

12-31-1992 Liverpool Twnshp OH -Arthur Schumacher- VOL FF PSD Culvert**Arthur E Schumacher**

<http://www.thediversassociation.com/index.php/sheets>

Aged 46, assistant chief in charge of rescue with the Liverpool township fire department, searching for victims of a car crash in Plum creek, trapped in a culvert, drowned. Akron Beacon Journal.

**Arthur E Schumacher**

<https://apps.usfa.fema.gov/firefighter-fatalities/fatalityData/detail?fatalityId=2893>

Drowned during swift water rescue**Department Information****Valley City- Liverpool Fire Department**

Valley City, Ohio

Age:	46
Rank:	Assistant/Deputy Chief
Classification:	Volunteer
Incident Date:	Dec 31, 1992
Date of Death:	Dec 31, 1992
Cause of Death:	Caught or Trapped
Nature of Death:	Drowning
Activity Type:	
Emergency Duty:	No
Duty Type:	On-Scene Non-Fire

Fixed Property Use:**DECEMBER, 1992
OHIO**

A volunteer firefighter and dive team leader drowned while looking for occupants of a vehicle that had gone off the road into a flood swollen stream.

The vehicle in the water was first reported to the state police at 9:30 P.M. The state police investigated the accident and found the occupants to be out of the vehicle

and okay. The state police decided to leave the vehicle until morning and did not notify the sheriff's office.

At 3:35 A.M. the sheriff's department received a frantic 911 call stating that the informant had just seen the vehicle drive into the water. The local fire department dive team was notified and dispatched to the scene.

The dive team leader was first to arrive on the scene and proceeded to don his scuba equipment and was assisted by a new team member. The vehicle was trapped on the upstream side of the road and was pinned against a culvert.

The diver first entered the water without a safety line but, after discovering the strong current, returned to shore to be attached to a safety line via a chest harness.

Being the team's most experienced diver, he re-entered the water just to check under the vehicle and along the side without waiting for other divers to arrive. A one tug okay signal was to be utilized between diver and tender. An okay signal was received from the diver at the beginning of the dive but it was difficult for the tender to determine further signals because of the vibration in the line caused by the current.

It was finally determined that the diver was not responding.

Other divers responding to the scene had stopped to assist a second motorist who had driven into the creek at a different location. Two additional divers arrived at the scene at approximately 4:22 A.M.

The divers dressed and after a quick dive, determined that the current was too strong and had the vehicle towed from the water.

It was then determined that the missing diver was not under the vehicle but inside of the culvert. After the removal of the vehicle, the missing diver's body was winched out of the water.

ScubaBoard Discussion

<https://www.scubaboard.com/community/threads/reducing-psd-fatalities-by-20-and-searching-the-3rd-dimension.161676/page-3>

Art was the coordinator of his dive team (like you) and he too had considerable diving experience; his highest rating was "divemaster" and he held the rank of Assistant Chief. Art was a public safety diver who died at age 46 wearing a nylon chest harness with a nylon rope attached to his chest harness via a locking carabiner.

Art and his team members were dispatched to a report of a vehicle in a rain swollen creek.

When they arrived, the vehicle had already come to rest against a culvert pipe passing beneath County Road 42 in Medina County, OH. It was cold and early in the morning and they arrived on scene around 4 AM. Art made a decision to enter the water.

He was "only going to check under the car and along the side" one teammate stated.

Minutes after entering the water, Art was sucked under the vehicle and into a culvert pipe that was 5 feet in diameter. There were no line pull signals since the search line had been pulled taut against the underside of the vehicle.

A few minutes after entering the water, team members knew Art had a problem. The search line was pinned under the vehicle so they could not give slack allowing Art to exit the pipe on the down current side. The vehicle was removed via a wrecker and at 0520 hours, Art Schumacher's body was pulled from the culvert pipe.

Art was still wearing his chest harness, nylon rope and locking carabiner, and a dive knife. Additionally, he had 2400 psi in his SCUBA cylinder and his regulator functioned normally; his mask was still in place. A senior company officer, well trained, with considerable experience died because he could not release himself from his search line and exit on the downstream side of the culvert pipe. He was less than 25 feet and 5 seconds from the pipe exit.

Charles David Hartman (age 30) was an experienced public safety diver (police officer) who entered flowing water wearing SCUBA gear and a search line attached via a carabiner. He too died when he could not release from his search line.

Teammates and spectators on site watched him on the surface for a period of time and didn't know there was a problem until it was too late. Water currents caused Officer Hartman's body to move in a life-like motion and it was only after a short period of time that personnel on shore realized the seriousness of the situation.