around Miami County when O'Berg disappeared, the sheriff's office said.

O'Berg's family, who Minckley said has mostly moved out of the Paola area, released a statement Tuesday saying the recovery of his body "answers many questions and is bringing much needed closure for our family."

"We are fully confident that the Miami County Sheriff will continue to see this case through to its completion," the family statement said.
The family thanked authorities "for their support and professionalism in bringing our father home."

Missing Kansas Man Found Underwater in Car 23 Years Later
May 27, 2015

The body of Fremont O'Berg, a missing man from Kansas, was found submerged in his vehicle.

Kansas police recently discovered the body of a man who had been missing since 1992.

Authorities found Fremont Carl O'berg Jr. inside of a submerged 1981 Chevrolet Citation automobile about 20 feet underwater in Hillsdale Lake, according to Reuters. O'Berg was 57 years old at the time of his disappearance. Police discovered the vehicle when a fisherman reported seeing the vehicle with sonar, which is used to track fish. Divers found the car about 40 feet from a boat ramp on Hillsdale Lake, which is more than 40 miles from Kansas City, Kan.

"An autopsy of the body was conducted but no foul play is suspected," said Wayne Minckley, undersheriff of Miami County, who suspects that O'Berg may have accidentally left the nearby road and plunged into the lake.

While this is the first time that the police had a clue as to O'Berg's location, it should be noted that Kansas City police searched Hillsdale Lake and all surrounding lakes at the time of his disappearance.

Minckley said that in the end, it's just nice to have an answer as to where O'Berg went. "You are always
hopeful, but sometimes you think it is never going to be solved after 20 years," he said. "It's a huge relief for the family as well as for the sheriff's office."

WATERTOWN, SOUTH DAKOTA

After 33 years, fresh look revives hope of knowing - Families of missing girls yearn for closure

September 5, 2004 BY STEVE YOUNG  Argus Leader

WATERTOWN - It was 4 in the morning that Sunday. The kitchen light that 17-year-old Pamella Jackson was supposed to have turned off when she returned to her family's rural Vermillion farm home still burned bright. Tired, Adele Jackson peered into her daughter's room at an empty bed and wondered where she was. Today, 33 heartbreaking years later, the question still echoes. Where did Jackson and her friend, Sherri Miller, disappear to that night, May 29, 1971. The Vermillion teens were last seen on a rural road in Union County - Miller behind the wheel of her grandfather's beige 1960 Studebaker Lark. Classmates told authorities the two had been looking for a party at a rural gravel pit, but what happened to them along the way remains a mystery. In a flurry of activity that began unfolding 13 days ago, law enforcement officials descended upon a farm southeast of Beresford to investigate the latest potential answer.

In 1971, the Lykken Hillview Farm was home to a teenage boy named David Lykken, now serving a 227-year-sentence in the state penitentiary for first-degree rape and kidnapping in a case prosecuted in 1990.

At the time of that 1990 case, Craig Thompson, the Clay County state's attorney, posed the possibility of Lykken's connection to the earlier disappearance of Miller and Jackson. "But there wasn't enough of a link to take it further," he said recently, declining to elaborate on why investigators thought there might be a connection.

Now, led by a new Cold Case Unit established in June by the state Attorney General's office, law enforcement officials spent more than three days digging through the earthen floor of a farm building, among other places, at the Lykken place. They aren't saying yet what they found. But for family members left wondering for decades, it was a welcome development.

"We are very thankful, and very grateful, that our case got picked by
Mary Ann Miller of Watertown, a sister-in-law to Sherri Miller. "We're optimistic that they're on the right track. "This latest twist is the newest possibility among numerous theories about the case that have existed through the decades. Grasping for theories in the weeks after Miller and Jackson disappeared, investigators speculated they might have driven the wrong direction in the dark and into the Missouri River. If so, the car likely would have sunk quickly in the treacherous current and been buried in sand within hours. There were theories as well about hippies, drug dealers and counter-culture types living in the Vermillion countryside back then, and that the girls might have stopped for help and been abducted by such a group. Years later, state Division of Criminal Investigation officials even looked into the possibility - unfounded, it turned out - that the pair fell victim to serial killer Henry Lucas, who claimed he had killed people in South Dakota. Then there was the idea that the two simply ran away. That seemed to be the prevailing thought among law enforcement officials, Mary Ann Miller said. And because of that, it seems interest in and news coverage of the disappearance waned.

"Today they would make a huge deal out of something like this," Mary Ann Miller said. "But back then, they thought they were runaways. It still makes me angry. "The family members say anyone who knew Sherri Miller and Pam Jackson knew that theory was ridiculous.

In spring 1971, Sherri Miller was living with her grandparents, Nick and Pearl Jensen, on Cottage Avenue in Vermillion. In the late 1960s, Miller's mother, Helen, and her second husband had run a restaurant-bar on the outskirts of Beresford called The Ritz. But the couple eventually divorced, Helen moved back to Vermillion with her 8-year-old daughter, Rita. Sherri went to live with her aging grandparents.

One of her best friends, her first cousin, Pam Stewart, remembers those days vividly. "She was a very smart girl, and she learned to be very independent," Stewart, 50, said. "She was focused. She knew right, she knew wrong, and she knew what she wanted and what she didn't want. So she stood her ground when she knew what she wanted, because she wanted it the right way. That's why she made friends so easily. "In spring 1971, Miller's grandmother was dying of cancer.

A small woman, she was almost frail-looking though there was nothing frail about her character. Sherri Miller looked after her and Grandpa Nick as well, Stewart said. She'd awaken her grandfather in the morning, set out his breakfast, and even wash his hair. That caretaker attitude led her to a job at Dakota Hospital in Vermillion, where her friend, Pam Jackson, also worked. "She liked helping people and taking care of them," Stewart said. "And it allowed her to be close to her grandmother when she was hospitalized at the end.

"In their free time, the cousins would rent a tandem bicycle and pedal around Vermillion. They wandered the trails along the bluffs above the river. Sherri taught her how to roller skate, Stewart said. She laughed remembering how they kept their grandfather supplied with cigarettes.
"Grandpa Nick was a chain smoker," Stewart said. "He'd sit out on the porch of their house on Cottage Avenue, smoking his Winston 100s and rocking. "And he'd send Sherri and I to get him more, down at the Piggly Wiggly, or at the gas station four blocks away. We always would. We took care of him.

"A good student, Miller was a majorette in the marching band, and thought she might like to be a cheerleader, "but she didn't want to be a snob, which she thought cheerleaders were," Stewart said. "So she joined the pep squad."

Miller also dreamed of going into fashion design, her family says. There was a long mirror at one end of her bedroom upstairs at her grandparents' house. She enjoyed standing in front of it and studying herself posing in different clothes.

"I remember that," said her sister, Rita Anglin, who was just 9 when Sherri disappeared. "She was a very neat, very clean person. She'd put something on, and it just had to be so. So she'd stare into that mirror. "Stewart said she and Miller had saved their money and planned to tour California after they graduated. "She always wanted to go there, and we would have," her cousin said. "Sherri was determined to do it, and she had this drive. She was going to be successful at whatever she did, and she knew it.

"Raised with pets, 4-HIf Miller's talents leaned toward dress design, Pamella Jackson's passion was in dressmaking. Named in part for a grandmother, Ella, Jackson was a typical farm kid with pet cats and dogs, even a lamb or two, her older sister, Kay Brock of Canton, said. She was the youngest of Oscar and Adele Jackson's four children. Brock, the third youngest, was eight years and nine months older than her little sister. There are also two older brothers, Daryl and Jerry.

Pam Jackson enjoyed singing in the high school chorus, her family says. She also was busy with 4-H arts and crafts, and she liked to sew. In fact on the afternoon of the day she disappeared, she was sewing a dress for a school function, her sister said. Her mother has recalled that her youngest wanted to go out with her friend, Sherri Miller, that night. Adele Jackson told her no, but then later relented.

Her sister was probably more shy than gregarious, Brock said. But she also had reached a stage in her life where she could talk her father into using his car every now and then, giving her more freedom and making her more popular with friends. She also had taken a job at Dakota Hospital, a move that Brock said "was probably good for her in that it gave her a broader view of life. "Brock also remembers that her sister had been hospitalized with hepatitis earlier that spring in 1971, and that she was still taking medication for it. That seems significant now because on the day her sister vanished, Brock said, she didn't take her medicine with her. She doesn't think she would have run away without it.

**Taking the Studebaker**

On the afternoon of May 29, 1971, as Jackson sewed, Stewart and Miller were in Vermillion cleaning out their
grandfather's white Buick.

"We were trying to talk Grandpa into using his good car that night," Stewart said. "We did it all, washing, vacuuming, whatever we could to convince him to use it. And he just flat out said, `No.' So we agreed we would use that old Studebaker. It was a good, clean car, and it ran.

"They were going to visit their grandmother in the hospital that evening, Stewart said, then go to a movie and be home by 11. But then Stewart got a call from a Centerville family for whom she baby-sat. They needed her that night and offered to pay her more to come, so she agreed."

"You know, I've often wondered, `What if' if I had gone," Stewart said. "Would things have been different? "We're talking three people in the car if I had gone. Or would Pam even have been there? Would I have been able to be stronger than the other two? Would it never have happened at all? You wonder."

When Stewart couldn't go, Miller ended up joining up with Pam Jackson. Anglin remembers her sister saying she was going to visit her grandmother in the hospital, and then she and Jackson were going to go roller-skating. "I grabbed a hold of her leg," Anglin recalled. "It seems so real to me now. I was crying and asking her, `Why can't I go along?'

"According to police reports, the two left the hospital at 9:30 p.m. Three male classmates said they saw the two sometime later, east of Interstate 29 at the Akron, Iowa, exit. The three boys were going to a party at a gravel pit. Miller and Jackson said they would follow. But when the boys missed their turn and had to double back, the girls were gone. When Adele Jackson didn't find her daughter the next morning, she and her husband figured the girls had car trouble and stayed in town. The phone calls early the next day revealed that wasn't so.

Miller's grandmother was near death. She died six days after her granddaughter went missing. Sherri Miller wouldn't have run away in her grandfather's car, and wouldn't have left without telling her grandmother goodbye, Mary Ann Miller said. Besides, the two girls had been paid that day as well, and neither took her paycheck along. They did not pack clothes or take any makeup.

"She just wouldn't have left that way," Stewart said.

Flickering hope

Investigators talked to classmates with little success. The river was not dragged. Officials said finding the car would have been difficult in the swift current and diving would have been futile because of visibility. Days passed and the story seemed to fade, except with the Miller and Jackson families.

Dexter Brock said his father-in-law, Oscar Jackson, used to drive the gravel roads and walk the fields across Union and Clay counties, looking for his daughter and her friend. When Pearl Jensen died, her family put her obituary in newspapers across the region, Stewart said, hoping Sherri Miller would see it and have a reason to come home.
Her brother, Alan, did more than that. Mary Ann Miller said her husband, four years older than Sherri, was close to his sister. Sherri and Mary Ann made tape recordings to send to Alan Miller when he was serving in Vietnam. Sherri Miller was a bridesmaid in his wedding. When his sister disappeared, Alan Miller asked law enforcement to distribute a poster with Sherri’s picture on it to police departments around the country. He wrote a letter to include with it. The family was sure if she had been abducted, she would find a way to break free some day.

"He told her that if she saw the poster and letter," Mary Ann Miller said, tears welling in her eyes, "he loved her, and please contact him." Alan Miller also had checks run on her Social Security number to see whether anyone was using it, with no luck. He even spent time at the Vermillion Police Department futilely looking through photos of bodies found across the country.

Alan Miller died of cancer three years ago, never knowing how the story ended. Nor did his mother, Helen, who died April 7, 1989, always thinking she would see her daughter again. "Toward the end, I remember telling Helen, ‘When you die, you're going to get to know where Sherri's at,' " Mary Ann Miller softly recalled. "She smiled and said, ‘Yes I will.' "

**Quest for finality**

In the early years, neighbors would sometimes see Pam Stewart walking in Vermillion - the same height as Sherri, with the same colored hair - and rush to Nick Jensen's house to see whether Sherri had come home. Some stopped her and asked whether she was Sherri Miller, Stewart said. Eventually that quit happening. But the questions and sadness never vanished.

There is another sister, Dawn Waggener, whom Sherri Miller never knew. She was born three years after the disappearance to Helen and her new husband, Fred Waggener.

"I can't share any memories of her because I never got the opportunity," said Dawn Waggener, 30, of Watertown. "I know the story, but I don't know her. It would be nice if they could give some closure to both families."

Stewart would like that, too. She has harbored the fantasy that her cousin is going to appear someday, that they will run into each other somewhere and stare at each other, and that, finally, Sherri Miller's amnesia or uncertainty will melt away. It's crazy, Stewart knows.

"It's that little piece of all this that will go away" if the case is finally solved, Stewart said. Adele and Oscar Jackson prefer not to talk about it now. But Dexter Brock said his father-in-law has told him that he hopes they don't find any bodies in a car.

He'd like to cling to the belief that he will see his daughter again one day, even though he is now 93. "I'll tell you this," Brock said. "This family is a very strong, Christian family. They have a faith that God has taken something bad and has turned it into good, even if they don't see the good."

The recent revelations of the search south of Beresford have touched Pam Stewart's family, too. Her children
have told her they understand now why she always had to know where they were going and when they would be home.

"They’d ask me, ‘Why do I have to call? Nothing is going to happen,’ " Stewart said. "And I’d say, ‘I know nothing's going to happen, but. ...'What I knew was it could happen in a blink of a moment, and then they're gone. They never understood that until this came out."

If Sherri Miller and Pamella Jackson are indeed dead, their families say they need to know. In some ways, Mary Ann Miller said, it would give them greater peace of mind to know they died 33 years ago, and haven't suffered through some type of torture or enslavement in the past decades. Either way, they're ready for finality.....

Mystery of S.D. girls missing 42 years finally surfaces
April 15, 2014 By CRIMESIDER STAFF AP

ELK POINT, S.D. - May 1971 -- two South Dakota girls, both 17, and headed to an end-of-school party, drove off a gravel road into a flooded creek. Last fall, a drought brought their long-submerged Studebaker into view.

On Tuesday, nearly 43 years after the teens vanished, authorities confirmed that the 1960 Studebaker did indeed contain the remains of Cheryl Miller and Pamella Jackson.

At a news conference in Elk Point, state and local investigators showed dozens of photographs of well-

preserved clothing, a purse and even Miller's driver's license with her smiling photograph.

Attorney General Marty Jackley said classmates who saw the two girls from Vermillion before they disappeared that night, along with other evidence, indicated they had not been drinking. In addition, mechanical tests on the car pointed away from foul play because it was in high gear, he said.

"It's consistent with a car accident," Jackley said.

A fisherman who remembered the 42-year-old case called authorities last fall after noticing one of the car's wheels sticking out of the creek.

The disappearance of the Vermillion High School girls was one of the initial investigations of South Dakota's cold case unit in 2004.
A September 2004 search of a Union County farm turned up apparently unrelated bones, clothing, a purse, photographs, newspaper articles and other items, but not the car.

In a warrant authorizing the search, authorities said that David Lykken, who lived at the farm in 1971 and was a classmate of the girls, might have been involved in the disappearance of Miller and Jackson as well as three other unnamed people. Lykken is in prison serving an unrelated 227-year sentence for rape and kidnapping.

In July 2007, a Union County grand jury indicted Lykken on two counts of premeditated murder, two counts of felony murder and two counts of murder in the disappearance of Miller and Jackson. But state prosecutors dropped all six murder charges after concluding a jailhouse informant apparently lied about Lykken supposedly admitting to causing the deaths.

Union County Sheriff Dan Limoges said Tuesday he had no regrets about the investigation.

"The only unfortunate thing I would add is for the Lykken family, for what they had to go through. But I don't make any apologies for doing our job," he said.

"It's easy to second-guess what could have been done or should have been done," Limoges said. "It just wasn't meant to be until recently."

Family members of the girls attended the news conference but didn't speak.

The remains of Cheryl Miller and Pamella Jackson will be returned to the families for burial, after more than four decades.

PUNTA GORDA, FLORIDA

Station wagon containing bones found near where woman in matching car vanished 20 years ago
Jan 17, 2013 By SHANNON MCFARLAND

It is known as the "SNOBURD case" and has been stumping investigators here for two decades.

Frances Hendrickson, a 64-year-old woman who walked with a slight hunch, drove her blue station wagon from her Punta Gorda Isles home 20 years ago and was never seen again. Since then Punta Gorda police have been trying to solve their oldest missing person case.

Known as a poor driver by her neighbors, police investigated other leads into her disappearance, but thought there was a strong chance her car was hidden somewhere in the canals. Police scoured the area, searching by air and water "numerous times," with divers and later sonar equipment. The 55 miles of canals mazing through Punta Gorda range in depth and visibility under water.
The first image of the sunken car in a canal here, taken with new sonar equipment from the Lee County Sheriff's Office, gave police a glimpse at the blue station wagon Wednesday. Submerged just blocks from Hendrickson's home, the sonar finally showed divers where to look in the dark water for the mud-buried car.

Hendrickson has a son and a daughter who live in other states. Both have been contacted about the discovered car, which will be wrapped up and moved to the police department as evidence.

Many of the houses in Punta Gorda Isles were built after Hendrickson disappeared, and just about all of her original neighbors are gone. One neighbor, Rose Porth, who used to live just down the street on Spoonbill Drive, remembers when Hendrickson disappeared. Porth, a resident of the neighborhood for 24 years, said she remembers living near the Hendricksons.

Hendrickson and her husband, a Navy veteran, were well recognized for their cars. His was yellow with the Florida tag "SNOMAN." Hers was light blue with the tag "SNOBURD."

A lingering mystery

Mr. Hendrickson was an avid gardener, Porth said. The couple owned another lot across from their home on Whippoorwill Boulevard and he filled both with plants and

![Image of the sunken car in a canal]

Staff Photo / Shannon McFarland
palm trees, painstakingly mixing fertilizer to care for them. He was friendly with the neighbors, Porth said, although his wife was a quiet, retired woman who kept to herself.

"She was a real homebody," Porth said. After her husband passed away, Hendrickson went out even less. She would occasionally get a ride to the bank from another neighbor or drive herself to the store. Her car, with its distinctive tag, was often seen outside a local watering hole.

One neighbor, who checked on Hendrickson after she lived alone, went to her home after he hadn't seen her in a few days. He found her pocketbook still on the table, Porth said. They later wondered if her disappearance was why a neighbor's dog had been barking.

"I used to look for her license every time I went to the Publix," Porth said. "We were hoping she ran off with someone and was happy."

Police responded to the 3700 block of Whippoorwill Boulevard for a report of a missing woman on July 4, 1993. The neighbor said he saw Hendrickson drive by on June 30, the last time Hendrickson was seen. The neighbor told police Hendrickson did not like to drive and rarely traveled.

Divers searched nearby canals and a lake in July 1993, without finding a trace. Police searched her home and interviewed neighbors. Hendrickson's dental records, DNA and other information were entered into missing person databases.

About two years ago, the case was reopened when new sonar equipment helped glimpse through the silt of the canals.

'I found it'

Outfitted in scuba gear, Jonathan Mendel knew he was looking for a car when he jumped into the murky water Tuesday. He’d heard about the "SNOBURD case" in the department. He said divers kept an eye out for a station wagon while training in the canals, hoping they might accidentally find it.

The sonar had tipped them off to the area behind the intersection of Whippoorwill Boulevard and Eider Street. It was Mendel's first recovery dive, and his first dive in "black water."

Mendel sank through the water, landing on the top of the car about 15 feet underwater, buried almost to the top in the mud. Without the sonar, Mendel said a diver could have swam right by it without realizing the car was there.

"I looked back and could see the chrome," he said. The roof and rack of the car were dotted with small white barnacles and covered in silt and rocks.

"Wow, I actually found it," he remembers thinking.

With older sonar equipment, from even just a few years ago, the technology would simply indicate there was a an object resembling "a big box." Divers found a roof blown into a canal after a hurricane. Another search, they pulled a portable toilet from the water.
A tow truck lugged the car out by straps lashed around the front and back. Forensics analysts combed through the water-logged car, collecting the remains of a body. It was turned over to the medical examiner’s office and the Florida Department of Law Enforcement to determine the cause of death and verify the identity of the body. The wooden side paneling and recognizable blue frame was spotted with rust but mostly intact, the car’s tag unreadable.

"You could tell it is a Florida tag, but can't read any of the characters," said Capt. Tom Lewis of the Punta Gorda Police Department. He said the remains of the body are expected to match Hendrickson and no foul play is suspected.

Submerged car could solve 20-year-old cold case
JANUARY 18, 2013 By MERAB-MICHAL FAVORITE - Charlotte Sun Staff Writer

If the license plate read SNOBIRD, the Punta Gorda Police Department could have concluded it was the car of 64-year-old Frances Hendrickson, who was last seen in 1993 driving a light-blue Buick station wagon with the specialty tag.

Law enforcement kept dozens of spectators in suspense as a station wagon dangled from a crane, the canal waterline just high enough to cover the license plate.

If the license plate read SNOBIRD, the Punta Gorda Police Department could have concluded it was the car of 64-year-old Frances Hendrickson, who was last seen in 1993 driving a light-blue Buick station wagon with the specialty tag.

Just before noon on Thursday, the car was pulled from the canal. The suspense, however, didn’t end. The letters on the plate were indecipherable underneath 20 years of corrosion.

“For 20 years, we have referred to this case as the ‘Snobird Case,’” said Capt. Tom Lewis of the PGPD.

Lewis said investigators were 99 percent sure that skeletal remains scattered inside the vehicle belonged to Hendrickson. Authorities said they do not suspect foul play, and that Hendrickson may have been disoriented when she drove into the canal.
“We are glad to bring closure to her family and to the community,” said Lewis.

The PGPD located the submerged vehicle with a robotic camera borrowed from the Lee County Sheriff’s Office earlier this week. On Wednesday, the Punta Gorda Police Dive Team readied it for removal.

The station wagon was located in 18 feet of water and buried 4 feet in the bed of a canal behind the intersection of Whippoorwill Boulevard and Eider Street, just blocks from the missing woman’s home on the 3700 block of Whippoorwill Boulevard.

The Florida Department of Law Enforcement, Sarasota County Sheriff’s Office and the LCSO also aided with the recovery effort. “We have good law enforcement here,” said Ross Dorrer, a resident of Punta Gorda who came out to watch the recovery. “There is some 50 miles of canals around here.”

Lewis said that water visibility and debris left over from Hurricane Charley made locating the vehicle difficult.

“With the older sonar, it would just show a mass at the bottom,” said Punta Gorda Police Chief Albert “Butch” Arenal. “It could be anything. One time we found a safe down there.”

The Punta Gorda Fire Department had to use a hydraulic cutting tool to open the rear door of the vehicle because it was corroded shut.

After law officers gained entry, they found the remains. Lewis said the bone fragments will be analyzed using a DNA sample from Hendrickson. The Florida Department of Law Enforcement will take custody of the remains. Authorities expect possible identification in a week.

**Body of woman missing for 20 years found in Punta Gorda canal**


January 29, 2013  Updated: March 13, 2013

TBO.com Tribune staff

**PUNTA GORDA** - Authorities say the remains of a woman who went missing in 1993 were found in a car pulled from a Punta Gorda canal. The Sarasota Herald-Tribune reports the Buick station wagon was found this month. Police announced Monday that dental records matched Frances Hendrickson, who was 64 years old when she went for a drive on June 30, 1993.

After Hendrickson went missing, police searched canals because she was known to be a poor driver. They used divers and sonar equipment but the search didn't turn up
anything. The newspaper reports the case was reopened two years ago using new sonar equipment. Two weeks ago, the search paid off. Divers found the submerged car in a canal behind Whippoorwill Boulevard and Eider Street.

The search became known as the "Snoburd" case because the tag on Hendrickson's car read "SNOBURD."

NORTH FORT MYERS, FLORIDA

Body of woman reported missing in 1990 found in pond
Jul 23, 2015 By Jaclyn Bevis,

Frances Hendrickson Found: Missing Woman's Remains Discovered..  
Frances Hendrickson Found: Missing Woman's Remains Discovered After 20 Years In Punta Gorda, Florida | The Huffington Post

NORTH FORT MYERS, FL –

A family finally knows what happened to their loved one 25 years ago.

Rita Sue Zul was reported missing on January 15, 1990. Zul left the restaurant she worked at driving her boyfriend's red Datsun, but never made it home. On Monday, that car was pulled from the bottom of a pond near Bayshore Road and State Road 31.

- WATCH THIS STORY (Video)
The car was barely recognizable after years of being underwater. The Lee County Sheriff's Office spent three days working to confirm the connection between the car, the remains and the missing 1990 missing person case.

A man searching for another missing person's vehicle made the discovery.

"I used a fishing pole with a magnet. [It's] one way to locate any kind of metal objects in the pond," said Scott Dunlap of Cape Coral.

When Dunlap found one in the water, he sent his friend David McCauley down to check it out.

"His eyes were about as big as quarters. He came up and said it really is a car," said Dunlap.

Once a tow truck pulled it out, they found human skeletal remains inside. That quickly made it a Major Crimes investigation -- one with its own major challenges.

"With this vehicle here, it's been in there for so long the metal's degraded," said Sergeant John Desrosier with the Lee County Sheriff's Office.

The VIN numbers are missing, the license plate deteriorated and all of the major identifiers are impossible to make out.

"We actually had to tear this car apart, find unique numbers on the engine block and other numbers we were able to verify," said Sgt. Desrosier.

While the sheriff's office worked to confirm the car was the one Rita Sue Zul was last seen in, the Medical Examiner was tasked with confirming the identity of the remains.

"We're using x-rays from 25 years old dental x-rays to compare to what we found to say this is that person we've been looking for," said Sgt. Desrosier.

It's bringing an end to a case and an answer to a family who waited so long to know what happened.

"It's good for us to be able to provide that type of closure for them. It's been a long time coming," said Sgt. Desrosier.

"We're sad about the outcome for both families obviously. But closure is closure," said Dunlap.

Dunlap, who made the discovery, is planning to create a team to search other waterways in Southwest Florida in an effort to bring closure to other families.

As for this case, the sheriff's office says foul play is not suspected in Zul's death. But they do hope to figure out how she ended up in the water.
Authorities find body of waitress missing 25 years during search for woman who went missing last week


July 24, 2015 BY DAVID BOROFF

The body of a woman missing 25 years was found inside a red sports car submerged in a southwest Florida pond, cops said.

The grim discovery was made Monday as authorities were searching for a 25-year-old woman who disappeared from Fort Myers last week.

Rita Sue Zul was last seen on Jan. 14, 1990, following her waitress shift at Marina 31 Lounge in East Fort Myers. She was last seen driving her boyfriend's sports car, the same vehicle she was found in, but never made it home, the Lee County Sheriff's Office said. Zul was 36 at the time of her disappearance.

Cape Coral resident Scott Dunlap was helping the search for Chelsey Green, the woman who went missing last week, when he discovered the car.

Green's body was found later Monday inside her submerged vehicle in the Caloosahatchee River. One of Dunlap's daughters was friends with Green, NBC reported.

"It breaks your heart ... you know a parent just lost a child," Dunlap told the station.

Dunlap had found Zul's vehicle when he spotted oil sheen and put a magnet on a fishing pole and cast. After it latched, a friend of his swam down and confirmed there was a car in the water.

Green was last seen leaving a friend's home at approximately 3 a.m. on Friday morning. She had called her mom at 10 p.m. to say she was going to a friend's home, Dateline reported.

"She said, 'Mom, be sure to call me in the morning so I'm up for work,' and she told me she loved me and that was it," Maggie Green told Dateline.

The remains of a man missing for 43 years were recently discovered in a car pulled from a North Carolina lake. The family of Amos Shook, who disappeared in 1972, thanked authorities on Friday.

"We have waited for this day for 43 years," the family said in a press release. "That the sonar was able to detect the car was God's work. As a family we will work with the Sheriff's Office to bring the case to a final resolution but for today we say thank you for all of the prayers and condolences we have received since the car was found."
Closure comes 25 years later for daughter
July 25, 2015 MELISSA MONTOYA

Melissa Magier was onto something 14 years old when her mother, Rita Sue Zul, disappeared. For 25 years, she wondered where her mother went. She found out Thursday.

Zul, 36 at the time of her disappearance in 1990, was found in a pond Monday by a Cape Coral man who was searching for another missing person.

"Today has been an emotional mess," said Magier, of Crestview. Magier and her family drove from the Panhandle through the night to Lee County to speak with detectives.

"You always think the worst," Magier said., "You never make peace with it, you never give up hope, but it's good to have closure."

Zul and the car that she was driving, a 1975 red Datsun, were discovered by Scott Dunlap with a fishing pole and a magnet.

"You can say thank you, but you can't ever make them understand how grateful you are," Magier said.

Magier met Dunlap at the pond where the car and Zul were found. Dunlap left behind a wreath to remember Zul.

Dunlap said he was glad his effort brought Magier and her family some closure.

"They've dealt with it all these years," Dunlap said. "Every time the phone rang, they wondered if it was her."

Body of woman missing since 1990 found in pond
July 24, 2015 MELISSA MONTOYA

A red sports car pulled out of a Lee Civic Center pond this week led to the identification of human remains that belong to a woman missing for a quarter of a century. Rita Sue Zul, whose remains were found in the car, went missing in 1990 after a private party at Marina 31, a lounge where she worked as a waitress.

Cape Coral resident Scott Dunlap, who found the car, said it was almost missed.
Dunlap made the discovery during a search for Chelsey Green, a Fort Myers Shoreswoman reported missing Friday. After a lack of progress over the weekend, Dunlap did a Google search for any bodies of water near the Lee Civic Center and went to inspect them. Green, who was found in the Caloosahatchee River on Monday by the State Road 31 bridge, had sent a message near that location.

**Family, friends seek answers in Chelsey Green’s death**

Dunlap said he noticed an oil sheen in one of the ponds and flagged down a deputy who was patrolling the area. Dunlap was told the oil sheen was not enough evidence to send out a dive team.

“I told him I would be back and got a fishing pole and put a magnet on it,” Dunlap said.

He cast the pole three times before it latched onto something. A friend swam down and confirmed it was a car, Dunlap said.

Zul was 36 years old when she vanished. She would have been 61 today. Zul’s family could not be reached Thursday. The bar where she worked is no longer in operation.

According to the missing person report, Zul had no previous runaway attempts and no history of suicide attempts. When deputies searched Zul’s apartment, they found no clothes or personal items missing and her last paycheck uncashed. Her friend reported her missing the day after she didn’t return home from work.

The car in the pond, a red 1975 Datsun, belonged to Zul’s boyfriend, according to the Lee County Sheriff’s Office. It was submerged in 20 feet of water.

Dunlap said he hopes finding the car leads to closure for Zul’s family.

He plans to take a wreath to the location where Zul was found in her honor. Dunlap said he wouldn’t be surprised if there is another car in the pond.

He plans to put together an organization called Team Closure, where his friends and brothers can scour Southwest Florida’s waterways for any other vehicles that may have been lost to time.

If the pond where Zul was found isn’t searched by authorities, Dunlap said he plans to start there.

“Maybe there’s some closure we can bring to other families.”
NORTH CAROLINA – LAKE RHODHISS

Woman finds closure after father's remains believed to be found
Jul 22, 2015 by: Alexa Ashwell

CALDWELL COUNTY, N.C. - It’s been less than a month since a Tennessee woman asked the Caldwell County Sheriff’s Office to reopen her father’s 43-year-old missing person case and on Tuesday she finally received answers to the mystery.

“I’ve waited and waited for this,” said Pamela Shook Kolbe, over the phone from her Tennessee home. “It’s emotional and a relief.”

On Tuesday investigators pulled a green 1968 Pontiac Catalina from approximately 30 feet of water in Lake Rhodhiss in Caldwell County. The car matched the vehicle belonging to Amos Shook who was reported missing on Feb. 19, 1972.

RELATED: Officials believe car pulled from lake solves 43-year-old case
Investigators said they also found what they believed were Shook’s remains inside the car, along with his wallet.

Kolbe told Channel 9 the phone call she received from her cousin who works for the Sheriff’s Office is one she’ll never forget.

“He said, ‘Pam, we found your daddy’s car.’ It was like I lost all of my blood,” said Kolbe said. “It was so overwhelming for me.”

Kolbe, 57, said she was just 14 years old when her father left their home in Sawmills that day.

“My parents were separated so it was just the two of us living together,” Kolbe said. “I got home probably around 8 p.m. that day and he never showed back up. The next day when I got up he still wasn’t there and neither was his car. I was scared.”

In the days and months that followed it was thought Shook may have left on his own will, she said.

**IMAGES: Remains found in car pulled from lake, missing for 43 years**

That is a theory she could never accept over the years.

“If he would have been alive he would have gotten a hold of us,” she said.

Her father served many years in the U.S. Air Force and was a great father to her, her siblings and step-sibling, she said.

“He was a great man, a great daddy,” Kolbe said.

A medical examiner will confirm the remains found in the vehicle, investigators said. They said they found no indications of foul play or suicide leaving Pamela with more unanswered questions.

“I wonder what did happen,” Kolbe said. “How did his car
end up in the lake?”

The Shook family had Amos Shook declared dead approximately nine years after his disappearance. In the early 1990’s they had a gravestone made and held a memorial service for their father in Caldwell County.

The family plans to have his remains buried at the gravestone once confirmed and released by a medical examiner, Kolbe said.

Remains of man missing since 1972 found in car in Lake Rhodhiss
JULY 22, 2015  BY JOE MARUSAK AND DAVID PERLMUTT

- Amos Shook had been missing since February, 1972
- Caldwell County authorities don’t suspect foul play
- How Shook’s Pontiac ended up in lake may never be known

A 43-year-old mystery likely was solved Tuesday after authorities found the remains of Amos Shook – missing since 1972 – and identification cards in a 1968 Pontiac Catalina pulled from the bottom of Lake Rhodhiss in Caldwell County.

The green Catalina, filled with mud with the roof caved in, matched the car belonging to Shook on Feb. 19, 1972, when he was reported missing, Caldwell County Sheriff’s Capt. B.J. Fore said Wednesday.

“This case was so old we didn’t even have a report on it,” Fore said. “We were able to find skeletal remains, which led us to believe they belong to the man missing for 43 years.”

The remains were transferred to the N.C. chief medical examiner for an autopsy and official identification. Fore said there were no signs of foul play.

“We won’t know for sure if the remains belong to Mr. Shook until the medical examiner can confirm the identity,” he said. “But we believe it’s him.”

Sheriff Alan Jones said Shook’s wallet was found in the car with remarkably preserved identification cards.

The search for Shook, an Air Force veteran, was resumed after decades when his daughter approached Jones and investigators last month with a newspaper article about her missing father and asked them to search again. “We take a serious approach to all cases reported to the sheriff's office and never consider a case closed until the truth is known,” Jones said in a statement.

Using advanced sonar from the North Catawba Fire and Rescue Dive Team, the outline of a car was spotted under 30 feet of water, Fore said.

“They probably dragged that lake back then looking for him, but now we have sonar,” he said. “We were able to identify what we believed to be his car at the bottom.”

The rescue was conducted from the lake’s boat landing on Waterwords Road, which looks entirely different today.

end up in the lake?”
than it did 43 years ago. Divers from the SBI and North Catawba rescue team hooked the car to a wrecker that pulled the Pontiac to the surface.

Fore said all its windows were closed and intact. The roof had caved in.

Investigators don’t know how the car ended up in Lake Rhodhiss. Fore said he didn’t know why the search focused on the lake. He said the lead detective is interviewing relatives or anyone who knew Shook then about Shook’s state of mind at the time, but there’s were no reasons to believe he took his own life.

“Unless the medical examiner says the autopsy shows some type of foul play, we may never know what happened,” Fore said. “We don’t know his state of mind, and most of his family are probably in their 80s now. But we’re glad to have brought the family some closure.”

43 years later - Human remains, car pulled from Lake Rhodhiss
Jul 23, 2015 By LANEY RUCKSTUHL

AWMILLS, N.C. — The Caldwell County Sheriff’s department has identified a vehicle recovered from Lake Rhodhiss on Tuesday morning as matching that of a man who went missing 43 years ago.

Caldwell County Sherriff Alan C. Jones said the car matches the description of one that belonged to Amos Shook, who went missing on February 19, 1972 when he was in his early 40s. Human remains were found with the car, but have not been officially identified yet.

Video Click Here
“It’s not a confirmation,” Jones said. “We believe it’s him, but it hasn’t been confirmed.”

Shook’s billfold and personal identification were also found in the car, Jones said, which is what leads investigators to believe the remains belonged to him as well.

The car was a green 1968 Pontiac Catalina and was recovered from approximately 30 feet of water around 8 a.m. Tuesday from the Lake Rhodiss boat access located on Waterworks Road. The North Catawba Fire and Rescue Dive Team helped retrieve the car using sonar equipment.

The car recovery was completed after family members reached out to the sheriff’s office and asked them to revisit the cold case. Shook’s family has been notified about the discovery of the car and his personal belongings after 43 years of searching for him.

“Where some of these (boat) accesses are, we visit a lot to look for things like that because cars have been run into the lakes at different accesses,” Jones said. “At that one, over the years, we’ve found different vehicles.”

Investigators do not believe there were additional passengers in the car or that foul play was involved, Jones said.

“There was no indication of anybody else being in the vehicle,” he said.

The remains found in the car will be taken to the State Medical Examiner’s Office, who will officially determine the identity.

DNA

DNA match to Feather Falls fall victim officially closes case
03/16/13 By BARBARA ARRIGONI-Staff Writer

OROVILLE — Nearly a year after Chico resident Mitch Padula was swept over Feather Falls, the search for his body has come to an end.

Friday, the Butte County Sheriff’s Office announced it was concluding the case after DNA testing of a bone fragment found last October was positively matched to Padula.
Sheriff's Sgt. Steve Collins said in a phone interview the results were received a few days ago. The bone was found in a deep pool downstream from the falls on Oct. 7 by a Search and Rescue diver, Collins said.

By his account, it was a lucky find because it would likely have been the last search attempt before the rainy weather started again.

The tragedy occurred on April 22, 2012. Padula, 28, had reportedly gone to the falls with three friends that day. The group went past the lookout barrier and continued hiking upstream along the Fall River.

Padula stopped at the river to wet his shirt and cool off for the hike back when he fell into the swift-moving water and was swept over the falls. The drop is around 640 feet.

His friends reportedly saw him being pulled downstream, but lost sight of him when he went around a large rock. They were able to summon help later.

Sheriff's officers, firefighters and Search and Rescue volunteers searched that night but didn't find him. The search resumed the next day, but had to be canceled because it was too dangerous.

At that time, it was windy in the canyon, the cliffs and rocks were too slippery, and the water was extremely high and swift.

A week later, a pair of rock climbers in the area reported possibly seeing Padula's body, but when Search and Rescue personnel went back to look, the tip didn't pan out.

In late June, Collins said they would resume searching as soon as the water level subsided and it was safe enough.

Around the same time, a memorial service in Padula's memory was held in Chico for family and friends.

Search and Rescue didn't stop searching, however. In early August, divers and volunteers made another attempt to recover the body. Conditions had improved and water levels had dropped.

But nature again impeded the search with the canyon temperature reaching 104 degrees by 11 a.m.

Although that search effort was cut short, cadaver dogs showed an interest in a specific area about a quarter mile downstream of the base of the falls.
The search in October was focused in the general area where the dogs alerted, Collins said.

"We had searched the area a number of times with canines, but were running out of options because it was late in the season," he added. "There was concern rain would soon set in."

The bone was found a short distance from the base of the falls in the second of the two pools.

After it was recovered, the fragment was first taken to the Human Identification Lab at Chico State University and was determined to be human. No other human bones were found.

It was then sent to the California Department of Justice for analysis. Collins said he got verbal confirmation on the DNA results a few weeks ago, but had to wait to announce the findings until he received the final written report and the fragment back.

Over the past year, Collins voiced his frustration several times over not being able to fully recover the body and bring peace to Padula's family.

The family has been notified of the findings and is aware the case is concluded, he said.

For Collins and searchers, the DNA match does bring some relief, he said. "I wish we could have recovered more," Collins concluded, adding, "I'm just relieved we found that bone fragment."

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**Foss Lake Remains: DNA Tests Match Bodies to 6 Missing People**


23 Oct 2014  By Morgan Chilson

Two cars recovered from Foss Lake in Oklahoma last year held the remains of six people, and now investigators have used DNA evidence to identify the two groups who disappeared in 1969 and 1970.

Divers discovered the cars in September 2013, and when the vehicles were pulled out of the lake, they were found to contain the remains of six people, CNN reported.

This week, the Oklahoma State Medical Examiner’s Office said all six people were positively identified using DNA, KFOR said. It was determined that all six died from drowning.

In a green 1952 Chevrolet were the remains of three missing teenagers: Jimmy Allen Williams, 16; Leah Gail Johnson, 18; and Thomas Michael Rios, 18, all of Sayre, Oklahoma, according to KFOR. They all disappeared in 1970.

In a blue 1969 Chevy Camaro were the remains of three adults who disappeared in 1969: John Alva Porter, 69; Cleburn Hammack, 42; and Nora Marie Duncan, 58.
Gary Williams, brother of Jimmy Williams, was 12 when his brother disappeared, NewsOK said. Police allowed him to view the car after it was recovered, and he later told NewsOK that he believed the car’s gearshift was in neutral. He has raised the issue of whether foul play may have been involved in the deaths.

**Virginia cops crack 30-year-old cold case after DNA tests link human remains with teen who went missing in 1985**


October 6, 2016 BY LAURA BULT - NY DAILY NEWS

More than three decades after two fishermen reeled in human remains from the banks of a Virginia river, officials have proven they belong to a teen who went missing in 1985.

Alleghany County Sheriff Kevin Hall announced Wednesday in an emotional press conference that the bones found along Virginia’s Jackson River over 30 years ago belong to Michael Dean Perdue.

The discovery was made through DNA testing of
Perdue’s older brother, Wally Perdue, who appeared at the news conference holding his deceased sibling’s cremated remains in a white cardboard box.

“A brother’s love never dies,” Wally Perdue said at the news conference at the Alleghany County Sheriff’s Office in Virginia, according to the Roanoke Times.

“Thank y’all. Let’s go home, Michael,” he said.

Authorities believe Perdue drowned in May 1985 while fleeing a Covington, Va., gas station he or a friend may have firebombed.

Perdue and his brother, originally from Detroit, had been living at the time with their grandmother in Covington, a town of nearly 6,000 people.

Investigators suspected the remains belonged to Perdue, but were only recently able to conduct DNA tests to confirm his identity.

“For 30 years, everybody thought it was Michael,” Sheriff Kevin Hall said.

“We’re a small area, and he was the only missing person.

Most people at the time had a pretty good guess.”

Investigators decided to reopen the cold case several years ago and were able to match genetic samples from the bones to Wally Perdue’s DNA.

“This is a great day to be wearing a badge,” Hall said in a shaky voice and with tears in his eyes, according to the Roanoke Times.

The investigation is now closed, with no foul play suspected.

Perdue’s family plans to bury him in Ann Arbor, Mich.

With News Wire Services

DNA MATCHES GILGO BEACH REMAINS TO ROCKVILLE CENTRE TORSO FOUND IN 1997

HTTP://ABC7NY.COM/NEWS/DNA-MATCHES-GILGO-BEACH-REMAINS-TO-TORSO-FOUND-IN-1997/1656344/

December 14, 2016 By Stacey Sager

GILGO BEACH, Long Island (WABC) --New details are emerging in the mysterious discovery of body parts at Gilgo Beach five years ago.

Investigators have used DNA to match those parts to a torso found in Hempstead Lake State Park in Rockville Centre back in 1997.

The torso has been referred to as "Peaches" because of a tattoo on the female victim.
The DNA link was updated in a national government database of unidentified people called NameUs.

The woman has never been identified.

The search for a sex worker who disappeared near a remote stretch of Oak Beach revealed a suspected serial killer’s dumping ground back in 2011. Shannan Gilbert vanished in May 2010 after fleeing the home of a client, and the subsequent search led to the surprise discovery of 11 sets of human remains.

No suspects have ever been arrested or identified in any of the killings, but investigators believe a possible serial killer - perhaps more than one - is responsible.


DNA Core Loci Expanding in Two Weeks

12/15/2016 by Seth Augenstein - Senior Science Writer

DNA has been the “gold standard” in forensic science for two decades. It could get even better – in two weeks.

The National DNA Index System, which relies on a core group of 13 loci, or genetic markers, will expand on Jan. 1 to 20 loci.

The switch adds seven new markers that were carefully selected over a years-long process – making more certain matches – and potentially solving more crimes of both the future – and even the past.

A whirlwind of preparations, capping years of incremental changes, is currently underway at more than 200 crime laboratories nationwide.
The preparations involve replacing equipment, re-training even veteran lab personnel, and education investigators and others about how the new take on DNA, said Mike Coble, a research geneticist at the National Institute of Standards and Technology.

“It’s a huge task,” said Coble, in an interview with Forensic Magazine. “There’s a lot of training going on right now, even as we speak, with it two weeks away.”

The deeper dive into the genetic markers were orchestrated in part by Coble and his colleagues at NIST, along with the Federal Bureau of Investigation, which runs the NDIS.

The increased number of loci became a matter of statistical necessity. Beginning in the 1990s, convicted criminals and missing persons were continually added to the database. Roughly 16 million profiles are now within the NDIS. But like a city might eventually need to add a new area code to accommodate a growing population, more markers needed to be added to assure specificity in identification, NIST said.

(To date, there has only been a single reported false DNA match – a hit in the United Kingdom in 1999, when they were using only six loci, among a mere 660,000 people in their database. But even that had a 1-in-37-million random match probability).

The new seven markers also add weight and breadth to forensic science, however. Beginning in 2004, Coble and the NIST team looked at adding more markers. From a grouping of 1,000, they eventually settled on three mini markers that are part of the new seven. These three are especially hardy, and are liable to stay more intact even as the rest of the DNA degrades. In fact, many of the markers were first assessed during the long years of identifying victims of the 9/11 terror attacks, especially at the World Trade Center, where fires burned for months, damaging the trove of genetic evidence.

But the three loci they found also show distinct variability – meaning they more effectively identify people.

“We were looking for markers that were short and that showed a lot of variability,” Coble said. “If half the population has the same number of repeats, it won’t be very good for telling people apart.”

The loci have to be identifiers – but not genes that could lead to classification based on appearance or medical conditions, according to officials.

“We’ve intentionally chosen markers that don’t tell you anything about how a person looks or behaves,” said Doug Hares, a biologist at the FBI who manages NDIS. “And they have no predictive value of inters, of medical conditions.”

Some kits already have incorporated additional loci. But still, the bump up to 20 genetic markers could mean the difference between a case breakthrough and an inconclusive result. Coble explained how a certain DNA kit
could produce only five markers below 200 base pairs – which would equal a 1-in-10,000 likelihood. However, once that same sample is incorporated into the new 20-loci system that likelihood increases to 1 in 100 million.

Coble explained that many labs have undertaken complete upgrades to their DNA analysis equipment to meet the FBI guidelines; some few have asked for extension to meet the new requirements.

But the long-term preparation has positioned most crime laboratories well, said Hares, of the FBI.

“We’ve been working for years to make sure that this transition goes smoothly,” said Hares.

PSD Brothers and Sisters

Retired Slidell police officer dives into water recovery work
http://www.theadvocate.com/new_orleans/news/crime_police/article_3d3f8290-d9cc-11e6-8a1f-5f72f1b04b5e.html
JAN 15, 2017  BY SARA PAGONES

State Rep. Austin Badon had spent months searching for missing West Bank teacher Terrilynn Monette in 2013 when he got a phone call from a Slidell police officer. "I want to help you bring that young lady home to her family," Mark Michaud told him.

Badon had received many calls, some helpful and some from what he described as quacks. But Michaud had credibility, Badon said. He was a police officer and a certified diver who led the Slidell Police Department's dive team.

And it was Michaud who ultimately found Monette’s car, in Bayou St. John, diving to check out a man-made object detected near Harrison Avenue and Wisner Boulevard.

Badon rushed to the scene, summoned by a call from Michaud, who told him that the plate on the car was WUN 494. Badon asked him to be sure, 100 percent sure, before he called the missing woman's family.

"He put one arm on my left shoulder and the other on my right and said, 'Brother, it's her car. And she's in the car,' " Badon said.

Michaud, 52, retired from the Slidell Police Department in 2015, but he hasn't given up searching for people who've gone missing around Louisiana's ubiquitous waterways. Instead he formed Southeast Louisiana Underwater Search and Recovery to offer help — free of charge — to law enforcement agencies and families.
Earlier this month, Michaud teamed up with the Help Search & Rescue Dog Team and Tarpon ROV LLC to look for 21-year-old Kerry Keating, who had vanished in late November, his vehicle left on an isolated stretch of Interstate 55 near LaPlace.

They found a body believed to be that of Keating in a canal along the interstate, caught under a mat of roots and branches, which had made it difficult to spot. Dogs trained to detect human decay had targeted the area where the body was discovered, Michaud said.

Michaud also helped locate and recover an airplane that crashed into Lake Pontchartrain near New Orleans Lakefront Airport in August, claiming the lives of the pilot and one of two passengers.

Michaud sees what he does as a mission. He began diving as a hobby in the mid-1990s, often working with tow-truck drivers to recover vehicles, boats and even expensive items that people lost in water. He has recovered diamond rings, for example, and two sets of false teeth — paying jobs.

But searching for missing people is what really matters to him, even though the end of the story is usually tragic.

"It takes a piece of your heart and soul," Michaud said. "I've seen so much death ... it takes a little bit away. But after 24 years as a law enforcement officer, it hasn't taken away my humanity."

Michaud's home in Slidell is surrounded by the tools of his recovery work: a pontoon boat, tanks, wet suits and other implements.

The equipment he uses isn't fancy. He has side-scan sonar, which can detect objects under water from a moving vessel, and scanning sonar that can be dropped into the water or used from a fixed location on a boat.

His equipment isn't commercial-grade, he said, describing it as what might be used in fishing. It costs $3,000 to $4,000 instead of more sophisticated models that go for $50,000 to $100,000.

But Michaud brings more than equipment. He has
experts from years of diving and 24 years as a police officer, often working alongside K-9 handlers. He spent seven years on the traffic homicide team. His law enforcement background helps him to work with agencies at search scenes, and he knows how to avoid harming physical evidence.

As a diver, he has firsthand knowledge of local waterways, from ponds, bayous and rivers to Lake Pontchartrain. And, he said, he understands the physics involved when someone drowns, from how long it takes for a body to surface to how far it's likely to move. Searches in water can take longer than land searches, he said. He is still making trips to Laurel Lake near Knoxville, Tennessee, trying to find a man who vanished there in 2012. That effort is complicated by the fact that the lake was created by flooding a forest.

Michaud said he will continue to do the work as long as he is physically able to do so. He hopes to widen his organization's scope by registering as a nonprofit and getting additional equipment.

Families need the closure provided by the return of their loved ones' bodies, Michaud said.

That was certainly true for Monette's family. They gathered on a bridge after she was found, he said.

He choked up when he recalled a police officer's reaction to a request to give the family a little time to grieve during the recovery process: "He said, 'We've been waiting months; a few more hours won't hurt.'"

As for Badon, he said that a journalist told him that when someone is missing, the wisecrack made in the newsroom is to call Austin Badon.

"The first person I'm calling is Mark Michaud," Badon said. "I think Mark has a heart as big as the Superdome."

If you have accomplishments to share or individuals you would like to recognize, - email us at PSDiverMonthly@aol.com

MABAS Division 1 Dive Team Congratulations!

Michael Rogers on 35 years of public safety diving as we honor him as the creator of the MABAS Div 1 dive team 35 years ago.
Diving Doctor: Why Do I Get Nosebleeds After Diving?
http://www.scubadiving.com/nosebleeds-after-diving?ARSHbPOSzQ1zIGGY.03
BY JAMES L. CARUSO FEBRUARY 24, 2016

Nosebleeds After Diving

Are they normal, or should I be concerned?

Q: After my last dive, I got a nosebleed. What could have caused this?

A: When I was a junior Navy officer my recreational dive buddy was the unit’s supply officer. He warned me that nearly every time he came up from a dive, there would be blood in his mask and advised me not to be concerned. He was right, but despite making dozens of dives with him, watching my dive buddy clear blood out of his mask as soon as we reached the surface was always a bit unnerving.

The source of my dive buddy’s blood was likely his sinuses. Polyps and inflammation are common in the sinuses. In fact, mucous plugs within the sinuses can cause sinus squeezes, resulting in very painful headaches during and after a dive. Many people suffer from chronic sinusitis, which leaves the lining of the sinuses inflamed and friable. The pressure changes from diving can injure this cell lining, and the result is bleeding from the sinuses.

The other possible cause of a bloody nose can be the lining of the nose itself. Drying out the tissue lining the nasal passages can make it susceptible to bleeding from the slightest trauma. Something as subtle as pinching the nose during ear equalization can result in a nosebleed.

If the nosebleed is a one-time event, I would not be too concerned. If it becomes frequent, I would recommend having an ear, nose and throat surgeon look into your nose and sinuses with a special instrument in order to identify the source of the bleeding.

James L. Caruso is a 30-year veteran of the U.S. Navy, serving as ship’s doctor, undersea medical officer and flight surgeon. His experience includes a fellowship in Diving and Hyperbaric Medicine at Duke University Medical Center; today he is Denver’s chief medical examiner.
Hypertrophic cardiomyopathy (HCM) is very common and can affect people of any age. It affects men and women equally. It is a common cause of sudden cardiac arrest in young people, including young athletes.

Hypertrophic cardiomyopathy occurs if heart muscle cells enlarge and cause the walls of the ventricles (usually the left ventricle) to thicken. The ventricle size often remains normal, but the thickening may block blood flow out of the ventricle. If this happens, the condition is called obstructive hypertrophic cardiomyopathy.

Sometimes the septum, the wall that divides the left and right sides of the heart, thickens and bulges into the left ventricle. This can block blood flow out of the left ventricle. Then the ventricle must work hard to pump blood. Symptoms can include chest pain, dizziness, shortness of breath, or fainting.

Hypertrophic cardiomyopathy also can affect the heart's mitral valve, causing blood to leak backward through the valve. Sometimes, the thickened heart muscle doesn't block blood flow out of the left ventricle. This is referred to as non-obstructive hypertrophic cardiomyopathy. The entire ventricle may thicken, or the thickening may happen only at the bottom of the heart. The right ventricle also may be affected.

In both obstructive and non-obstructive HCM, the thickened muscle makes the inside of the left ventricle smaller, so it holds less blood. The walls of the ventricle may stiffen, and as a result, the ventricle is less able to relax and fill with blood.

This can raise blood pressure in the ventricles and the blood vessels of the lungs. Changes also occur to the cells in the damaged heart muscle, which may disrupt the heart's electrical signals and lead to arrhythmias.

Some people who have HCM have no signs or symptoms, and the disease doesn't affect their lives. Others have severe symptoms and complications. They may have shortness of breath, serious arrhythmias or an inability to exercise.

It is rare, but some people with hypertrophic cardiomyopathy can have sudden cardiac arrest during very vigorous physical activity. The physical activity can trigger dangerous arrhythmias. Ask your doctor what types and amounts of physical activity are safe for you.

Other Names for Hypertrophic Cardiomyopathy
- Asymmetric septal hypertrophy
- Familial hypertrophic cardiomyopathy
- Hypertrophic nonobstructive cardiomyopathy
- Hypertrophic obstructive cardiomyopathy
- Idiopathic hypertrophic subaortic stenosis (IHSS)

What causes hypertrophic cardiomyopathy?
Hypertrophic cardiomyopathy usually is inherited. It's caused by a change in some of the genes in heart muscle proteins. HCM also can develop over time because of high blood pressure or aging. Diseases such as diabetes or
thyroid disease can cause hypertrophic cardiomyopathy. However, the cause of the disease isn’t known.

This content was last reviewed March 2016.

Other Type of Cardiomyopathy:

- Dilated Cardiomyopathy
- Restrictive Cardiomyopathy
- Arrhythmogenic Right Ventricular Dysplasia

Also in this section:

- What is Cardiomyopathy in Adults?
- Understand Your Risk for Cardiomyopathy
- Symptoms and Diagnosis of Cardiomyopathy
- Prevention and Treatment of Cardiomyopathy
- Cardiomyopathy in Children

PSDiver
Continuing Education

VOLUNTEERS NEEDED!

We are looking for volunteers with experience in Public Safety Diving who are willing to assist with our Continuing Education offering. If you are interested, send an email with all of your contact information to PSDivermonthly@aol.com.

We hope to have a new and possibly expanded CE offering soon.

CE Opportunities

Free Course: Crime Scene First Responder
The International Crime Scene Investigators Association announced today their first online course, free to all law enforcement, anywhere in the world. The course is a refresher for patrol officers as first responders at the crime scene.

The course is hosted on the Law Enforcement Learning site, which requires registration and verification as a law enforcement professional.

"Crime Scene First Responder for the Patrol Officer" will review the steps involved at the scene for the uniformed first responder, and demonstrate the importance of this task by actual case work. Students who complete this course will receive a certificate from the International Crime Scene Investigators Association.

You can learn more and register here.

About ICSIA
The International Crime Scene Investigators Association was created to assist law enforcement personnel who are involved in the processing of crime scenes. The discipline of crime scene processing is such a unique field in forensic science and law enforcement that this discipline.
needed its own organization. Crime scene processing is a multidisciplinary function. Crime scene processors must have a working knowledge of all the disciplines in forensic science and apply that knowledge to the documentation of the crime scene, identifying the fingerprint evidence, and the physical and testimonial evidence left at the crime scene. Find out more about us at icsia.org.

Mitigating Risks for Public Safety Dive Teams

It is impossible to eliminate risk for public safety dive teams. It is a dangerous job no matter how you look at it. However, new technology and new information can help you minimize your risk and help keep you and your team safer. This day long program covers some of the most timely topics in public safety diving. Each one is designed to help you be safer in the water.

Topics Covered:

Supplementing Public Safety Diving Efforts with Remote Survey Technologies
Jeff Snyder will discuss additional methods for using a full range of technology to support your dive team operations.

Medical and Physical Fitness Standards for Public Safety Dive Teams
Medical and physical complications are the number one contributing factor to public safety diver fatalities. Tom Greenhalgh is a recognized expert in this field and a long time PS diver from Massachusetts. He is working with the Undersea Hyperbaric Medical Society to develop a medical standard for public safety divers to go along with the physical fitness standard recently implemented by NFPA.

Developing Standards for Contaminated Water Diving
Faith Ortins will report on the efforts by various agencies, including the NFPA, to develop equipment standards for contaminated water diving. She will also discuss the realistic limitations of these standards and chemical testing. Practices you can implement immediately to improve your safety will be presented as well.

Communications for Public Safety Dive Teams
The use of full face masks and communications is a proven tool to increase your effectiveness and safety in the water. John Hott, from OTS, will discuss how to get the most out of your communications and full face equipment. He will also demonstrate how these valuable tools can be used to improve your safety and mitigate risk in contaminated water in particular.

Using Technology to Aid Your Dive Team and Minimize Risk
Erick Estrada will discuss how ROV technology can increase the efficiency and safety of dive teams. He will demonstrate how to best utilize these emerging technologies as well as discuss their realistic limitations using real life examples.

Public Safety Diving Fatalities; Lessons Learned Since 1960
Since 1960, Public Safety Diving fatality statistics have allowed the PSD community to identify trends and implement safety measures. Consequently the number of PSD deaths has decreased in recent years but a new disturbing trend is
emerging. Let’s learn from the past so we can work towards a safer future.

**Presenters for this workshop:**

**John Hott** is Director of Training as well as Military/Public Safety Diving Representative for Ocean Technology Systems. After serving with the US Army in Military Intelligence, John spent 14 years in Law Enforcement rising to the rank of Sergeant. With OTS, he is a member of the design team that developed the Guardian Full Face Mask and teaches the technician course for the GFFM. As Training Director, he has also certified over 1700 Interspiro Service Technicians and conducts familiarization training on full-face masks and underwater communications. John is an avid diver since 1975, certified Dive Master and carries certifications from YMCA, NAUI, TDI and PADI. John has been with OTS for over nine years.

**Erick Estrada** is the Sales Manager for VideoRay LLC, the leading micro ROV manufacturer in the world. Mr. Estrada has more than 9 years of experience in Search and Recovery and supporting these activities. He has helped organizations build up their Search and Recovery locker with different underwater tools to help out local and state law enforcement agencies. Clients include NYPD, Port of Long Beach, U.S. Coast Guard, and several Sheriff Departments.

**Faith Ortins** is the Vice President in charge of sales for Diving Unlimited International. She has been working for DUI for 14 years and developed their public safety program 5 years ago. Her scientific and technical diving and volunteer public safety diving experience gives her a unique perspective on the issue of contaminated water diving and its unique challenges.

**Mr. Jeff Snyder** is the President of SeaVision Underwater Solutions, Inc. (SeaVision). He carries over 13 years of experience in diving and remote underwater survey operations. A former U.S. Navy Special Operations Officer, Mr. Snyder possesses an M.S. in Geosystems from the Massachusetts Institute of Technology, and a B.S. in Geology from Duke University. He is certified as a Hydrographer by the American Congress of Surveying and Mapping. He currently carries a USCG Merchant Mariner License as Master 100 Ton (Inland)/Mate 200 Ton (Near Coastal), and he had been previously certified as a commercial surface-supplied air diver through the ADC. In his work, Mr. Snyder frequently uses tools and techniques that can be easily tailored to support public safety search and recovery efforts.

**Tom Greenhalgh** has been involved in the Public Safety field for 28 years. Currently he is employed as a Police Lt./Paramedic where he is the night shift supervisor. He formerly held the job of Firefighter/Paramedic for just under 2 years. He has been involved in Public Safety Diving for over 24 years as a team leader and trainer of a regional volunteer dive rescue team, a representative to the UHMS Public Safety Diving Standards review committee, a Corporate Trainer for Dive Rescue International, a Director for NPSS Inc, and as a past member of the International Association of Dive Rescue Specialists Board of Directors.

Tom is the Co-Director for the Greater Lowell CISM Team in Massachusetts, a trainer in multiple disciplines with the International Critical Incident Stress Foundation, a Certified Trauma Responder with the Association of Traumatic Stress Specialists, a certified Field Traumatologist, a Compassion Fatigue Educator, and has been published in the CISM field. Tom is a Peer/Clinical Staff member of the On-Site Academy in Gardner, MA., a residential program for the treatment of critical incident and PTSD issues within the public safety and military populations. He also holds a Masters Degree in Clinical Social Work, with an emphasis on public safety and military issues.

**Blades Robinson** began his public safety diving career in 1980 when he was hired by Indian River County (FL) Fire Rescue. He
served on that department for 27 years serving many years as his agency’s aquatic rescue training officer. His affiliation with Dive Rescue International began in 1990 when he became a corporate trainer. He has been on the Dive Rescue International Board of Directors since 1993, and also serves as the executive director of the International Association of Dive Rescue Specialists since 2000.

NDPA 2017 Educational Conference, Pittsburgh PA, April 11 - 14, 2017

There is a new 3 day Conference format intended to deliver a better experience to both the diverse audience of attendees seeking knowledge and engagement, and to NDPA sponsors and Conference exhibitors.

Registration is now open! Visit www.ndpaconference.org to learn more!

New events include:

- Pre-Conference - Monday April 10
- Aquatic Law and Risk Management Symposium
- NDPA Summit Series, hosted in partnership with Starfish Aquatic Institute (SAI) on Lifeguarding Training
- USA Swimming Foundation & NDPA hosted partnership meeting.
- Conference - Tuesday April 11
- The NDPA "Safe Debate Series," a collaborative forum where participants can openly discuss controversial topics in drowning prevention
- Future professionals' Workshop with USA Swimming
- Gateway Clipper Riverboat Cruise NDPA Networking Welcome Reception
- Over 50 speakers have been selected to present on over 40 informative topics. Keynote & General Session speakers include:
  - Elliot Kaye, Chairman of the Consumer Product Safety Commission
  - Nancy Baker, Mother of Virginia Graeme Baker name sake of the 2008 Pool & Spa Safety Act
  - Ruth Sova, Motivational Speaker
  - Jonathan Midgett, Consumer Product Safety Commission
RISK MANAGEMENT THROUGH ADVANCED TECHNOLOGY FOR PUBLIC SAFETY PROFESSIONALS & DIVE TEAMS

DUI’s DiveOps program continues to move forward providing support and education for Public Safety Teams conducting surface and subsurface waterborne operations.

From interactive seminars with speakers from all over the world, to in-water workshops and equipment demonstrations, there is much to be gained by attending these events. Whether you have a seasoned team or your team is just beginning, you will obtain valuable information.

Topics typically covered include:

- Risk mitigation through advanced technology
• Medical effects on divers in contaminated water and how to protect yourself
• Decontamination techniques and solutions
• Surface support techniques, line tending, communication
• Grant and fundraising availability and techniques
• Equipment demonstrations of drysuits, full face masks, & surface supplied air

2017 PUBLIC SAFETY FEATURED EVENT LOCATIONS
• March 17-18, Texas Dive Center, Houston, TX – view program info
• April 7, National University, San Diego, CA – view program info
• April 11, Tulare County Sheriff, Visalia, CA – view program info
• April 13-14, Humboldt State University, Arcata, CA
• April 26, Seattle PD and NOAA, Seattle, WA
• May tbd, MA State Police, Boston, MA
• July 14-15, Chesterfield Dive Team, Chesterfield, IN
• October tbd, American Diving Supply, Egg Harbor Township, NJ
• October 14, United Divers, Somerville, MA
• October 16-18, Scuba Shack, Rocky Hill, CT

2017 PUBLIC SAFETY DIVE SHOW LOCATIONS
• Feb 6-8, San Diego Convention Center, FireHouse Expo
• Feb 23-25, EMS Today, Salt Lake City, UT
• March 24, Beneath the Sea, Secaucus, NJ
• April 10-11, CBSOA...tentative, Lake Tahoe, CA
• April 24-29, FDIC, Indianapolis, IN
• October tbd, IADRS Conference, Houston, TX
• October tbd, Virginia PS Dive Conference, tbd, VA

Sponsor News

JW Fisher
Underwater Video Systems Help Scientists and Search Teams

Underwater video is now routinely used by a variety of government agencies in an array of projects from search and recovery operations to research and exploration. The type of system commonly used in these applications consists of a video camera mounted in a waterproof housing with a long cable connecting it to a monitor on the surface where the picture is viewed and recorded. There are numerous advantages of having a system that sends live video to the surface. Many law enforcement agencies and public safety dive teams put down a camera instead of a diver in the initial stages of an underwater search to save time and increase safety. They can make a permanent record of a dive site, search operation, underwater crime scene, or evidence. These video systems also help scientists study the health of the aquatic environment and it’s marine inhabitants.

One agency utilizing the underwater video system is the National Oceanic and Atmospheric Administration (NOAA) Office of Coastal Management. Their primary mission is to provide data and tools to other government agencies, private sector organizations, and the scientific community, to help in making more informed decisions. Issues run the gamut from protecting endangered species, to erosion, to developing more storm-resistant buildings. One of the tools their scientists use to gather data on the health of our oceans is JW Fishers TOV towed
video system which has a camera mounted in the nose of a torpedo shaped housing. The system is towed by a boat and the camera “sees” what a diver would see, but has the advantage of being able to stay submerged for an unlimited amount of time without concern of getting cold, running out of air, or need for decompression.

Mark Finkbeiner, Division Chief of Science and Geospatial Services at the office, reports his team has been using the TOV for years and “it’s still our workhorse”. The camera was deployed in shore mapping project for the state of New York where it surveyed parts of Hempstead Bay, Moriches Bay, and Great South Bay. “In Hempstead Bay, we saw the sea lettuce algae that can overwhelm these bays if nutrient levels are too high. The TOV was also instrumental in mapping California’s Humboldt Bay to identify areas for possible marine protection, and in a shallow water mapping project in San Francisco Bay to study the health of eel grass, which is a priority habitat for the state”.

Another agency successfully using the towed video system is Boone County Water Rescue in Kentucky, a division of Boone County Emergency Management. The group of 39 volunteers work more 12,000 hours annually in water rescue activities, and are long time members of the International Association of Dive Rescue Specialists (IADRS). The water rescue team patrols and responds to incidents on the Ohio River and other waterways within the county. The team has been using the Fishers towed video systems for a number of years and Captain Dale Appel reports, “the TOV has helped us recover many drowning victims, locate evidence, find submerged vehicles, sunken vessels, and many other things.”

Sterling Fire Department in Massachusetts and Morton County Sheriff’s Department in South Dakota are also using the video system to assist in their underwater operations. Both departments have JW Fishers DV-1 drop video which is lowered from the boat on a Kevlar reinforced cable to within a few feet of the bottom. The underwater housing is equipped with two powerful 1500 lumen LED lights and a high-resolution color camera. The system is ideal for searching small areas or verifying targets that have been located with other search systems like sonars. The housing can also be carried by a diver to film an underwater site. Topside the video system connects to the VRM-1 which has an ultra-bright flat screen monitor mounted in rugged waterproof case and a DVR that records up to 12 hours of video on a SD card which can be played back on a computer. Sterling’s dive team leader Robert Nickerson reports, “the DV-1 helped us inspect an intake pipe in a local reservoir. The system works really well, and Fishers attention to customer service and their ability to go above and beyond has been nothing short of outstanding!”

A few of the many other agencies and dive teams using Fishers video systems are the Rochester Police and Wayne Fire Departments in New York, Environmental Agency Abu Dhabi in the United Arab Emirates, Missouri...
Highway Patrol, Boston Police Special Operations Unit, Kuwait Institute for Scientific Research, Los Angeles County Sheriff’s Dept., University of Maine’s Darling Marine Center, Hartford Police Dept. in Connecticut, Arkansas Game & Fish Commission, Solano Dive Rescue Team in California, NOAA Great Lakes Environmental Research Lab, Roswell Fire Dept. in Georgia, Flathead Lake Biological Station in Montana, and Tampa Bay Aquatic Preserves in Florida.

For more information on JW Fishers complete line of underwater search equipment go to www.jwfishers.com

**IMPORTANT NUMBERS:**

Chemical spill information can be obtained by calling 1-800-424-9300. 

DAN Medical Information Line at 1-919-684-2948 
DAN operates a **24-hour emergency hotline** (1-919-684-9111) to help divers in need of medical emergency assistance for diving or non-diving incidents

**Centers for Disease Control and Prevention**
1600 Clifton Rd. Atlanta, GA 30333, USA  
800-CDC-INFO (800-232-4636)

**National Suicide Prevention Lifeline**
Call 1-800-273-8255  Available 24 /365

**First Responder Support Network**
The mission of the First Responder Support Network is to provide educational treatment programs to promote recovery from stress and critical incidents experienced by first responders and their families.

**Crisis resources.**

These training agencies have recognized PSDiver Monthly as a valued addition to their programs and Continuing Education requirements.

**Public Safety Diving Association** (PSDA)

**ERDi**

**Life Saving Resources**

**Dive Rescue International**

We welcome all training agencies and organizations to participate. For details, email **PSDiverMonthly@aol.com**

PSDiver Magazine Issue 115
Continuing Education – PSDM 115:

1. On arrival you find a vehicle in the water, one occupant is on shore, what is the most important question?
   a. What Happened?
   b. Where you Alone?
   c. Where the windows up or down?
   d. Did you have your seatbelt on?

2. What percentage of Vehicles that have submerged in water deeper than their length will be on their wheels?
   a. 10 Percent
   b. 30 Percent
   c. 50 Percent
   d. 80 Percent

3. Upon locating the Vehicle underwater it is noted to be on a sharp slope roof down, with all doors and windows closed. What is the first thing you should do?
   a. Look for a way to make entry to check for victims.
   b. Start the inspection of the vehicle from the downhill side to minimize silting.
   c. Stabilize the Vehicle to prevent its accidently moving.
   d. Search the immediate area for evidence and victims.

4. While searching a vehicle with severe damage to the engine compartment you begin to itch and feel a slight burning sensation under your wetsuit. What is the potential cause?
   a. House hold cleaning products in the car.
   b. Acid from the Battery.
   c. Gas or other petrochemicals in the water.
   d. Potentially all of the above.

5. Upon searching the vehicle a victim is located in the back seat driver’s side. Down time is less than 15 min. The doors are locked and the windows are up. What do you do?
   a) Quickly attach a tow cable to the vehicle and pull it out.
   b) Use a spring loaded center punch to break the glass and obtain entry.
   c) Use the Hydraulic extrication equipment to pop the door
   d) B & C

6. Typically air will be trapped inside the passenger compartment – IF the windows are all up and doors shut and locked -for as long as: (Check all that apply)
   a. 3 minutes
   b. 5 minutes
   c. Never
   d. Up to 12 minutes after submersion
7. Proper PPE for a diver searching for a submerged vehicle should include: (Check all that apply)

a. Drysuit
b. Full wet suit
c. Gloves
d. Full Face Mask
e. At least one cutting device
f. 50lb lift bag
g. Surface supplied air
h. Glass punch
i. Universal door key
j. High ankle boots
k. Redundant air source
l. Redundant air supply

8. Vehicles found underwater typically have skeletal remains in them.

a. True
b. False

9. Fingerprints CAN be processes on a vehicle that was underwater. Likely locations for these will be found (check all that apply)

a. On the steering wheel
b. On the rear view mirror
c. On the side mirror
d. On a touch screen display
e. On the outside driver side door near the window well
f. On the trunk lid

10. Which agency has jurisdiction over a submerged vehicle?

a. US Coast Guard
b. State Wildlife Office
c. State Police
d. Local LE
e. Local Fire / Rescue
f. Homeland Security

Team Discussion:

After each team member has completed the ten previous questions, as a TEAM have a discussion over each answer. Some of the questions posed are, or should be easily answered. Others should make you think a bit and if not, as a TEAM, qualify your answers.

As a TEAM, review your operational guidelines for searching for, documenting and recovering a vehicle from underwater.

As a TEAM, pull out your PPE used for recovering a vehicle from underwater and inspect each item for contamination, wear, damage etc. As a TEAM practice donning the same gear as if performing an actual dive.

As a TEAM, review your operational guidelines for victim recovery if the victim is in a vehicle underwater. Consider various states of decomposition from hours old, weeks old, months old to fully skeletonized.

As a TEAM, revise your operational guidelines accordingly where necessary.