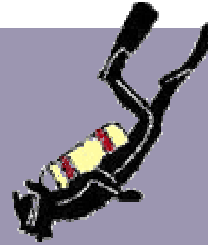




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Greetings –

Recently I had yet another discussion about Public Safety Diving Standards. I must admit I am absolutely amazed at how little seems to be happening regarding PSD Standards. Each time a group of divers gets together it seems like PSD Standards are always a topic of conversation. Everyone has an idea and an opinion but no one or group has been able to make it happen.

For years we waited for someone else to build a standard. For years we have watched groups come and go and waited for results. For years we were apathetic about OSHA because we fell in a "Grey Area". And after all of this time, all of the meetings, all of the conversations, suggestions, complaints and multiple attempts to create a national PSD Standard we still do not have one.

Why? Is it truly an insurance issue? Is there a liability issue for a group of professionals or organizations who come together and agree on a minimum PSD Standard? If they did and someone following the minimum standard was hurt, would the originating group be held liable?

Is it a market share issue? If group of professionals or organizations came together and agreed on a minimum

PSD Standard, would that allow new companies to form and use those same standards to create basic training programs? Would that hurt business or help?

Last year, OSHA recognized Public Safety Divers by NAME. In my opinion we went from questionable to professional in the clarification by OSHA of the PSD Exemption. By recognizing us as professionals and separating us from Scientific or Commercial divers, OSHA gave us real identity. The logical progression would seem to be to have a set of standards similar to Scientific Diving or Commercial Diving. But we don't. And sadly, we probably never will.

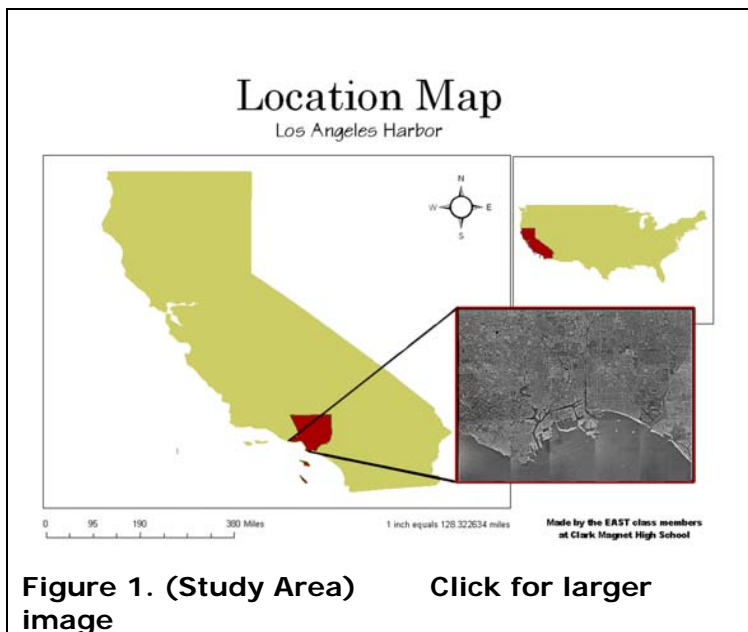
Who will write them? Who will enforce them? Who will step up and take responsibility for Public Safety Divers? Will it be a consortium of training agencies? Will it be a non-profit organization? Will it be a "for profit" group who decides to take charge? Will it be a governmental agency? Can groups with a vested interest in PSD Training work together? ~Will it happen in our lifetime? When will we be held responsible for ourselves and on what will we defend our actions?

Dive Safe, Dive SMART!
Mark Phillips
Editor / Publisher

Special to PSDM

Spatial Analysis of Heavy Metal Contamination in Los Angeles Harbor Sediments

Dominique Evans-Bye, (project coordinator) Christopher Mangasarian, (student project manager) maps provided by Panos Shahbazian, Johnathan Jianu, Artur Sargsyan, (students) Clark Magnet High School, and Glendale Unified School District in Los Angeles County.



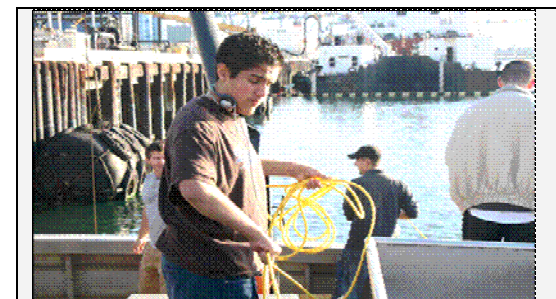
The Port of Los Angeles (figure 1) is one of the busiest shipping ports in the country. A terrorist attack on our harbor could cause many casualties and have a crippling effect on our economy. To

prevent such an event, public safety divers from several agencies, including port police, LAPD, LA Co. Sheriff, FBI, and LA City Fire, routinely dive the area inspecting hulls of vessels for explosives and other dangerous devices.

Virtually every harbor in America has pollution problems ([Doty 2007.](#)) Divers conducting routine inspections often spend prolonged time in local waters and therefore risk exposure to polluted sediments. Unless proper precautions are taken, exposure to certain types of pollutants can cause serious health problems. Israeli Navy divers

working in the polluted Kishon River experienced these problems first-hand. Forty divers developed cancer while training and working in the river; the link is currently being investigated. ([Article from Associated Press.](#))

Working with Glendale Community College, Clark Magnet High School received the Governor's Competitive Technologies grant to fund this study. The school formed a partnership with Ventura County Sheriff's Search and Rescue to collaboratively purchase a VideoRay Pro III ROV. The unit is shared for class research and SAR operations.



It is important to designate a tether manager for ROV ops.

Students enrolled in the Environmental and Spatial Technology (EAST) marine science research class at Clark Magnet High School wanted a project that would benefit both the environment and the community. These students spent the 2006-7 school year researching heavy metal contamination in the sediments of the Los Angeles Harbor. The results of their study and its implications for diver safety will inform Public Safety Divers. It is further hoped that this project will encourage teams to research their own conditions and develop SOPs accordingly.



GPS positions taken at stern where the Van Veen grab was deployed

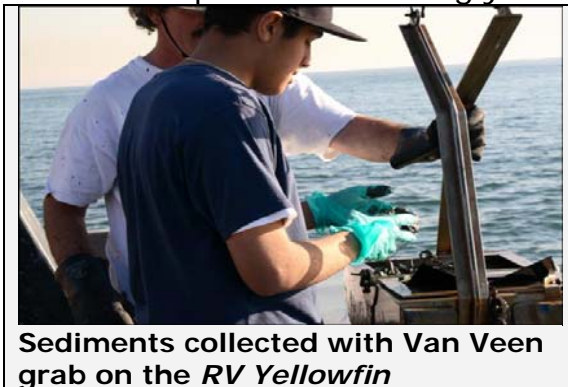
not an indicator of water quality. The only way to know water quality is to have samples tested for inorganic and organic pollutants including bacteria by a State Department of Health accredited facility. A water-testing schedule needs to correlate with conditions as they change an area.

The results of the CAM 17 testing will be provided to PSD agencies thereby alerting them to danger of

exposure, enabling them to take precautionary steps and to follow prescribed hazmat protocol for the types of metal contaminants they may encounter in various areas of the LA Harbor.

The Study

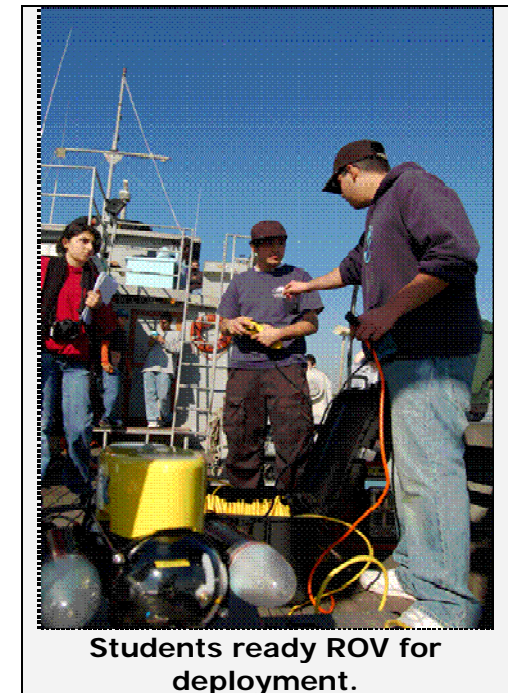
In 2002 the EAST class performed a preliminary analysis of harbor sediments, which found significant amounts of heavy metal contamination. These



Sediments collected with Van Veen grab on the RV Yellowfin

California Administrative Manual 17 (CAM-17) metals, are heavy metals identified in the California Code of Regulations as hazardous

waste. This list specifically includes antimony, arsenic, barium, beryllium, cadmium, chromium, cobalt, copper, lead, mercury, molybdenum, nickel, selenium, silver, thallium, vanadium and zinc. Heavy metal contamination is not visible. Water clarity is



Students ready ROV for deployment.

results initiated a more extensive survey of the area. The 2007 class took numerous trips to the LA Harbor collecting samples of sediment, water, and tissue from marine organisms that were tested for CAM-17 metals by [EMAX Laboratories](#) (This lab donated their services for the 2002 analysis.)



Students label collection jars and package samples for transport to EMAX



Water samples collected with Niskin bottle.

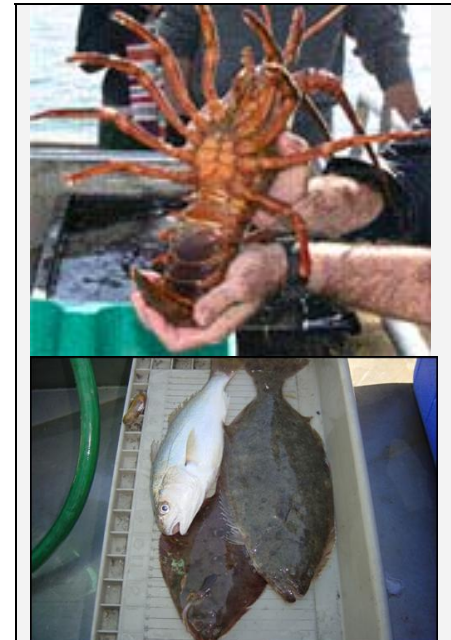
was given out at sea with the help of VideoRay mentor, Jeff Huva.

Collections were done with Van Veen grab for sediments, Niskin bottle for water and otter trawl for marine life. Students tightly adhered to chain of custody procedures.

In class, the kids learned GPS/GIS skills through geocaching and mapping assignments. They got initial ROV operation training at the pool and more advanced training

These skills were applied in the field by recording sample locations with Trimble GeoExplorer 3 handheld GPS receivers. The collected data was post processed back at school for differential correction. A VideoRay Pro III ROV documented the study area and underwater sediment collection process ([video.](#)) Aerial photography of the area was imported into ArcMap and clipped along the coastline. The data dictionary with GPS coordinates of sample areas was imported and joined to a database table of contaminate level results from EMAX.

The students used the [NOAA Screening Quick Reference Table \(SQuiRT\)](#) to manually classify the CAM-17 metals to the four threshold limits for marine sediments: "Threshold Effects Level," "Effects Range Low," "Probable Effects Level" and "Effects Range Median."



Marine life collected with otter trawl. Halibut, White Croaker and lobster, popular seafood choices were tested for heavy metals.

Each student in the class was assigned a metal to map and analyze with the Spatial Analyst extension in ArcGIS. Using this program, prediction maps of contamination levels between sample locations illustrating heavy metals throughout the harbor were produced.

The Findings

Many of the CAM-17 metals were found to be above acceptable limits for marine sediments according to the NOAA SQuiRT. Two of the CAM-17 metals found to be at dangerous levels, lead and mercury, (figures 2 & 3) are absorbed through the skin and are known to cause severe health issues, even death. Lead compounds have been shown to be absorbed through the skin while not significantly raising levels in the blood. Blood testing for lead is the commonly accepted method of monitoring workers frequently exposed to lead

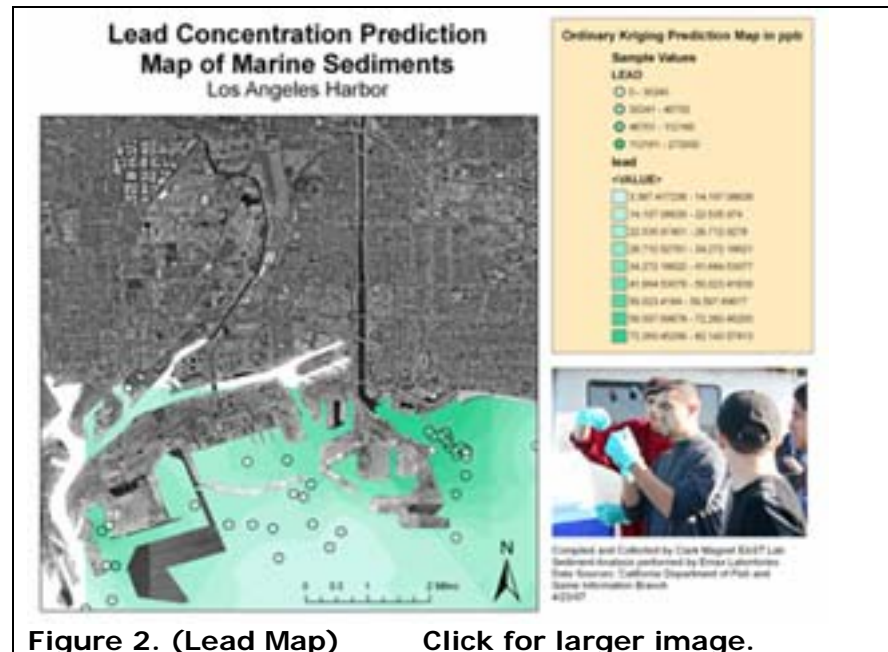


Figure 2. (Lead Map) Click for larger image.

ppb which is above the Effects Range Low threshold for the region. The highest concentration of lead was found at the LA River outfall at 85700 ppb (table 1.) The levels at that location fell into the highest

classification, Effects Range Median. Effects Range Low and Probable Effects Levels were scattered throughout the harbor, with the lowest classification, Threshold Effects Level found generally at the

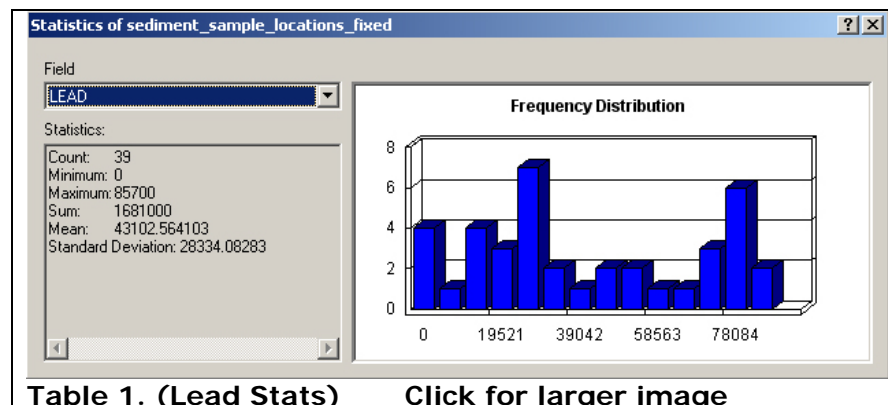


Table 1. (Lead Stats) Click for larger image



Students brought samples to EMAX Laboratories after every trip

furthest points from shore (figure 2.) The highest concentration of mercury was found in the Fish Harbor area (figure 3.) The mean value for mercury was 190 ppb, which is above the

Effects Range Low threshold for the area. The highest concentration of mercury found was 554 ppb (table 2.) This value is nearing the Probable Effects Level listed by the NOAA SQuIRT. Lead and mercury were not found in significant levels in the water samples taken, however, with only three water samples tested, results cannot be considered conclusive without further study.

Other CAM-17 metals, including antimony, cadmium, chromium, cobalt, copper, nickel,

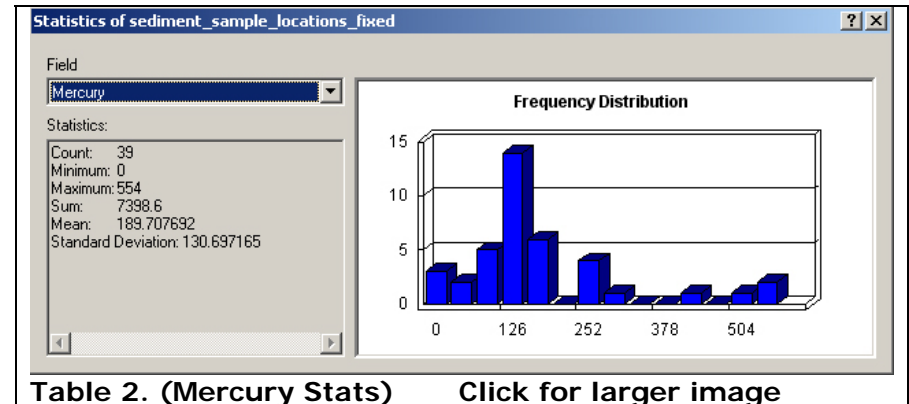


Table 2. (Mercury Stats) Click for larger image

silver, vanadium and zinc also exceeded safe levels in the harbor's sediments, but are not shown to absorb through the skin. Excessive levels of the metals would have to be ingested to cause harm. As a general rule, divers should not ingest bottom sediments during a dive.

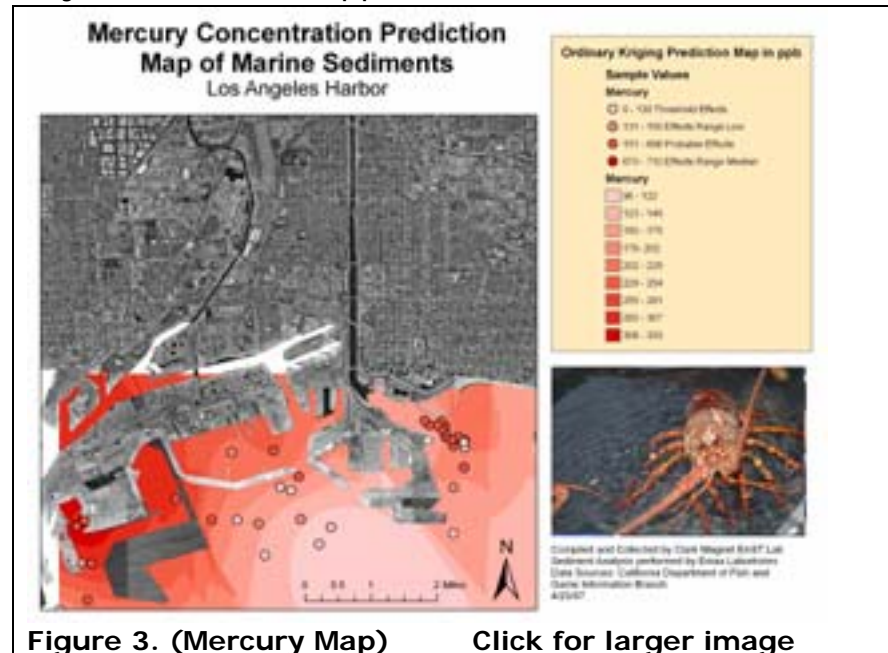


Figure 3. (Mercury Map) Click for larger image

Divers familiar with the harbor know that there is ample game on and around the breakwall. For some, it proves too tempting not to "collect evidence" from the area. Marine life was tested to aid in future risk/benefit assessments for game taking. Analysis results show arsenic as undetectable in sediment and water samples, but the element was found to

have bioaccumulated significantly in the fish and lobster collected (table 3.) Lobster and White Croaker from the study area were also found to be high in mercury (table 4.)

Distribution patterns of contamination were similar to the 2002 preliminary study.

The Conclusions

There was little rainfall during the collection period. Significant rainfall would probably greatly increase the amount of contaminants entering the harbor from the Los Angeles River outfall. Polluted runoff, also known as nonpoint source pollution, is a leading cause of water quality problems ([EPA 1994.](#)) The frequency of water quality testing should increase during the rainy season.

This study dealt solely with heavy metals. Bacteria and other organic pollutants were not included in the analysis. Much of the

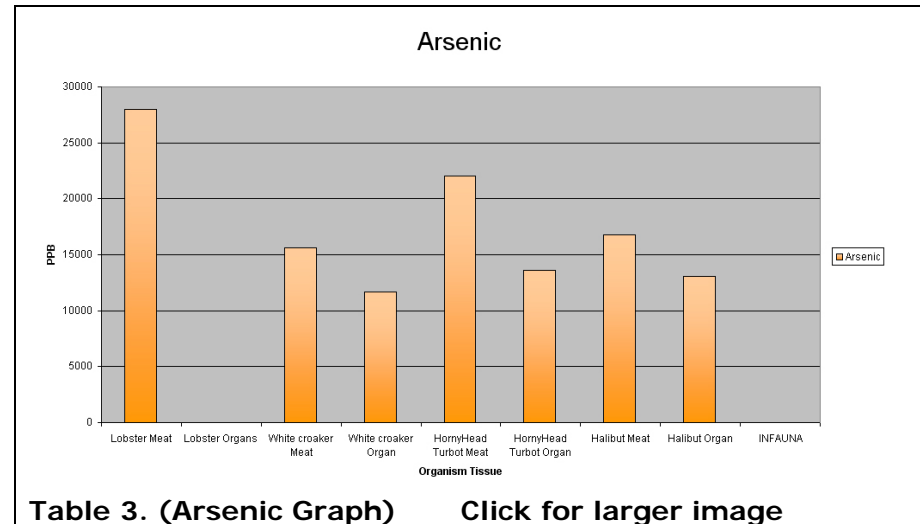


Table 3. (Arsenic Graph) [Click for larger image](#)

Southern California Bight is designated as a superfund site for DDT/PCB contamination. It should be noted that other contaminants in the LA Harbor are probable along with heavy metals.

It is recommended that public safety divers working in the LA harbor use, at minimum, a dry suit made of vulcanized

rubber, butyl rubber or trilaminate material, dry hood, dry gloves and a full face mask to avoid skin exposure and mitigate absorption of lead and mercury. Contacting or stirring up sediments should be avoided as much as possible. Neutral buoyancy

skills are essential for divers in this environment. Collaboration with hazmat teams and following post-dive decontamination procedures could increase diver safety.

The Clark Magnet High School Marine Science Research students responsible for this study have compiled their results into a single large poster

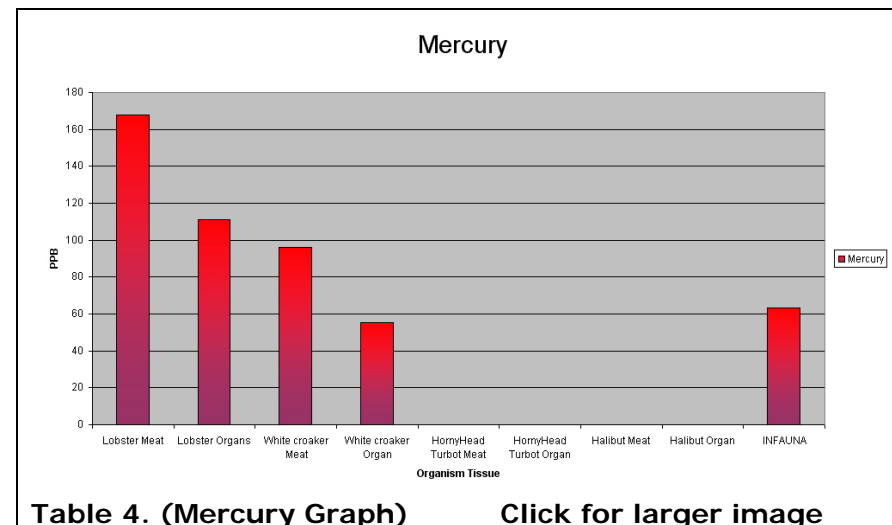


Table 4. (Mercury Graph) [Click for larger image](#)

(figure 4) and plan to distribute copies to public safety agencies that dive in the Los Angeles Harbor. [Contact us](#) if you are part of a team in the Los Angeles area that would like a copy of the poster.

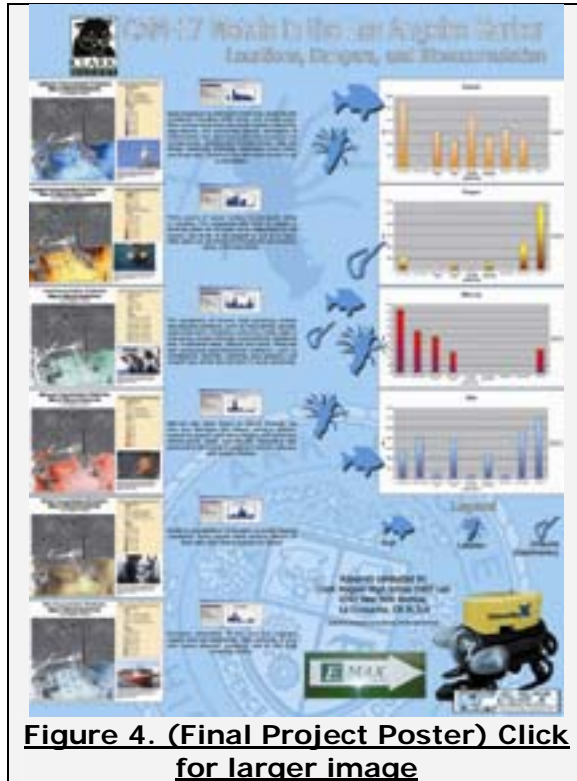


Figure 4. (Final Project Poster) [Click for larger image](#)

Other Clark Magnet High School Marine Science Research students involved with collection, documentation, GIS analysis and ROV operations for this study: Estella Baghdasaryan, Mason Dionne, Marty Fong, Argineh Ebrahimi, Christina Garibyan, Mary Gabrielyan, Lora Khatcherian, Narek Khudabakshyan, Alexandra Lemmer, Serly moosakhanian, Dalar Nazari, Ani Orujyan, Andrea Peralta, Jaime Saavedra, Ararat Ter-Ghukasyan, Alice Topchyan, Arman Torosyan, Suze Uzuhyun, Adriana Valencia, Gayane Vardoyan, Rayhan Yacub, Garik Yeghiazaryan, Matthew Zari, Paulina Zarzuela

PSDiver News From Around the World

Local firefighter dies in plane crash

http://www.ypsilanticourier.com/stories/060707/loc_20070607002.shtml

Investigators eyeing mechanical problems as possible cause

June 7, 2007 By [Kathleen Conat](#), Special Writer

Ypsilanti firefighter Richard "Rick" LaPensee was among six people killed in the Monday afternoon crash of a University of Michigan Survival Flight that was headed for Willow Run Airport. The 48-year-old Belleville resident was acting in his capacity as a transplant donation specialist with the U-M Transplant Program on the organ procurement flight, which went down in Lake Michigan shortly after takeoff from General Mitchell International Airport in Milwaukee.

Besides LaPensee, the transplant team was made up of: David Ashburn, 36, a fellow (physician-in-training) in pediatric cardiothoracic surgery who specialized in adult cardiac surgery, pediatric cardiac surgery and general thoracic surgery. He was a Dexter resident.

Dr. Martinus "Martin" Spoor, a cardiac surgeon on the U of M faculty since 2003. Spoor received his medical degree from the University of Calgary and postdoctoral training from the University of Alberta at Edmonton and U of M.

Richard Chenault II, 45, a transplant donation specialist with the U of M Transplant Program. Chenault also coached the girls track and cross-country teams at Gabriel Richard High school, which had placed second in the state less than 48 hours before his death. He was to have received two awards from the Detroit Catholic League honoring his division championship teams on Monday evening.

Dennis Hoyes, a Marlin Air pilot and a member of Jackson Community College's Aviation Advisory Committee. He was from the Jackson area.


Bill Serra, a Marlin Air pilot who lived with his wife, Deborah, in Macomb Township. According to the Federal Aviation Administration's Web site, the plane was a Cessna Citation, a fixed-wing turbo jet multi-engine C550. Its most recent FAA certificate was issued in May of 2003 and was reported valid.

It was owned by Bob Page of Toy Air in Southfield. The pilots were from Marlin Air, which works with Toy Air to pilot all Survival Flight missions. The flight was attempting to return to Willow Run Airport.


NTSB Senior Air Safety Investigator John Brannen, who was on the scene in Milwaukee Tuesday, said the pilot had asked for emergency status to return to Mitchell Airport, which was immediately granted.

The pilot reported trim runaway as the problem. Brannen described trim runaway as a mechanical problem with the controls that determine the direction and/or up or down pitch of an airplane. One control is stuck in full throttle, not responding to or caused by the pilot's actions.

While Brannen cautioned that officials had not yet been able to examine any debris from the crash, he said trim runaway would be considered



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a mechanical malfunction and not the fault of the pilots. He said the trim problem had previously caused accidents. U. S. Coast Guard Capt. Bruce Jones said the efforts at the crash scene changed from search and rescue to recovery of remains early Tuesday morning. Human remains that officials described as "fragmented" were recovered Monday night.



recorder that had not yet been recovered Tuesday. It was not known if the plane was equipped with a mechanical monitor, known as a "black box." "We will piece together what we can of the wreckage," Brannen said.

He said the plane's maintenance records would be reviewed over the next few days, as well.

Over 50 divers from the Milwaukee city police and fire departments and the Milwaukee County Sheriff's Department were working an underwater grid to locate debris and remains. The divers are aided by sonar readings from a Coast Guard vessel. Hindering the recovery were large underwater boulders that sonar picked up as possible debris, weather and diver fatigue. Visibility underwater was gauged at 15 feet.

Milwaukee County Medical Examiner Jeffrey Jentzen said remains might have to be identified by dental records and DNA. "A high-speed impact in water causes explosion-type injuries," he said. Brannen said the plane hit the water at an estimated speed of 185 to 190 knots (213 to 219 mph). He added that the pilot's report of the problem would provide a focus for the investigation. "We're trying to retrieve as much as we can of the airplane," he said. He also said the plane was equipped with a cockpit voice

Search Continues on Lake Jocassee for Missing Greer Child

<http://origin.wcbd.com/midatlantic/cbd/news.apx.-content-articles-CBD-2007-06-09-0001.html>

Saturday, Jun 09, 2007 By WSPA-TV

A three year old boy and the sailboat he was on with his father are still missing on Lake Jocassee this afternoon. Search efforts continue, with searchers using underwater sonar to locate the boat and victim.

James Dorchak of Greer was with his son, Joshua, on the sailboat his son called "Pooh Bear" yesterday afternoon when the boat capsized and went underwater. Rescue workers were able to rescue James, but Joshua's lifejacket became tangled up in



the boat's rigging, dragging him under. The incident took place about 2:00pm on Friday.

A family spokesman told News Channel 7 this afternoon that James and Joshua sailed on "Pooh Bear" almost weekly, and all was fine until the weather turned bad. James Dorchak served in the Navy and was an experienced sailor and swimmer. The family is setting up a memorial fund in Joshua's name at Greer State Bank.

Oconee County Rescue Squads and Dive Team joined the South Carolina Department of Natural Resources in the search, and a crew from the sheriff's office in Charleston is on scene with the with sonar equipment.



Rodney Burdette of the Oconee County Emergency Management Agency says they're not exactly sure, but believe the boat flipped over because of high winds due to a storm moving through at the time of the accident. Burdette says because of the lake's location, storms form quickly, and can overwhelm even experience boaters.

Officials say the water in the area where the boat sank is 100 feet deep with a slope that goes down to 400 feet, making the search effort difficult.

LAKE JOCASSEE — A 3-year-old boy is still missing in Lake Jocassee in northern Oconee County after a sailboating incident.

<http://www.independentmail.com/news/2007/jun/08/father-son-missing-lake-incident/>

June 8, 2007

The Oconee County Rescue Squads and Dive Team joined the South Carolina Department of Natural Resources officers at Lake Jocassee shortly after 2 p.m. today after a 10-foot fiberglass sailboat with a father and son overturned and the 3-year-old boy went missing.

According to a DNR spokesman, the father and son were both wearing lifejackets while boating near the state park's main boat ramp in northern Oconee County. The spokesman said it is believed a fast-

moving storm or high winds caused the boat to turn over, tossing the father and son into the lake.

Randy Burdette with Oconee County Emergency Services said emergency services received the call about 1:50 this afternoon. He said authorities don't know how the sailboat sank, but believe the son's jacket caught in the rigging of the boat, presumably taking him under. The father was rescued.

Rescue workers have not yet found the boat. They said the water is 100 feet deep with a slope that goes down to 400 feet.

A crew from the Sheriff's Office in Charleston is on the way with sonar equipment, but rescue workers have called off the search because of approaching storms. The search is to restart at 8 a.m. Mr. Burdette says this is likely now a recovery effort.

CONCLUSION:
**Local divers speak about
Dorchak search**

<http://www.wspa.com/midatlantic/spa/news.apx.-content-articles-SPA-2007-06-22-0007.html>

Jun 22, 2007

As he made his 15 minute journey from the murky depths of Lake Jocassee to its pristine surface late Friday morning, all Bill Ruth could do was think about the family of Joshua Dorchak.

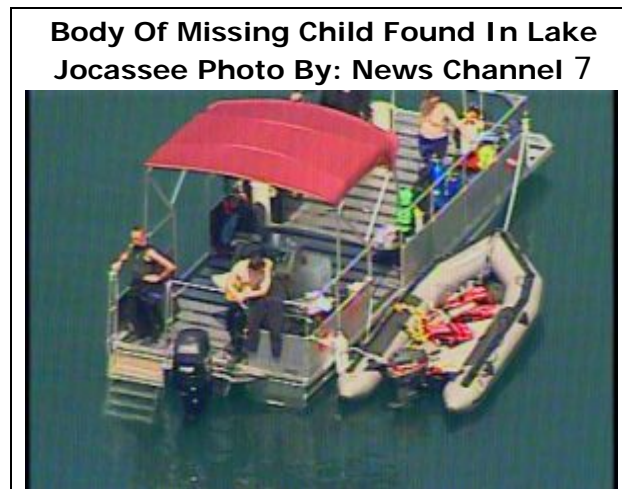
With the help of sonar equipment, Ruth, who owns a local dive shop and charter boat business in Oconee County, had just found the sailboat that had sunk on June 8 with the missing three-year entangled in its rigging. "It's pretty overwhelming," Ruth said regarding the discovery in a phone interview from Charleston. "Emotionally, I cried at the bottom, I cried on my way up and I cried when I was back on the surface."

It was the conclusion to what was a long, strenuous and emotional 15-day search where over 700 rescue workers from South Carolina and across the nation participated and some of the most high-tech equipment was used. In the end though, it was the inevitable discovery of the child, who was still in his life jacket that turned out to be the biggest relief of all. "To know that it was over for the search team and to know it was over for the family was a

tremendous amount of relief and emotion at one time," he said.

As mourners had gathered at the lake for a memorial service, and later on Friday evening at Prince Of Peach Catholic Church in Taylors, the timing of the discovery was unique, but also comforting.

NewsChannel 7 was told as the body was recovered the Dorchak family was praying together. Dorchak family spokesman Jeff



Hardy said that the recovery was an "enormous relief for the family and they feel like an enormous ton of bricks has been lifted off their shoulders."

While the relief was comforting for Ruth, he stressed that the search was a "collective effort," and every person that contributed helped make the recovery possible. Greenville County dive team member Eric Lutz, who also assisted in the search efforts the final two days, echoed Ruth's sentiments and described the search and work that was put into it. "I can't start to describe the amount of effort put in by Oconee County and all the agencies put in there," Lutz said. "For that group of people to stay with something as long as they did, that's a really hard task to do. I commend everyone out there. Everyone had a job to do and everybody really pulled together and really did a great job."

The family has set up a website with information on the Joshua Dorchak Memorial Fund. The family says the money will be used to fund searches of other missing children. You can also post condolences and words of encouragement on the website.

<http://joshua-dorchak.blogspot.com/>

Fatal flood waters hit Central Texas hardest

http://www.news8austin.com/content/your_news/default.asp?ArticleID=185640

6/8/2007 By: Chelsea Hover

Texas leads the nation almost every year in flood-related deaths and damage, and Central Texas is known as flash flood alley.



**WATCH THE VIDEO -
Flood deaths
Twenty-four people
died in Texas this year
from flash flooding, and
14 of those happened in
the Austin area.**

Twenty-four people died in Texas this year from flash flooding. Fourteen of those happened in the Austin area. Most flood-related deaths take place in the dark hours, and 83 percent involved vehicles trying to cross flooded creeks or low areas. "We keep repeating '[Turn around, don't drown](#),'" AFD Battalion Chief Palmer Buck said. "The water going across the roadway can be a misconception how fast the water is moving, and if you see that turn around. just don't take the chance," Georgetown Assistant Fire Chief Clay Shell said.

But all too many people do take a chance. Like the [55-year-old woman who was swept off the banks of Waller Creek](#) in Travis County back in January. And the [elderly couple who drove onto a low-water crossing bridge near Berry Creek in Georgetown](#) and were swept away. The woman was rescued hours later downstream, but her husband didn't survive.

Round Rock Fire Department's technical rescue team trains 80 hours twice a year for swift water rescues. The training and equipment doesn't come cheap. "We've spent roughly \$15-16,000 since our last incident with a combination of additional training and purchasing equipment," Shell said. "We prepare for it and train for it like it's going to happen, whether it's happens or not," Round Rock Fire Chief Larry Hodge said. "We endanger 21 firefighters and \$3 million of equipment we put on the road to safely perform a swift water rescue. And that's not counting all the other city agencies that are involved," Buck said.



Not that they're complaining, but they say it is frustrating that some people just won't listen. "It's not worth taking a chance for. If we have to put our lives at risk for someone who was just trying to save a little time," Lt. Whiteaker said. "How do you tell people not to do something they're going to do? They take such a chance and the result is so tragic, it's just so tragic," Chief Hodge said.

Life Savers

<http://www.waxahachiedaily.com/articles/2007/06/06/daily/news/01-06-06-waterrescue.txt>

June 6, 2007 GFrom STAFF REPORTS

Red Oak Fire Rescue recently attended a swift water rescue technician course in New Braunfels. The course, which was held on the Comal and Guadalupe rivers, was attended by several fire departments from throughout Texas.

Those attending the course from Red Oak were Capt. Kyle Taylor and Capt. Les Thomas and firefighters Jorge Guerrero, Holly Newman, Andy Trojacek and Jason Harris. This update in swift water rescue training raises the swift water rescue technician staffing level to 12 certified technicians on staff at Red Oak. This course enhanced the abilities of the Red Oak Fire Rescue Technical Rescue Team by improving members' knowledge through classroom and practical scenario based training in a live setting.



Swift water technician training is considered to be one of the most demanding technical rescue disciplines. Upon completing the training, the basic water rescuer reaches the highest level of training in swift water training. Pre-requisites to this course

include completion of swift water awareness, swift water operations and rope rescue technician courses.

Awareness level training introduces personnel to the problems of water and rescue and procedures to follow when encountered with flash floods, large-scale disasters and seasonal flooding. At the awareness level, the responder is not considered a rescuer.

At the operations level, students are trained in hazard recognition, equipment use and techniques necessary to conduct basic shore and boat based rescue. After completion of operations course certified personnel may participate in higher risk technical rescues under the supervision of technician level rescuers. Red Oak's 12 certified swift water technicians are at the top level of water rescue. Their training was 40 hours in duration. The course covered all aspects of the water rescue technician series and the technicians have now met the requirements for the technician level in both water and rope for the NFPA 1670 Standard. "The swift water technician training has improved the knowledge base, which has enhanced Red Oak's response capabilities, and greatly increased the effectiveness for our surrounding communities and our partners that we have an inter-jurisdictional mutual aid agreement



with — the Ellis Dallas Unified Cooperative Team," a spokesman for the department said, naming departments for the cities of Cedar Hill, Desoto, Duncanville, Ferris, Glenn Heights, Lancaster, Midlothian, Ovilla and Waxahachie as members of EDUCT with Red Oak.

"With the severe weather we are experiencing in North Texas, be aware that water can rise quickly and become very dangerous. One can easily be deceived into thinking that water is not at a level that can be dangerous. Six inches of fast flowing water can knock you over and 2 feet or water will float your car," the spokesman said. "Don't

risk it - if there is water on the roadway, don't pass over it. Manhole covers could also come off and there may be other hazards you can't see. Also remember to not try to swim through fast flowing water - you could get swept away or be struck by an object in the water."

Boat Propeller Injures Chaska Man On Lake Susan

http://wcco.com/topstories/local_story_162212234.html

Jun 11, 2007 Reporting [Jason DeRusha](#)

VIDEO:

<http://www.wcco.com/video/?id=27907@wcco.dayport.com>

(WCCO) Chanhassen, Minn. A 21-year-old Chaska, Minn. man is in the hospital after getting trapped in the propeller of a friend's boat on Lake Susan in Chanhassen, Minn. Monday afternoon.

Christopher Johnson was swimming back to the boat to load into a tube, according to Carver County Sheriff's Deputies. That's when his swimming suit got caught in the propeller, pulling Johnson to the boat, and slicing the mid-thigh of his right leg.

"He said on a 10 out of 10 scale, he was at a 10. The worst pain he ever felt," remembered Jack Atkins, a Chanhassen firefighter. "So we decided to try and cut the suit. Then realized it was having a tourniquet effect on his leg."

Atkins and other rescuers decided to tow the boat from the center of Lake Susan where the water was deep, to 30 feet from shore, where they were able to see what was happening.

The whole time a friend of Johnson's was holding his head

so he didn't drown. "If his friends who were in the boat with him, were not able to get in the water and keep his head above water, this would have been a very different story," said Assistant Chief Roger Smallbeck, of the Chanhassen Fire Department.

It took at least a half hour, but rescuers were finally able to cut Johnson's swimming suit, and free him from the boat.

"The diver came up, we said, 'Is he free? Is he free?' I think the patient said, 'Yes, I'm free,'" according to Atkins. "It was a big relief, a big relief getting him free, but we still didn't know what we had until we got him to the long board to see what the injury looked like."

Luckily for Johnson, the injury looked bad, but not deadly. He was airlifted to Hennepin County Medical Center, where he was in satisfactory condition as of 10 p.m.



The sheriff's office reports that while tubing on the lake two adults were swimming back to the boat to load the tube. At the time an adult male was injured by the boat prop



Monday night. According to the firefighters, Johnson will be able to keep his leg.

Assistant Fire Chief Smallbeck said, Johnson could have been injured much more severely: "Oh, very very lucky. He'd better buy a lottery ticket."

Report Details Ohio Firefighter's Drowning

<http://cms.firehouse.com/content/article/article.jsp?id=55110§ionId=46>

06-15-2007 Story by newsnet5.com

WELLINGTON, Ohio – A firefighter who drowned in a swollen river while trying to reach two stranded teenagers should not have attempted the rescue without a boat, a state investigator determined.

A new report was released this week concerning the drowning of a Lorain County firefighter who was trying to rescue the teens from raging waters last summer.

The report said the Wellington Fire Department should have used an inflatable boat to rescue the two teens from the floodwaters rather than allowing rescue diver Al "Buz" Anderson Jr. to enter the water.

Anderson, who was attached to a lifeline, drowned last year while

trying to reach the teens.

Anderson, 47, a volunteer firefighter and a certified swift-water rescuer, was overcome by the current of the Black River. A park ranger in a boat saved the teens, who were stranded last June after abandoning their sport utility vehicle on a flooded road.

The report was done by the Ohio Department of Natural Resources.



Villagers searching for Linda Azura Saliman's body yesterday.

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It said the department did not have plans for a water rescue in that area of Wellington Township. Initial rescuers were overconfident in their abilities to handle the current and should not have gone into the water without backup, the report said.

Firefighters were hampered by

their inflatable raft's lack of a motor, but they could have tethered the boat while it was in the water, the report said. "I don't know why the boat rescue wasn't tried first," investigator James Gorman wrote in the report, which said rescuers should have entered the water without a boat only as a last resort.

The motor on the department's boat was damaged shortly before the river flooded, Wellington fire Chief Bob Walker said. "It's not an excuse, but a fact," he said. "We have learned from this tragedy."

Walker asked the state to investigate the rescue attempt. The department will use the report to improve procedures, including training more firefighters in swift-water rescues and signing a mutual-aid agreement with the city of Elyria for water rescues, he said.

Woman dies in bid to rescue son

http://www.nst.com.my/Current_News/NST/Saturday/National/20070616082553/Article/index.html
2007/06/16 Siti Nurbaiyah Nadzmi

BATU PAHAT, Sat:

In a desperate attempt to save her two children from drowning, a young mother drowned with her 2-year-old-son early yesterday afternoon. They were carried

off by strong currents in an irrigation canal during a downpour.

Azura Saliman's children, Muhammad Haikal Azuddin, 2, and Siti, 4, were playing on a wooden bridge spanning the canal in front of their home in Kampung Parit Kuda Darat, Semerah.



The quick rising waters trapped the two children on the narrow bridge. On hearing their screams, Linda rushed out to help them.

She managed to pull Siti off the bridge. As she grabbed Muhammad Haikal's wrist, the boy slipped and both of them fell into the water. Clutching her son, Linda cried for help as they were swept into the canal.

Several villagers managed to pull Muhammad Haikal out of the water about 50 metres downstream. He was breathing, but unconscious. The villagers were unable to revive him.

Linda's body was found in the muddy canal bed by Fire and Rescue Department divers 100m from the bridge.

Mohamed Amin Rosli, 40, who witnessed the tragedy, said the downpour started in the afternoon.

"The canal that runs through the village is more than two metres deep. When we heard Linda crying out, we rushed to help her. However, by that time, the bridge was totally submerged."

Batu Pahat Police chief Assistant Commissioner Mohamed Ibrahim Mohamed Aris said the bodies were taken to the Batu Pahat district hospital for post-mortem.

Aaron Roe family protests drowning death

<http://www.irontribune.com/articles/2007/06/16/news/news250.txt>

By [Mark Shaffer](#)/The Ironton Tribune

Two weeks after his death, Aaron Roe's family is trying to make sure the same thing doesn't happen to someone else.

Two of his cousins, Rhonda VanHorn and Craig Boggs, protested outside the Ironton Police Department on Friday morning. VanHorn, of Lloyd, Ky., said she was out to make sure people were aware of what happened and to see police procedures changed. Aaron Roe died on June 2 after jumping in the Ohio River to avoid police. According to

police records, the incident began at 1:22 a.m. Saturday morning when a person from the Fuzzy Duck bar and restaurant called police and advised a walk-thru was needed "ASAP," A second call from another unidentified male a moment later advised there was a "large crowd getting ready to fight."

Allen Roe, Aaron Roe's twin brother, said they had gone to the Fuzzy Duck to listen to a band. Allen Roe said his brother threw his hand into the air and struck a ceiling fan. When police were called, Aaron Roe ran and jumped into the river. Allen Roe said as he tried to help his brother out of the river, a police officer handcuffed him and put him in a cruiser, preventing him from helping his brother. Aaron Roe's body was recovered on June 3 near when he went into the water.

VanHorn said she would like to see the police officers and the bars along the river have flotation rescue devices for emergencies like Aaron's. "We want to see things change," she said. "And we don't want to see something like this happen to someone else." She said the Ironton Police Department should be held accountable for her cousin's death. "Whether it was out of ignorance or negligence, I think they need to be held accountable especially since they TASERED



him," she said. "I think the police officers should be trained in water rescue if there are going to be bars along the river and they need to have flotation devices in their vehicles."

Ironton Police Chief Jim Carey said that in his 18 years on the force nothing like this has happened before. Besides an investigation by the Ironton Police Department, the Ohio Bureau of Criminal Identification and Investigation is looking into the matter. Carey said he called BCI. "They are doing an independent investigation, they will do their own investigation and we will not participate and they will come to their own conclusions," Carey said. The BCI report is not available yet but is expected within two weeks. Carey said he would release his department's report when BCI releases theirs.

Carey said that he has ordered throw ropes for the patrol cars as well as other flotation devices and would be in soon. Boggs, of South Shore, Ky., said there has to be a procedure change for all police departments up and down the Ohio River. "I feel like they need to train some of their police officers for water rescue," he said. "They need more rescue training. There are numerous times stuff

happens on the river bank and this won't be the last time something like this happens."

He said he felt it was a waste that the safety procedures weren't in place already. "You have a city on the river, you have bars along the river, it's a playground," Boggs said. "The cruisers should already have flotation devices"

Carey said after the reports are released there will be a review of the police procedures. "I don't really see any major changes," he said, adding they don't have any policies about chasing suspects into the river. "This is the first time this has happened since I've been here that we have been involved in a situation like this," he said. "I can't recall us ever being called to the river for someone who is drowning, so this is all new to us."



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VanHorn said she doesn't know if the family is planning on legal action against the police department. "They haven't said anything to me and they probably won't tell anyone to anything," she said. "It's only been two weeks, they are still healing and hurting very badly. I think they are more concerned about coping."

VanHorn said her cousin was a

wonderful young man with a kind heart and she wanted other people to learn from what happened. "It could happen to your child," she said. "If you think your child doesn't go out and have a beer every now and then, you're wrong. This is just a terrible loss".

Weather blog: North Texas flooding

http://www.khou.com/news/state/stories/khou070618_mh_wfaawx_blog.176b31ff.html

June 18, 2007 WFAA-TV Staff Reports

4:17 p.m. Oncor reports about 100 customers are without power in the Dallas-Fort Worth area.
- WFAA-TV Staff

4:01 p.m. U-Haul announced that it is offering 30 days of free storage for North Texas flood victims. "These floods have caused tremendous damage and inflicted extreme hardship on the communities we serve," said Garner Carey, marketing company president of the U-Haul Company of North Texas. "I hope this effort will provide assistance to families that truly need a helping hand. We will continue to help our friends and neighbors in this time of need." Families in need of the service are asked to call one of four U-Haul locations:

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Roanoke, TX 76262 (817) 491-1114
U-Haul Center Addison, 2735 Beltline Road
Carrollton, TX 75006 (972) 416-9215
U-Haul Storage Country Club, 2220 Country Club
Drive Carrollton, TX 75006 (972) 418-5677
U-Haul Center LBJ, 12215 LBJ Freeway Garland, TX
75041 (972) 271-9555 - WFAA-TV Staff

3:59 p.m. About 120 residences in Haltom City were affected by the torrential rains according to assessment teams sent out early Monday morning by the American Red Cross. They reported that 10 homes were also damaged in Trophy Club. Anita Foster, with the Red Cross, said the shelter they set up at the Christian Center of Fort Worth at 4301 NE 28th St. will remain open until "it is no longer needed." - WFAA-TV Staff

Also Online

SLIDESHOW Flooding photos

 Rooftop rescue in Gainesville

 Gainesville under water

 Haltom City flooding

 Floodwaters hit Grayson County

Hundreds rescued from floodwaters

Floodwaters inundate North Texas

3:19 p.m. Authorities in Gainesville were searching Monday for two young girls and their grandmother whose mobile home was apparently washed away by floodwaters that inundated parts of North Texas and killed at least two people. Cpl. Mike Linnell of the Texas Department of Public Safety said the swollen Pecan Creek swept away the trailer with the girls, ages 2 and 4, their mother and their grandmother inside. Other people were also missing in Gainesville. *The Dallas Morning News* reports that

the body of a five-year-old girl has been nearby, but it was not clear whether her death is connected with the other missing girls.

The girls' trailer floated a short distance early Monday before getting stuck against a bridge, then all four occupants fell out, Linnell said. The mother was holding the girls but lost her grip; she was hospitalized and said she last remembered being rescued from a tree, Linnell said.

A woman identified by Linnell and a family friend as the children's other grandmother was sobbing as she walked down the street near the search area. "She got thrown out. And that's the last thing she remembers," the woman, who declined to give her name, said tearfully. "I just want to find my babies."- *Associated Press*

2:58 p.m. Today's train trip from Oklahoma City to Fort Worth by Amtrak's Heartland Flyer has been

canceled due to flooding in North Texas. Joe Kyle with the Oklahoma Department of Transportation said two buses carrying a total of 50 passengers were making the trip to Fort Worth instead. Kyle said both buses left Oklahoma City around mid-morning.- *Associated Press*

2:47 p.m. Authorities in Gainesville were searching Monday for two young girls believed to have been washed away in a mobile home by floodwaters that

inundated a handful of Texas towns and killed at least two people. Cpl. Mike Linnell of the Texas Department of Public Safety said swollen Pecan Creek swept away three trailers from a mobile home park, including one that became lodged against a bridge. The missing girls are ages 2 and 4, and their mother was hospitalized early Monday, Linnell said. Divers were searching for the girls in the creek and in the trailer stuck against the bridge, Linnell said.- *Associated Press*

2:33 p.m. The dramatic footage of a family leaping to rescue crews from a Gainesville rooftop triggered calls to Channel 8 about what happened to them—



WFAA-TV
This mobile home smashed into a bridge after it was swept away from a Gainesville trailer park.



WFAA-TV
HD Chopper 8 captured dramatic images of a Gainesville family being rescued from a rooftop.

and to their dog, who was last seen on the roof. Kristi Timmins contacted us and said her sister, Ginger Price, and her two small children were all safe. Timmins said the dog jumped off the other side of the roof into the arms of her brother-in-law, and they were also rescued. Timmins said her family members lost everything in the flood, and she asked for help on their behalf. - *Barbara Horton, WFAA-TV*

2:12 p.m. Gov. Rick Perry has assigned 38 soldiers, three helicopters and six high-profile vehicles to parts of Cooke and Tarrant counties hit hard by flooding. "The state is taking swift action in addressing the needs of the individuals and areas impacted by these storms,"



WFAA-TV
Nursing home residents lined up for a ride to higher ground.

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Perry said in a statement. - *WFAA.com staff*

2:02 p.m. The Texas Department of Transportation says the main lanes Interstate 35 in the Gainesville area and U.S. 75 in the Sherman area are both now passable again after floodwaters shut them down earlier in the day. Some frontage roads

remain closed. Motorist were warned that U.S. 82 between Sherman and Whitesboro; State Highway 289 between Collinsville and U.S. 75; and U.S. 377 in Grayson County all had lanes closed due to high water. - *WFAA-TV staff*

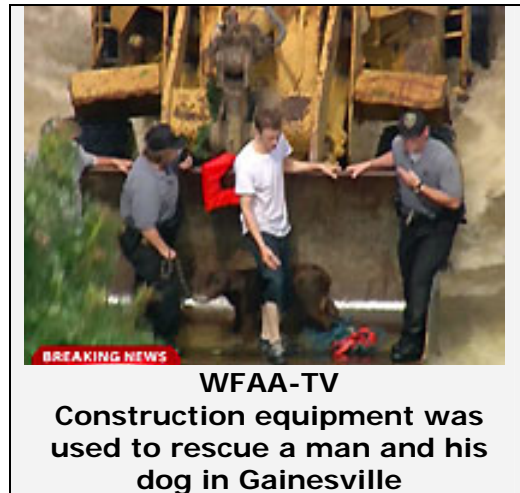
2 p.m. Sherman police spokesman Sgt. Bruce Dawsey says most floodwaters have receded and that all rescue efforts have ceased. He said there were more than three dozen high-water rescues on Monday morning. Patricia Beshears, 48, of Denison, died in the flooding, Sgt. Dawsey said, adding that the city's water supply is safe and secure. One Sherman firefighter was struck by lightning, but he later returned to work. - *WFAA-TV staff*

1:39 p.m. Jarrod Vaught, a spokesman for the North East Optimist Club, says eight of the organization's ball parks at Highway 377 and Loop 820 in North

Fort Worth were destroyed in Monday's flooding. Vaught called it a huge loss for the youngsters who are part of the summer ball programs.- *WFAA-TV staff*

1:25 p.m. Images from HD Chopper 8 show major cracks in the State Highway 11 bridge over Choctaw Creek, just southeast of Sherman. The bridge has been under assault from floodwaters, and the highway is closed until further notice.- *Alan Melson, DallasNews.com*

1:22 p.m. Gainesville city spokeswoman Kay Lunnon says hundreds of residents have been displaced due to Monday morning's flooding. The downtown civic center, which can hold about 400 people, is serving as a temporary shelter, but it is full. Lunnon advises residents seeking assistance to go to Whaley United Methodist Church on Rosedale Street on the city's east side. Registries have been set up to help family members find relatives. Stephanie Stogdill at the church said the doors are open with fewer than 20 people taking shelter there. Lunnon says rescue



teams continue going door-to-door to ensure that all residents are safe. - *Emily Tsao, The Dallas Morning News*

12:54 p.m. Officials are concerned the potential danger for residents of the Hidden Lakes community in Grayson County. The development is near a dam that may be weakened by the heavy rains.- *WFAA-TV Staff*

12:49 p.m. A mobile home that was washed away more than 100 yards from its foundation remains stuck against a bridge. Officials are concerned that the pressure caused by the water rushing against the building structure could weaken or damage the bridge, while it also continues to restrict water flow from upstream. After checking to make sure that nobody was still inside the severely damaged home, officials are considering ways to break up the remaining debris to free up the water flow. - *HD Chopper 8 pilot Troy Bush over Gainesville*

12:47 p.m. A great deal of debris is still being washed through the Lawrence Street section of Gainesville. Residents said they used boats, canoes, and personal watercraft to help rescue neighbors. A long, slow drying-out situation lies ahead.- *Dan Ronan reporting from Gainesville*

12:44 p.m. A total of 107 residents have been evacuated from the Mission Oaks Retirement Home in Sherman, where we have learned that water levels

reached waist-level in some parts of the facility—that's bed-level for many of the residents. No injuries were reported as everyone worked together in the rescue effort. - *Janet St. James reporting from Sherman*

12:39 p.m. Kevin Lahner, interim city manager of Keller, released a statement saying the city took a "direct hit" from the storm, with rainfall totals measuring between 4 and 7 inches. He said no homes required evacuation, but 20 or more received flood damage. Knox Road and Elm Street near Bear Creek Parkway were closed pending repair of storm damage. The Keller-Smithfield Activity Node and the Ship Playground and Bear Creek Meandering Road in Bear Creek Park were closed for storm damage repairs. Lahner also advised residents that poisonous snakes and other wild creatures will be "much more prominent" after having been driven from their regular habitats by the wet weather. - *WFAA.com staff*

12:32 p.m. Rescue teams are still searching door-to-door in the Haltom City mobile home community that was flooded earlier today. A four-year-old girl died when she was swept from her mother's arms during a rescue effort, and it's not yet clear whether there are any

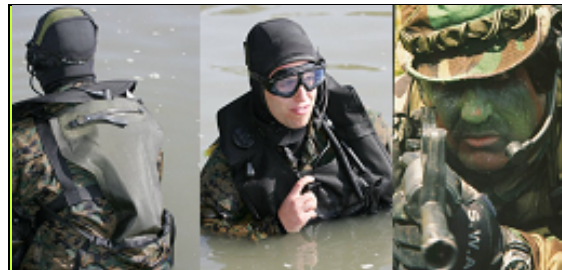
other casualties in the affected area. - *Cynthia Vega reporting from Haltom City*

12:25 p.m. It is a mess here in Sherman. We're at the Mission Oaks retirement home where residents are still being loaded into school buses and ambulances to a safer location. As we drove into Sherman, it was clear that parts of U.S. 75 had recently been under water, but the roadways are now dry—evidence of how rapidly the situation can change.- *Janet St. James reporting from Sherman*

12:07 p.m. Debris now covers a Trophy Club baseball field, Beck Park. Dugouts, cages, fences are mangled. Trees were uprooted when heavy flooding rushed through. City crews will be working to clear debris, but all games played there are canceled.- *Debbie Denmon reporting from Trophy Club*

12:02 p.m. Carol Peters with Oncor Energy said, as of 11:45 a.m., 900 people in North Texas were without power. About 700 of those customers were in Northern Tarrant County, 200 in Dallas County. - *WFAA-TV staff*

11:57 a.m. Dallas Fire-Rescue units are in Gainesville to help find residents trapped by floodwaters. -



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WFAA-TV staff

11:55 a.m. A stalled weather system over North Texas for the last few days prompted the flooding. The good news is that the stalled system has now moved out of the region. We could see some scattered, pop-up thundersorms and that could create additional problems for Cooke and Grayson Counties.- *WFAA-TV meteorologist Pete Delkus*

11:52 a.m. Workers at the Gainesville Zoo are trying to get animals to higher ground.- *WFAA-TV staff*

11:42 a.m. Sherman police found the body of Patricia Beshears about 9 a.m. this morning near the Texoma Parkway underneath Highway 75. Family of the 48-year-old Denison woman had alerted authorities when they learned of the flooding and that she had not reported to work. Her body was found inside her vehicle, police said.- *Emily Tsao, The Dallas Morning News*

11:42 a.m. "All My Children," which was pre-empted on Channel 8 due to flooding coverage, will be broadcast in its entirety at 3:10 a.m. on Wednesday morning.- *WFAA-TV staff*

11:41 a.m. Residents at Mission

Oaks Retirement Home in Sherman are being evacuated by ambulance and bus due to flooding.- *WFAA-TV staff*

11:40 a.m. Pecan Creek is six to seven feet over its banks; Lawrence Street is completely under water.- *Dan Ronan reporting from Gainesville*

11:35 a.m. The Quorum townhomes and apartments in Trophy Club have been evacuated after four feet of water swept through first floor units. Heavy wind and high water also damaged a golf course and baseball fields.- *WFAA-TV staff*

11:35 a.m. The Elm Fork of the Trinity River at Gainesville is expected to crest between 29 and 30 feet later today. That would eclipse the record of 28.1 feet set on Sept. 1, 1986.- *Pete Delkus, WFAA-TV meteorologist*

11:23 a.m. More than three dozen water rescues are underway in Grayson County. So far, two deaths are blamed on flooding. A woman in Sherman was swept away when her car stalled in high water on Highway 75. In Haltom City, a four-year-old girl died when she tried to get into a rescue boat in her mobile home park. Rushing water swept her away. Her body



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was found this morning. - *WFAA-TV staff*

11:09 a.m. Floodwaters are forcing the evacuation of two nursing homes and a neighborhood in the City of Sherman. City spokeswoman Linda Ashby says Mission Oaks and Sherman Oaks Health Care Center are evacuating a total of 107 residents to a church and hospital. Workers are also helping one neighborhood in a low-lying area relocate to a municipal building.- *Emily Tsao, The Dallas Morning News*



A rottweiler was one of the many pets rescued from flooded homes in New Orleans after Hurricane Katrina.
Credit: PETA

11:01 a.m. Denton, Grayson and Cooke counties recorded the biggest rainfall totals, according to the weather service. Flood and severe thunderstorms watches and warnings remained in effect Monday morning for counties north of the Dallas, mainly in areas near the Red River. Dallas/Fort Worth International Airport recorded 1.69 inches of rain Sunday, just two-tenths of an inch shy of the June 17 record set in 1914, according to the NWS.

After Monday evening, the chance of rain for the rest of the week remains low. "The threat is going to be diminishing overnight and into tomorrow," Hanes said. "We are going to have some drier weather."

The severe weather outbreak comes on the heels of another wet weekend in North Texas. "Last year at this time, we kept praying for rain, and this year it seems like it won't stop," NWS meteorologist Jesse Moore said. More than a foot of rain has fallen since May 1, according to the official measure. Precipitation was recorded on 29 of the past 48 days. "It only seemed like it was just on the weekends," Moore said with a laugh.

While spring is typically the wettest period of the year in North Texas, a high pressure ridge usually forms late in the season to block rain coming up from the Gulf of Mexico. This year, that ridge hasn't formed.

The rains often beget more rain, according to Joe Harris, another meteorologist at the weather service's regional office. "You get a kind of baking process, and I think you'll see this later this week," when warming temperatures draw moisture from the saturated earth, he said. - *Alan Melson, DallasNews.com*

10:53 a.m. Extensive flooding reported in Gainesville resulted in many rescues of people stranded on their rooftops. Flood waters appeared to cut the town in

half raising concerns about getting victims to the hospital. However, rescue boats did appear to be able to transport people to hospitals as needed.-
WFAA-TV Staff

10:42 a.m. The North East Optimist Club Youth Baseball Park was destroyed. Tractors were overturned and dugouts were turned upside down.-
WFAA-TV Staff

10:30 a.m. Mission Oaks Retirement Home in Sherman at 1518 S. Sam Rayburn is being evacuated. - *WFAA-TV Staff*

9:31 a.m. The Dallas Fire-Rescue department dispatched 14 members along with three boat companies and a battalion chief to assist with flooding response in Denton.- *WFAA-TV Staff*

8:00 a.m. There were reports the Archer Street Apartments in Sherman were taking on water in the bottom floors. Highway 82 was closed in various parts.- *WFAA-TV Staff*



Planning for pets in disasters is essential, experts advise.

New law mandates no pet left behind

<http://www.disasternews.net/news/article.php?articleid=3229>

June 20, 2007 BY NANCY HOGLAND |NEW ORLEANS, La.

For Gulf Coast residents, it was an agonizing choice. Flee from the onslaught of Hurricane Katrina - leaving everything behind including beloved pets which could not be accommodated by public transport and emergency shelters - or risk staying at home to care for their four-legged "family" members. In future disasters - whether natural or man-made - pet owners will no longer have to face that dilemma.

The loss of an untold number of pets left behind to fend for themselves during Katrina spurred Congress to approve the Pets Evacuation and Transportation Standards Act. Signed by President Bush in October 2006, the new law requires emergency preparedness authorities to include in their plans accommodations for household pets and service animals. States that don't comply could be in jeopardy of losing disaster relief funds.

Some cities are taking advantage of special funds made available through the law to build shelters that will house both animals and their owners. Others are using the money to expand existing kennel facilities and purchase crates, leashes and other items that would be needed.

Laura Brown, animal care specialist with People for the Ethical Treatment of Animals (PETA), who along with five others from PETA worked on a rescue team that searched for abandoned pets after Katrina, said she was happy to see the law passed.

"We heard that the public transit wouldn't allow pets pre-Katrina," she said.

"Because a large majority of New Orleans residents didn't own cars, they had no way of getting their pets out, so they left them behind. As a result, many died. "Now cities are going to have to look at changing their policies on things like this," Brown said. "I think that anyone who saw what we saw would be happy, too."

Brown said her group rescued some 300 pets from homes in the Lamar-Dixon area near Gonzales, La.

Hundreds more were found dead, she said, noting that most had drowned because they were left chained in their yards and couldn't get away from rising waters or were trapped in homes that had been filled with flood waters. Many more died from starvation. "Animals have the same physical needs that we have," Brown said. "Being abandoned was a double blow to those family pets. They are entrusted to our care and totally dependent on us for every bite of food they take and every drink of water they get. When we leave them behind, they are helpless and confused and totally incapable of taking care of themselves."

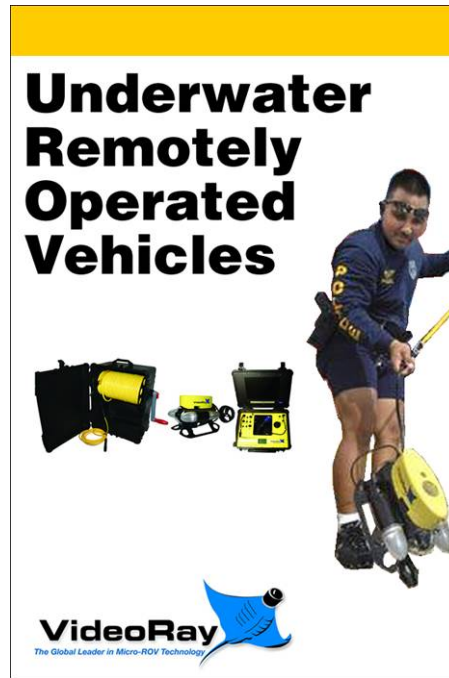
She said because rescue groups weren't allowed into the area until a week after the storm, most of the animals they found alive during their initial searches were starving and dehydrated. "But they weren't in as bad a shape

as those we found over the next two weeks," she said. "By the third week, those that were still alive were so messed up psychologically that it was hard to do anything with them. Some dogs would just run in circles, chasing their tails totally oblivious to us."

	<p style="text-align: center;">Search And Rescue</p> <p style="text-align: center;"><small>http://www.oceantechnology.com/search_rescue.shtml</small></p>	
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Brown said that other dogs, who were probably very friendly at one time, almost seemed to eye the rescuers as a food source and were very aggressive. "But who can blame them," she asked. "They were nothing but a bag of bones and severely dehydrated. To make matters worse, the weather was insanely hot. Fortunately, once we got them to the van, which was air-conditioned, and got some food and water into them, they would fall asleep. "I never knew how wonderful the sound of snoring dogs could be," she added.

Sharon Granskog, assistant director of media relations for the American Veterinary Medical Foundation (V-MAT), said that despite the massive devastation caused by Katrina, some good did come out of the storm. "It really opened some eyes and got people thinking, 'Oh my gosh. What would I do with my pet if I had to leave my house suddenly,'" she said. "It doesn't even have to be a hurricane - you can be forced from your home if there's a fire or chemical spill nearby. "All of a sudden people realized they need to be ready to



take care of the entire family," Granskog said, emphasizing the word "entire."

Granskog's organization, V-MAT, is a national response team of approximately 60 veterinarians, technicians, pharmacists and support personnel that responds to natural or man-made disasters to support the local veterinary community in whatever way necessary. The organization can set up a full field hospital as well as provide medical care for pets, search-and-rescue dogs, livestock, wildlife and even zoo animals. Brown and Granskog agreed that the most important element in any evacuation plan was planning how to include companion animals. "You should never - no matter what people tell you - you should never leave your animals

behind," Brown insisted. "It could be days or even weeks before you can get back to them. "I know a lot of people who left their animals behind when they evacuated for Katrina planned to come back the next

day to take care of them, but that didn't happen - not because people didn't want to get their pets - because they couldn't," she said. "Pet owners have to be prepared for that scenario."

Brown said because many lodging establishments will allow pets in emergency situations, pet owners,



especially those who live in hurricane-prone areas, should call around now and not wait until a storm is heading their way to find places that will accommodate the entire family. Then keep the list handy.

Brown also noted that disasters can strike without warning, so pet owners should always be prepared by keeping an animal emergency kit on hand that includes a bag of food, a gallon bottle of water and a collapsible crate for small animals or a leash or harness for larger dogs. Cat owners should also keep a small litter box and an extra bag of litter. A sheet or blanket to cover the carrier can help keep animals calmer, she said. "That way, if you have to leave in a hurry, you're at least prepared for a few days," Brown said. "Of course, if you know you'll be forced to stay away longer, you should take at least 10 days worth of food and water."

PETA and other organizations, including the Humane Society of the United States, the American Veterinary Medical Foundation and the National Association of Professional Pet Sitters



(www.petsitters.org), all offer suggestions online or for download on preparing for a disaster with pets. The U.S. Department of Homeland Security also offers information and a brochure that can be downloaded at www.ready.gov.

Heavy rain in Andhra Pradesh leaves 28 persons dead Over 40 missing in Rayalaseema, coastal Andhra areas

<http://www.hindu.com/2007/06/23/stories/2007062351380100.htm>
6/23/07 Special Correspondent

FLOOD FURY: Swirling waters engulf an Andhra Pradesh State Road Transport Corporation bus following flash floods on the Nandyal-Kurnool National Highway on Friday. All its passengers were, however, rescued.

Hyderabad: A deep depression in the Bay of Bengal left several dead and missing, besides causing extensive devastation in several parts of Andhra Pradesh when it crossed the coast near Kakinada in the early hours of Friday.



At least 28 persons were killed and more than 40 reported missing or trapped in floodwaters as heavy rain lashed Rayalaseema and coastal Andhra. More rain was forecast as the depression lay centred near Gannavaram in Krishna district. The State Government asked the Army to stand by and instructed the district Collectors to evacuate people living in the low-lying areas abutting the Krishna and Godavari and keep vigil on irrigation tanks that breached earlier.

The rainfall was so heavy, around 20 cm in many places, that it exceeded the cumulative total for the monsoon so far. Avanigadda in Krishna district recorded 32 cm followed by 26 cm in Karlapalem of Guntur district. Paddy nurseries in coastal Andhra, where transplantations for kharif are in full swing, were badly damaged. Strong gales uprooted trees, electricity/telephone poles and snapped transmission lines disrupting power supply to many villages.

Kurnool and Guntur districts bore the brunt of the rain and floods. At least two persons were killed in Kurnool district, 14 reported missing while ten others were trapped in houses marooned in the swirling waters of Hundri river. Macherla town in Guntur district was under waist-deep water.

Bodies of two fishermen were found washed ashore in East Godavari and Prakasam districts. Full-scale search operations were

commenced by the Coast Guard as about 40 other fishermen were reported missing in the sea near the harbour town of Kakinada. The Chennai-Kolkata National Highway was cut off as streams overflowed into the road at several places. Running of trains was also affected in Guntur division where several passenger trains were cancelled and others diverted. The Guntur-Nandyal track was washed away.

Nueces River residents prepare for flooding

<http://www.kristv.com/Global/story.asp?S=6731224>

June 30, 2007

CALALLEN - Runoff from all the rain has filled up [Lake Corpus Christi](#) which forced the city to release millions of gallons of water. Those releases have caused flooding downstream in low-lying areas like along County Road 73. ([map](#))

Water was already covering some lots on CR 73 where the river was literally just feet from people's homes. Some residents were getting ready for more flooding.

At the Wesley Seale Dam, the reservoir is full and overflowing the spillways. It's all because of heavy rains yesterday in George West and Three Rivers. It was too much

- [Nueces River residents prepare for flooding - Saturday 6pm](#)
- [Nueces River residents prepare for flooding](#)



water for the lake to hold. Dam officials had to open eight floodgates and let millions of gallons of water out. Water that's already made it's way to neighborhoods downstream where people are busy moving things from their yards to higher ground.

"Just getting stuff out of the way. I called the dam and they say they got eight gates open. They expect that it will come up about three to four feet over here. So everything that is going to be in the way, we are trying to get them out of the way," said Daniel Brodhag. "We just try to maximize the efficiency and control it with the information that is available for us," reservoir supervisor Lou Hilzinger said.

The city isn't taking chances. They have put firefighters and brush trucks on standby in case they need to rescue residents from floodwaters. But folks 6 News spoke with were not worried. They were just getting ready for more floods.

For information on dam releases you can call the Wesley Seale Dam hotline at 800-928-8942. You can also monitor lake levels and water release information online at the [Nueces River Authority's web site](#).



Online Reporter: [Roxanne Carrillo](#)

Police Rescue People Walking Near Bridge

<http://www.kauz.com/home/ticker/8273662.html>

Jul 1, 2007

 [Video High](#)

The Wichita Falls Fire Department was busy this afternoon with rescue efforts of those who found themselves stranded in the floodwaters.



The fire department says a couple of people were walking in the water near the Emmanuel Davis Overpass. However, they stopped possibly to rest, which quickly lead to danger. When the fire department arrived-- they were holding on to street signs about 100 yards from dry land. Crews went in with a boat and got them out safely. We're told everyone is doing okay.

Arlington Firefighters Rescue Children From Floodwaters

<http://www.firefightingnews.com/article-US.cfm?articleID=33714>

July 3, 2007 Written by Fort Worth Star * Photos by Brian Lawdermilk * Courtesy of YellowBrix

Texas - In Arlington, a 14-year-old boy and his 10-year-old sister were playing in a creek Monday afternoon behind their home near Texas 360 in east Arlington when the storm moved in, said Arlington Fire Battalion Chief David Stapp. It was just a torrential rain, and the bottom just fell out on them, he said. The girl grabbed onto something in the water and held on, but her brother was swept about a quarter-mile downstream into Grand Prairie. Their 8-year-old sister escaped the water, scaled an 8-foot fence and knocked on a neighbor's door.

She was screaming, 'Call 911! My sister and brother are in the water!' " said the neighbor, Edith Bright.

Rescuers pulled the 10-year-old girl from the creek near Gilbert Circle and rescued her brother. The children were treated for minor injuries.



PSDiver CE-40



The **Public Safety Diving Association (PSDA)** recognizes and approves of the PSDiver continuing education program. Each month's Q&A program is equivalent to 1 CEU for renewal. PSDA & Water Rescue members may submit up to a maximum of 3 CEUs from this source for each year's renewal.

- 1) "The amount of change in either volume or pressure of a given volume of gas is directly proportional to the change in the absolute pressure" is what law?
 - a. Charles
 - b. Boyles
 - c. Fred
 - d. DaVinci
- 2) A balloon containing 1 cubic foot of air is released from 10 ATM. Upon reaching the surface the volume will be:
 - a. 14.7
 - b. 10
 - c. 24.7
 - d. Can not be determined
- 3) Temperature has no effect on air volume.
 - a. True
 - b. False
- 4) An object weighs the same in fresh or salt.
 - a. True
 - b. False
- 5) Absolute pressure:
 - a. Uses a vacuum as its zero point
 - b. Subtracts 14.7 from the gauge reading
 - c. Zero at the earth's surface

- d. Is of no concern to divers
- 6) A bag containing 10 cubic feet of air at 25 feet is taken to a depth of 65 feet. What will be its volume.
- a. 24.91 b. 20
c. 4.91 d. The same
- 7) The absolute pressure at 112 feet is 63.08 psi
- a. True
b. False
- 8) Air is denser at depth as compared to the surface.
- a. True
b. False
- 9) An object weighing 750 pounds and displaces 10 cubic feet is lying in 50 feet of fresh water. If a bag capacity of 55 gallons is used to lift the object, how many gallons of air is needed.
- a. 5 b. 10
c. 15 d. 25
- 10) The gauge pressure at 75 feet of depth in fresh water is:
- a) 32.4 psi
b) 2.2 ATM
c) Either a or b
d) 75

Essay:

- 1) State Henry's law and describe how it affects divers.
- 2) State the formula for determining the amount




- of air needed to lift a device.
- 3) Compare using O₂, N₂, or Helium as a lifting gas

For more on lift ops, check out -
Solving Dive Physics Problems

By Larry "Harris" Taylor, Ph.D.
<http://www.mindspring.com/~divegeek/solving.htm>

SUBSALVE USA has a bag for every need.

Product	Description	Lift Capacity
Quad Bags	A multi-purpose bag that can be used as a lift bag, an upline float, as a drybag or as an inflatable dive flag/float. A must for tech divers, wreck divers, beach and boat divers.	26-205 lbs (11-93 kgs) 
Commercial Lift Bags	Designed to be used easily by a single diver. Ideal for use in light salvage, object recovery, construction and scientific applications. Especially suited for remote locations or for deployment from small craft.	120-550 lbs (55-250 kgs) 

Salvage Pontoons	Used where water depth is a crucial factor. Perfect for shallow water salvage, reducing the draft of a vessel, or raising an object closer to the surface. Also suited for cable and pipeline operations, or where long tows are planned.	1,100-77,000 lbs (500-35,000 kgs) 
VRS-2000 Vehicle Recovery Systems	The first and only self-contained underwater vehicle recovery system available.	
Pneumatic Aircraft Lifting Bag	The Aircraft lifting bag is a device used to lift crippled aircraft from terrain where it is impractical or impossible to use standard aircraft jacks.	12 tons 

Next Month: POT LUCK! READERS SUBMIT! - Send your CE questions to Chuck Elgin.



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COACH

Beam Me Up

The TAs never could figure out what the story was with Gerry Hartford. He wasn't a dive instructor; never TA'd for the class, but Coach let him join the TAs for weekend dives whenever he wanted. Hartford had gotten certified by Coach years ago, but they say that he never found anyone else to dive with.

At first glance Hartford was an impressive figure. He was tall, bald, well built, stern demeanor, but too old for a typical college student. Hartford was on the lifetime undergraduate plan at the university. It wasn't until he started speaking that it became apparent there was something not quite right with the man. He was like an autistic version of Captain Picard.

Coach had taken the TAs to Zuma beach to hunt some halibut. Everyone was suited up ready to go when Hartford pulled up. "Can I go with you Coach?" he asked. "Sure Gerry, I want you to dive with Danielle and Polanski over there." The TA's hearts sunk as the rest of the group headed for the water leaving them behind to wait as Hartford painstakingly began suiting up. He slowly put on his

wetsuit, put on and took off his hood numerous times, trying to decide if he needed it or not. As he put his scuba unit together, he noticed a very small leak at the o-ring. This minor malfunction took another 20 minutes for him to deal with. He finally got suited up when Danielle noticed he had his weight belt under his horse collar BC. The TAs waited another 15 minutes as he took everything off and suited back up again. As the threesome started toward the beach, Hartford had to stop and go back to the car for the gloves he forgot, then another false start when he decided he was too hot to wear a hood. As they approached the water's edge, the first dive pair was exiting with their halibut.

It turned out the wait was for nothing at all. Danielle and Polanski shared their dive plan with Hartford. They would swim out about 20 feet past the surf zone, drop down and head West, parallel to shore, then do a reciprocal course a little shallower in for the return trip. Hartford voiced no objections. As soon as the team dropped down under water, Hartford took off swimming as fast as he could in the opposite direction. Thinking he was just confused, the TAs caught up to him and grabbed his fin to get his

attention. When Danielle and Polanski motioned to him the correct direction, Hartford just shook his head, motioning the direction HE wanted to go. Without delay, he once more turned and kicked off. Danielle and Polanski just looked at each other, shook their heads and continued to dive their plan leaving Hartford to fend for himself. The TAs knew they'd be in trouble for letting him leave. Coach's rule was all divers either had to come back WITH their buddy, or PART of their buddy. When they returned to the beach sporting the largest halibut of

the group, Hartford was already dressed and dry. Coach half-heartedly tried to admonish them for leaving their buddy, but none of the TAs really believed that he blamed them.

Danielle worked at the local dive shop part time to help pay for college. Hartford called the shop and signed up for a boat dive, requesting to be paired with a buddy. A recently certified middle-aged

woman came into the store wanting to go on the boat dive, but was concerned that she didn't have a buddy. Danielle thought, ah, it won't be that bad for her, as she gave the woman Hartford's number without any warnings. When the woman called Hartford, to set him up as her dive buddy for the



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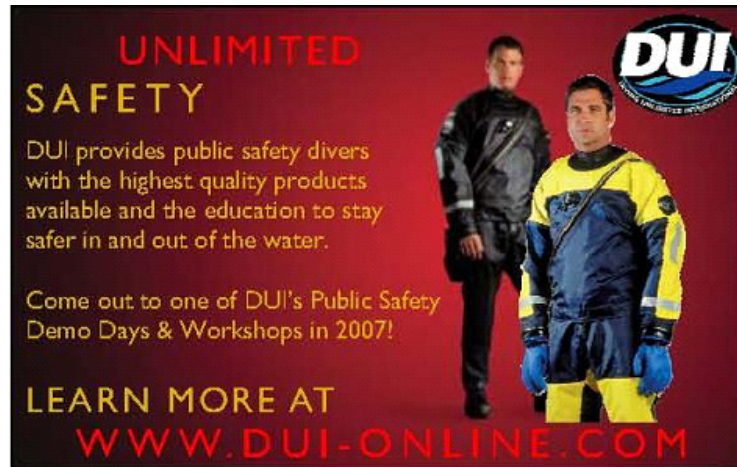
day, Hartford bombarded her with his rules for diving with a buddy, "If you're gonna dive with me, I need to see you swim 50 laps, demonstrate surface dives and do a ditch and recovery. Meet me at the pool seven AM sharp!" he ordered in no uncertain terms. Management had a little talk with Danielle after that and furthered her training by making her repeat four words over and over. She was instructed to say, "The Boat Is Full" whenever Gerry Hartford called.

Coach and Farmer had a great system down. The two of them were taking Farmer's Zodiac out and using double tanks to get enough bottom time to get their limit of lobsters off the Marina Del Rey jetty. Hartford heard them making plans for an upcoming outing when he asked to go along. "Sorry Gerry, it's going to be a double-tank dive this time." "That's Ok Coach, I got my own doubles the other day." Coach cut him off saying, "That's great Gerry, but there's not enough room in zodiac for three divers. The doubles take up a lot of room." Seeing his crestfallen expression, Coach added, "Well, if you drive yourself there and walk out to the end of the jetty, you could meet us in the water. Signal with your dive light when you're at the

end of the jetty. We'll be going by around nine o'clock."

This meant Hartford would have to suit up with his doubles and walk a good three quarters of a mile from the parking lot and over the uneven rocky terrain of the jetty in the dark to get to the point where Coach said to meet at. Coach figured he'd never do it. Sure enough, nine o'clock sharp Farmer & Coach were rounding the point of the jetty out of the harbor when there was Hartford's dive light, signaling brightly. Coach described his feelings at that moment like the shock that Picard must feel at the bridge of the Enterprise when surprised by a Klingon starship suddenly de-cloaking from the vast darkness of deep space. Coach and

Farmer were forced to drop their shields and let Gerry Hartford beam over. Of, course, his beam was his light as he crawled down the rock jetty and began the swim to "come aboard". Gerry actually got some bugs that night, but Coach and Farmer were too distracted to effectively concentrate on hunting. All they kept thinking was, "How did he do that, how did he make it all that way over the boulders with doubles in the dark?" Unwilling to try a mind meld, they may never know. But, Gerry is living proof that if you want something bad enough and you pursue it vigorously, you can get it.



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The Sole Survivor

<http://onmilwaukee.com/myOMC/blog/show/661>

The blood in his eyes almost blinded him, but the Navy Seal could hear, clattering above the trees in northeast Afghanistan, rescue helicopters.

Hey, he pleaded silently. I'm right here.



Marcus Luttrell, a fierce, 6-foot-5 rancher's son from Texas, lay in the dirt. His face was shredded, his nose broken, three vertebrae cracked from tumbling down a ravine. A Taliban rocket-propelled grenade had ripped off his pants and riddled him with shrapnel.

As the helicopters approached, Luttrell, a petty officer first class, turned on his radio. Dirt clogged his throat, leaving him unable to speak. He could hear a pilot: "If you're out there, show yourself."

It was June 2005. The United States had just suffered its worst loss of life in Afghanistan since the invasion in 2001. Taliban forces had attacked Luttrell's four-man team on a remote ridge shortly after 1 p.m. on June 28. By day's end, 19 Americans had died. Now U.S. aircraft scoured the hills for survivors.

There would be only one. Luttrell's ordeal -- described in exclusive interviews with him and 14 men who helped save him -- is among the more

remarkable accounts to emerge from Afghanistan. It has been a dim and distant war, where after 5 1/2 years about 26,000 U.S. troops remain locked in conflict.

Out of that darkness comes this spark of a story. It is a tale of moral choices and of prejudices transcended. It is also a reminder of how challenging it is to be a smart soldier, and how hard it is to be a good man.

Luttrell had come to Afghanistan "to kill every SOB we could find." Now he lay bleeding and filthy at the bottom of a gulch, unable to stand. "I could see hunks of metal and rocks sticking out of my legs," he recalled.

He activated his emergency call beacon, which made a clicking sound. The pilots in the HH-60 Pave Hawk helicopters overhead could hear him.

"Show yourself," one pilot urged. "We cannot stay much longer." Their fuel was dwindling as morning light seeped into the sky, making them targets for RPGs and small-arms fire. The helicopters turned back.

As the HH-60s flew to Bagram air base, 80 miles away, one pilot told himself, "That guy's going to die."

Luttrell never felt so alone. His legs, numb and naked, reminded him of another loss. He had kept a magazine photograph of a World Trade Center victim in his pants pocket. Luttrell didn't know the man but carried the picture on missions. He killed in the man's unknown name.

Now Luttrell's camouflage pants had been blasted off, and with them, the victim's picture. Luttrell was feeling lightheaded. His muse for vengeance was gone.

Hunting a Taliban Leader

Luttrell's mission had begun routinely. As darkness fell on Monday, June 27, his Seal team fast-roped from a Chinook helicopter onto a grassy ridge near the Pakistan border. They were Navy Special Operations forces, among the most elite troops in the military: Lt. Michael P. Murphy and three petty officers -- Matthew G. Axelson, Danny P. Dietz and Luttrell. Their mission, code-named Operation Redwing, was to capture or kill Ahmad Shah, a Taliban leader. U.S. intelligence officials believed Shah was close to Osama bin Laden.



On June 28, 2005, four Navy Seals, pinned down in a firefight, radioed for help. A Chinook helicopter, carrying 16 service members, responded but was shot down. All members of the rescue team and three of four Seals on the ground died. Marcus Luttrell alone survived.

Luttrell, 32, is a twin. His brother was also a Seal. Each had half of a trident tattooed across his chest, so that standing together they completed the Seal symbol. They were big, visceral, horse-farm boys raised by a father Luttrell described admiringly as "a hard man."

"He made sure we knew the world is an unforgiving, relentless place," Luttrell said. "Anyone who thinks otherwise is totally naive."

Luttrell, who deployed to Afghanistan in April 2005 after six years in the Navy, including two years in Iraq, welcomed the moral clarity of Kunar province. He would fight in the mountains that cradled bin Laden's men. It was, he said, "payback time for the World Trade Center. My goal was to double the number of people they killed."

The four Seals zigzagged all night and through the morning until they reached a wooded slope. An Afghan man wearing a turban suddenly appeared, then a farmer and a teenage boy. Luttrell gave a PowerBar



to the boy while the Seals debated whether the Afghans would live or die.

If the Seals killed the unarmed civilians, they would violate military rules of engagement; if they let them go, they risked alerting the Taliban. According to Luttrell, one Seal voted to kill them, one voted to spare them and one abstained. It was up to Luttrell.

Part of his calculus was practical. "I didn't want to go to jail." Ultimately, the core of his decision was moral. "A frogman has two personalities. The military guy in me wanted to kill them," he recalled. And yet: "They just seemed like -- people. I'm not a murderer."

Luttrell, by his account, voted to let the Afghans go. "Not a day goes by that I don't think about that decision," he said. "Not a second goes by."

At 1:20 p.m., about an hour after the Seals released the Afghans, dozens of Taliban members overwhelmed them. The civilians he had spared, Luttrell believed, had betrayed them. At the end of a two-hour firefight, only he remained alive. He has written about it in a book going on sale tomorrow, "Lone Survivor: The Eyewitness Account of Operation Redwing and the Lost Heroes of Seal Team 10."

Daniel Murphy, whose son Michael was killed, said he was comforted when "Mike's admiral said, 'Don't

think these men went down easy. There were 35 Taliban strewn on the ground.' "

Before Murphy was shot, he radioed Bagram: "My guys are dying."

Help came thundering over the ridgeline in a Chinook carrying 16 rescuers. But at 4:05 p.m., as the helicopter approached, the Taliban fighters fired an RPG. No one survived.

"It was deathly quiet," Luttrell recalled. He crawled away, dragging his legs, leaving a bloody trail. The country song "American Soldier" looped through his mind. Round and round, in dizzying circles, whirled the words "I'll bear that cross with honor."

News of a Crash

In southwestern Afghanistan, at the Kandahar air field, Maj. Jeff Peterson, 39, sat in the briefing room with his feet up on the table, watching the puppet movie "Team America: World Police."

Peterson was a full-time Air Force reservist from Arizona, known as Spanky because he resembles the scamp from "The Little Rascals." He was passing a six-week stint with other reservists he called "old farts." In three days they would head home, leaving behind the smell of burning sewage and the sound of giant camel spiders crunching mouse bones.

Someone flipped on the television news. A Chinook had crashed up north.

Peterson flew an HH-60 for the 305th Rescue Squadron. Motto: "Anytime, anywhere." Their rescues had been minor. "An Afghani kid with a blown-up hand or a soldier with a blown-up knee," Peterson recalled in an interview at Davis-Monthan Air Force Base in Tucson.

That was okay with him. Twelve men, including Peterson's best friend, had died during training in a midair collision in 1998. The accident, he said, "took the wind out of my life sails." He just wanted to serve and get back to his wife, Penny, and their four small boys.

Peterson is dimply, 5 feet 8, and describes himself with a smile as "an idiot. A full-on, certified idiot." He almost flunked out of flight school because he kept getting airsick. While the other pilots downed lasagna, he nibbled saltines. He had trouble in survival training because they had to slaughter rabbits: "I didn't want to kill the bunny."

Peterson dealt with stress by joking, singing "Mr. Rogers's Neighborhood" songs on missions: It's a beautiful day in the neighborhood.

Now, with the news of the Chinook crash, the tension in the Kandahar briefing room amped up as a call came over the radio. Bagram needed them. Peterson

grabbed his helmet and a three-day pack. He asked himself, "What is this about?"

Encounter With a Villager

The Seal wondered whether he was dying -- if not from the bullet that had pierced his thigh, then surely of thirst. "I was licking sweat off my arms," Luttrell recalled. "I tried to drink my urine."

Crawling through the night, as Spanky Peterson's HH-60 flew overhead with other search helicopters, he made it to a pool of water. When he lifted his head, he saw an Afghan. He reached for his rifle.

"American!" the villager said, flashing two thumbs-up. "Okay! Okay!"

"You Taliban?" Luttrell asked.

"No Taliban!"

The villager's friends arrived, carrying AK-47s. They began to argue, apparently determining Luttrell's fate. "I kept saying to myself, 'Quit being a little BLEEP. Stand up and be a man.' "

But he couldn't stand. Three men lifted 240 pounds of dead weight and carried Luttrell to the 15-hut village of Sabray. They took his rifle.

What happened next baffled him. Mohammed Gulab,

33, father of six, fed Luttrell warm goat's milk, washed his wounds and clothed him in what Luttrell called "man jammies."

"I didn't trust them," Luttrell said. "I was confused. They'd reassure me, but hell, it wasn't in English."

Hours after his arrival, Taliban fighters appeared and demanded that the villagers surrender the American. They threatened Gulab, Luttrell said, and tried to bribe him. "I was waiting for a good deal to come along and for Gulab to turn me over."

"I'd been in so many villages. I'd be like, 'Up against the wall, and shut the hell up!' So I'm like, why would these people be kind to me?" Luttrell said. "I probably killed one of their cousins. And now I'm shot up, and they're using all the village medical supplies to help me."

What Luttrell did not understand, he said, was that the people of Sabray were following their own rules of engagement -- tribal law. Once they had carried the invalid Seal into their huts, they were committed to defend him. The Taliban fighters seemed to respect that custom, even as they lurked in the hills nearby.

During the day, children would gather around Luttrell's cot. He touched their noses and said "nose"; the children taught him words in Pashtun. At prayer time, he kneeled as best he could, wincing

from shrapnel wounds. A boy said in Arabic, "There is no god but Allah." Marcus repeated: "La ilaha illa Allah."

"Once you say that, you become a Muslim -- you're good to go," he said. Luttrell offered his own unspoken prayer to Jesus: "Get me out of here."

On several occasions, he heard helicopters. In one of them was Peterson. Come on, dude, show yourself, Peterson would silently say, looking down into the trees. At dawn, as Peterson flew back from a search, he felt his stomach sink. We failed.

On July 1, with Taliban threats intensifying, Gulab's father, the village elder, decided to seek help at a Marine outpost five miles down in the valley. Luttrell wrote a note: "This man gave me shelter and food, and must be helped."

The old man tramped down the mountain.

Preparing a Rescue

At 1 a.m. on July 2, Staff Sgt. Chris Piercecchi, 32, an Air Force pararescue jumper, picked up Gulab's father at the Marine outpost. He flew with him to Bagram. "He was this wise, older person with a big, old beard," Piercecchi recalled. Gulab's father handed over Luttrell's note and described the Seal's trident tattoo.

U.S. commanders drew up rescue plans. "It was one of the largest combat search-and-rescue operations since Vietnam," said Lt. Col. Steve Butow, who directed the air component from a classified location in Southwest Asia.

Planners first considered sending a Chinook to get Luttrell, while Peterson's HH-60 would wait five miles away to evacuate casualties. But the smaller HH-60, the planners concluded, could navigate the turns approaching Sabray more easily than a lumbering Chinook.

"Sixties, you got the pickup," the mission commander said to the HH-60 pilots.

"I was like, 'Holy cow, dude, how am I not going to screw this up?' " Peterson recalled. His chest felt tight. He had never flown in combat. "You want to do your mission, but once you're out, you're like, damn, I'd rather be watching the American puppet movie."

At 10:05 p.m. -- five nights after Luttrell's four-man team had set out -- Peterson climbed aboard with his reservist crew: a college student, a doctor, a Border Patrol pilot, a former firefighter and a hard-of-hearing Vietnam vet.

First Lt. Dave Gonzales, 41, Peterson's copilot, recalled that he felt for his rosary beads. "If you guys are praying guys, make sure you're praying

now," Gonzales said. Master Sgt. Josh Appel, 39, the doctor, had never asked for God's help before. His father was Jewish, and his mother was a German Christian: "I don't even know what god I was talking to."

They flew for 40 minutes toward the dead-black mountains. Voices from pilots -- A-10 attack jets and AC-130 gunships flying cover -- droned over five frequencies. Peterson's crew was quiet, breathing a greasy mix of JP-8 jet fuel fumes and hot rubber.

As they climbed from 1,500 to 7,000 feet, Peterson asked about the engines: "What's my power?" In thin air, extra weight can be deadly. He didn't want to dump fuel; they were flying over a village. But he could sense the engines straining through the vibrations in the pedals.

Peterson broke the safety wire on the fuel switch. "Sorry, guys," he said, looking down at the roofs. He felt bad for the people below, but he needed to lighten the aircraft if he wanted to survive. Five hundred pounds of fuel gushed out. "That's for Penny and the boys."

Five minutes before the helicopter reached Sabray, U.S. warplanes -- guided by a ground team that had hiked overland -- attacked the Taliban fighters ringing the houses. "They started shwacking the bad guys," Peterson recalled. The clouds lit up from the explosions. The radio warned, "Known enemy 100

meters south of your position." The back of Peterson's neck prickled.

At 11:38 p.m., they descended into the landing zone, a ledge on a terraced cliff. The rotors spun up a blinding funnel of dirt. The aircraft wobbled, drifting left toward a wall and then right toward a cliff. Piercecchi lay down, bracing for a crash. Master Sgt. Mike Cusick, 57, the flight engineer who had been a gunner in Vietnam, screamed, "Stop left! Stop right!"

"I'm going to screw up," Peterson recalled thinking. He thought of his best friend's wife, how she howled when he told her that her husband, a pilot, had crashed. "Don't let this happen to Penny."

Then, suddenly, through the brown cloud, a bush appeared. An orientation point.

Luttrell was crouching with Gulab on the ground, watching them land. The static electricity from the rotors glowed green. "That was the most nervous I'd been," Luttrell said. "I was waiting for an RPG to blast the helicopter."

Gulab helped Luttrell limp through the rotor wash. Piercecchi and Appel jumped out and saw two men dressed in billowing Afghan robes.

Appel trained the laser dot of his M4 on Luttrell. "Bad

guys or good guys?" Appel recalled wondering. "I hope I don't have to shoot them."

Someone shouted: "He's your precious cargo!"

Piercecchi performed an identity check, based on memorized data: "What's your dog's name?"

Luttrell: "Emma!"

Piercecchi: "Favorite superhero?"

"Spiderman!"

Piercecchi shook his hand. "Welcome home."

Luttrell and Gulab climbed into the helicopter. During the flight, Gulab "was latched onto my knee like a 3-year-old," Luttrell recalled. When they landed and were separated, Gulab seemed confused. He had refused money and Luttrell's offer of his watch.

"I put my arms around his neck," Luttrell recalled, "and said into his ear, 'I love you, brother.'" He never saw Gulab again.

The Lessons

Two years have passed. Peterson, back in Tucson, realizes he may not be "a big idiot" after all. "I feel like I could do anything," he said.

On a recent evening, he took his boys to a Cub Scout meeting. The theme: "Cub Scouts in Shining Armor." The den leader said: "A knight of the Round Table was someone who was very noble, who stood up for the right things. Remember what it is to be a knight, okay?"

Peterson's boys nodded, wearing Burger King crowns that Penny had spray-painted silver.

Peterson had never spoken to Luttrell, neither in the helicopter nor afterward. Last month, the Seal phoned him.

"Hey, buddy," he said. "This is Marcus Luttrell. Thank you for pulling me off that mountain."

Peterson whooped.

Such happy moments have been rare for Luttrell. After recuperating, he deployed to Iraq, returning home this spring. His injuries from Afghanistan still require a "narcotic regimen." He feels tormented by the death of his Seal friends, and he avoids sleeping because they appear in his dreams, shrieking for help.

Three weeks ago, while in New York, Luttrell visited Ground Zero. On an overcast afternoon, he looked down into the pit. The World Trade Center is his touchstone as a warrior. He had linked Sept. 11 to

the people of Afghanistan: "I didn't go over there with any respect for these people."

But the villagers of Sabray taught him something, he said.

"In the middle of everything evil, in an evil place, you can find goodness. Goodness. I'd even call it godliness," he said.

As Luttrell talked, he walked the perimeter fence. His gait was hulking, if not menacing, his voice angry, engorged with pain. "They protected me like a child. They treated me like I was their eldest son."

Below Luttrell in the pit, earthmovers were digging; construction workers in orange vests directed a beeping truck. Luttrell kept talking. "They brought their cousins brandishing firearms . . ." The cranes clanked. "And they brought their uncles, to make sure no Taliban would kill me . . ."

Luttrell kept talking over the banging and the hammering of a place that would rise again.

This article was written by: Laura Blumenfeld, Washington Post

HOO-YA!

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From www.Funnybone.com

What Not To Name Your Dog

Everybody who has a dog calls him "Rover" or "Boy." I call mine Sex.

Now Sex has been very embarrassing to me. When I went to City Hall to renew his dog license, I told the clerk I would like to have a license for Sex. He said, "I'd like to have one, too." Then I said, "But this is a dog!" He said he didn't care what she looked like. Then I said, "But you don't understand. I've had Sex since I was nine years old." He said I must have been quite a kid.

When I got married and went on my honeymoon, I took the dog with me. I told the motel clerk that I wanted a room for my wife and me and a special room for Sex. He said every room in the place was for sex. I said, "You don't understand. Sex keeps me awake at night!" The clerk said, "Me too."

One day I entered Sex in a contest, but before the competition began, the dog ran away. Another contestant asked me why I was just standing there looking around. I told him I had planned to have Sex in the contest. He told me I should have sold my own tickets. "But you don't understand," I said, "I had hoped to have Sex on TV." He called me a show-off.

When my wife and I separated, we went to court to fight custody of the dog. I said, "Your honor, I had Sex before I was married." The judge said, "Me too." Then I told him that after I was married, Sex left me. He said, "Me too." Last night Sex ran off again. I spent hours looking around town for him. A cop came over to me and asked, "What are you doing in this alley at 4:00 in the morning?" I said, "I'm looking for Sex."

My case comes up Friday.

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