

THE RESCUER



Winter/Spring 2004

Number 41

As Turnpike Flooded, Drivers Faced A Harsh Choice

by Fred Mann, The Wichita Eagle

Scott Riddle's car was the first to stall in the water. He hadn't seen the pool on the road ahead. In the dark and rain of this Saturday night, it was nearly impossible to see anything. It was the kind of rain windshield wipers couldn't slap away no matter how hard they tried.

With Riddle in the family's Ford Escape were his wife, Kim, nearly six months pregnant, and their 2-year-old son, James, asleep in his car seat in the back. They had been on their way home to Olathe after visiting Riddle's grandfather in Wichita. But now, a few minutes before 9 p.m., their car was trapped in the fast lane of I-35. Water crept inside.

At least six other vehicles, traveling cautiously at 40 to 50 mph, swooshed in behind the Riddles' car and stalled in the swirling water that had risen out of Jacob Creek.

The drivers included William Gorman of Wichita bound for Emporia in his Buick Regal, and Helen Foster, a 79-year-old Topeka widow on her way home in her Toyota Camry after attending a grandson's birthday party in Wichita. Robert Rogers, 37, and his wife and four



children, on their way home to Liberty, Mo., from a family wedding, plowed into the pool in their silver minivan and stopped. Al Larsen, 31, driving from Fort Worth to visit his dad and grandmother in Iowa, stalled in his Jeep Grand Cherokee. Two other vehicles slogged into the flood and stalled nearby: a car from Texas with a man and his girlfriend inside and a car with Oklahoma tags containing two 19-year-olds, Sara Long and Natasha King.

Water began to rise in each vehicle, offering its occupants a choice: Stay inside or step out into the current and try to wade to higher ground. It would turn out to be a life-or-death decision.

THE UNKNOWN THREAT

Scott Riddle grabbed his cell phone and punched 9-1-1. He told the Chase County sheriff's dispatcher that water was on the road and seeping into his car. The dispatcher told him to stay put.

What the dispatcher and the Riddles and everybody else at Jacob Creek didn't know was how much water was in the creek. A series of lingering downpours, freakish in a state more accustomed to fast-moving storms, had dumped more than 12 inches into the basin that feeds the creek since Thursday night. Six to 8 inches had fallen in the last three hours. The culverts beneath the highway at Jacob Creek were designed to handle 8 inches of rain in 24 hours without flooding. The water quickly overwhelmed the culverts 10 feet below the roadway. It rose until it formed a lake that spilled into the northbound lanes. Wind whipped the lake into whitecaps.

Southbound motorists could still squeeze through if they dared. But the water pooled against the concrete barriers

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New Rescue Source Catalog!



It's that time of year again! The Rescue Source is proud to announce the release of its 2004-2005 catalog. We've added a ton of exciting new products and reduced prices on some old favorites. Look for your copy in the mail or visit us online at www.rescuesource.com!

Please Write to Us!

The editorial staff at *The Rescuer* would like to start a new column in the upcoming months. This column would be comprised of reader contributions and letters to the editor.

Also, we are always looking for articles that you have written (or would like to write) and would be willing to contribute.

If you have any comments on past issues discussed in this newsletter or suggestions for topics you would like to see published, please write to:

The Rescuer Newsletter

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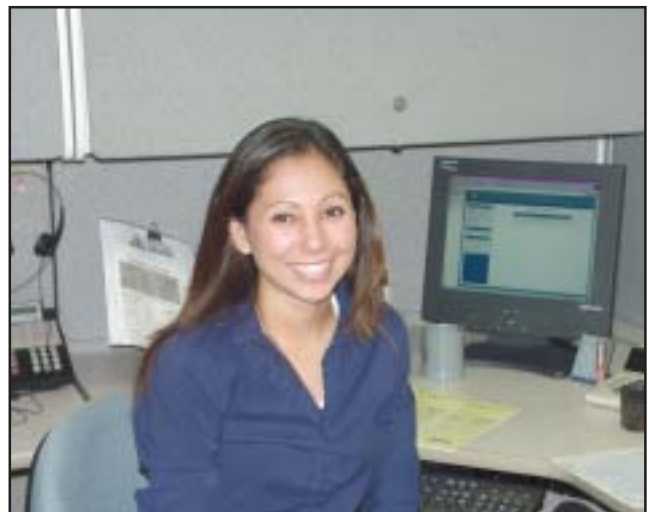
or e-mail us at newsletter@rescue3.com

We would appreciate hearing from you!

Meet Our Talented People - Andrea

For the past year, Andrea has been a valued member of the Rescue 3/Rescue Source staff. Currently, she works as an order taker for Rescue Source, as well as helping with customer service, shipping and receiving in the warehouse and internet orders. Her friendly and upbeat personality makes her a favorite with customers.

On a personal note, Andrea enjoys spending time with her boyfriend, Robb, their dogs Lexi and Jack, and their snake, Jake. She has recently taken up crocheting and is greatly enjoying it.



Happy Birthday Rescue 3!!!



Rescue 3 is happy to announce that we've just turned 25 years old! Since the beginning, our company has grown from a small group of professionals to the largest Swiftwater Rescue Training organization in the world. Our dedicated professional instructors are teaching state-of-the-art courses in swiftwater, rope, ice, boat-based and other technical rescue disciplines in seven different countries. Since our inception in 1979, we have trained over 90,000 students and earned a reputation for quality hands-on instruction using techniques that work. We at the corporate office establishing and upholding this reputation for excellence...without you we wouldn't be leading the way!

25th Anniversary Press Release

In celebration of our 25th Anniversary, Rescue 3 has prepared a press release that we hope to send out to as many local newspapers as possible. While telling people about us is nice, our main goal is to use this to market you, our instructors. If you are interested in having us send a press release to your local newspaper simply send us a note and include the information outlined below, as well as the names and addresses of the newspapers you want the press release to go to. We will then modify the release to include your information and send it out on company letter head, as well as forwarding a copy of the completed release to you for future use. You can send all information, along with questions and comments to jenny@rescue3.com or, as always, call us at any time!

Please include the following information:

- ◆ Name
- ◆ Phone Number
- ◆ e-mail address
- ◆ # of years teaching with RQ3
- ◆ Occupation
- ◆ RQ3 classes you teach
- ◆ Where do you teach?
- ◆ Any other information you would like included such as awards, certifications, memberships, etc (limit: 75 words)

Rescue 3 Instructor Car Window Decal

Only \$7.99



Actual size: 4.25" x 6"

Continued from page 1

in the median on the northbound side, slowly flooding those lanes and trapping more vehicles.

No flood warning had been issued. It had never flooded on the turnpike over Jacob Creek, turnpike officials would say later. They called it an act of God.

CREEPING DOUBTS

Soon after people began calling 911 to report water on the road, Kansas Highway Patrol trooper Marc McCune told his dispatcher he would leave the scene of an accident seven miles south to check out the reports.

McCune arrived at 9:01. “We have a definite problem here,” he reported. “Traffic is backed up in both directions. Really backed up.” The dispatcher called maintenance crews to divert traffic.

As the water in Riddle’s car rose, he phoned 911 again six minutes after his first call. Again, he was told to stay put. He made two more calls to report “real trouble” and tell the dispatcher that water had reached his lap. Each time, he was advised he and his family were safer in the car.

Riddle was having serious doubts. The water was coming up fast, and semis were aggravating the problem, weaving between the stalled motorists and creating wakes that lifted his car off the road and made it flood even faster. As water came up over the seat, he came close to panic.

“It was a situation where you have a 2-year-old and a pregnant wife. You either take the advice from a dispatcher that every minute makes less and less sense, or you have to do something.” Riddle decided to get his family out of the car. It was about 9:15.

Ryan Lane, 24, was there to help. He had been heading home to Lawrence from Wichita when he hit the water in his Mercury Cougar. He was familiar with roadway flooding. A few years earlier, his car had died in a flooded intersection in Wichita. Now, he hopped out of the Cougar through his sun roof and landed in thigh-deep water. He and Riddle got Riddle’s family out of the car and across the road.

A family in a car headed south to Tennessee invited them inside. The travelers offered the Riddles blankets, food and drink.

RESCUING THE WILLING

Lane decided to return to the flood. “I just thought more people might need help,” he said.

Back on the northbound side, Lane saw Al Larsen, who had abandoned his stalled Jeep and was knocking on windows to try to get people to leave their cars. Lane and Larsen tried to communicate with each other as they worked. They shouted “Go over there!” and “Help here!” through the wind and rain.

They may have helped William Gorman. Gorman said two men, one on either side, grabbed his hands as he extended them through his door and pulled him from his car. Then they helped him across the barrier. “I thank the good Lord for sending those two men to rescue me,” he said.

Helen Foster is certain that it was Larsen who came to her Camry. He knocked on her window and yelled at her to lower it as she sat freezing and terrified behind the wheel. Foster doubted the window would work. It was electric, and she thought it probably had been disabled by the water. But she tried the button, and the window slid down.

Larsen scooped Foster out of the window and started carrying her to the other side of the highway. But she had her arms wrapped around his torso, making it difficult for him to move. Twice Larsen had to tell her to hold onto his neck instead of his body.

When he finally reached the other side, he helped Foster into a car that had stopped in the southbound lane. Foster asked him for his name. She wanted to thank him. “He just ignored it,” she said.

DESPERATE CHOICES

Larsen also approached the Rogers’ minivan, which the water had jammed against the barrier. He advised the family to get out.

Robert Rogers would later say that he thought his young children, including a 5-year-old son with Down syndrome and a 21-month-old girl, were safer in the van than in the rapidly rising water. Robert and his wife, Melissa, stayed in the van, trying to comfort the children with Bible songs and prayer.

Larsen approached them again moments later. He and Rogers talked about how they could get the family out. Maybe they could secure the children to get them through the rushing water.

The couple decided there was no way they could carry four children through the rushing water without someone getting swept away. A wave nudged the minivan more securely against the barrier. Rogers took this as a good sign: The barrier would hold them. “We’re fine,” he told Larsen. “We’re going to stay where we are.”

In her Chevy Lumina, Sara Long rolled down her window and yelled to a 30-something man, now thought to be Larsen. “What do I need to do?” she screamed. “Get out of your car,” he shouted.

She opened the door, and water flooded inside. Her friend, Natasha King, carried her 7 week-old puppy, Romeo, in her shirt. As they walked, Romeo nipped King. She jerked, dropping him in the water. Just like that, he was gone.

King struggled against the current and told Long she couldn’t hold on. Long grabbed her friend’s elbow and wrist and braced herself as the water rushed by. They made it over the barrier.

They waded along and ran into Lane. “They were crying because their car was under water and their parents were going to kill them,” Lane said. “I told them they had other things to worry about.”

The man and woman in the Texas car abandoned it and waded to the other side.

FLOOD BREAKS LOSE

The stranded vehicles in the northbound lanes continued to rise with the water, their headlights bobbing in all directions.

“They started floating like little dinghies,” said Roger Farthing of Topeka, who was sitting behind the flood on the northbound side of the road in his Chevy Tahoe.

The person thought cars had begun to float over the barrier and called the Highway Patrol dispatcher, who relayed that to a trooper near the flooding at 9:21. “I don’t doubt that,” the trooper replied. “It is raining really hard. Nothing I can do.”

The dispatcher began calling off-duty officers to the scene. At 9:29, a turnpike official advised her to do whatever was necessary to clear the road, including shutting it down.

Sometime in the next couple of minutes, the cement barriers in the median, each 20 feet long and 10,000 to 12,000 pounds, suddenly gave way. A wall of water — perhaps 7 feet high — crashed through the gap.

“It was an absolute cascade, like you see in the Rocky Mountains,” Kathleen Pearce said. The wave swept Larsen away. Robert Rogers kicked out the driver-side window of the minivan and was sucked into the current just before the van, with his wife and children inside, tumbled over the barrier and disappeared off the other side of the road.

The wall of water swept away Gorman’s Buick, Foster’s Camry, the Riddles’ Ford, Larsen’s Jeep, Long’s Lumina and the Texas car.

By then, Lane had found refuge in a car on the other side of the highway.

At 9:35, trooper McCune reported: “Water is running so fast. Numerous vehicles swept off the road. I can hear people screaming, but I can’t see anybody.”

PANIC FEEDS CONFUSION

Seconds earlier, dispatchers had notified fire and rescue crews in Emporia, reaching them at the site of a false alarm. Nine rescue workers headed to Jacob Creek with an ambulance, a rescue truck and a pickup hauling two boats.

Traffic backed up at least a mile in both directions. Some drivers tried to turn around and head north in the southbound lanes.

“It was mass panic,” said Kris Hill of Maize, who was stuck in southbound traffic with a friend. By 9:50, seven troopers had managed to weave their way through the traffic and around the water. The rescue workers from Emporia arrived a few minutes before 10:00. It had taken them 23 minutes to drive 10 miles.

A trooper looked into blackness of the flooded creek and radioed his dispatcher. “People are in there,” he said. “I don’t have any idea where they are, or how to get to them.”

Bystanders helped carry the boats and equipment down the embankment and over two cattle fences to the edge of the creek.

Two rescue workers manned the boats, two others worked as backup, and two walked the banks to serve as spotters, playing the beams from their flashlights over the water.

At 10:10, about 40 minutes after the wave of water had taken his van away, Rogers emerged from the darkness soaking wet and walked up to McCune. “My family’s missing,” Rogers told him.

Two minutes after that, the Highway Patrol requested that a helicopter equipped with infrared radar be sent from Topeka. The radar would be able to sense body heat in the water. But it wouldn’t be easy for the helicopter to find the flooded area in the dark. The only landmark to go by, a trooper reported, were three sets of tail lights glowing in the water. A half-hour later, the troopers were informed that bad weather had grounded the helicopter.

By 10:40, rescuers from the Kansas Department of Wildlife and Parks as well as those of Chase and Butler counties had joined the search in boats. But the water rose and fell erratically with the rainfall.

They had to pull the boats out several times. “This was no creek,” said Bill Renfro, a shift commander from the Emporia Fire Department who was in charge of the rescue effort. “This was a full-blown river. It was way out of control. I’d never seen anything like it. “It rained off and on all night. It would come up, and when it quit raining, it would go down. It was like a yo-yo.”

THE WATER’S TOLL

By 11:00, water had receded from the highway enough to open a single lane of traffic. The damage to the road became clear. Huge chunks of asphalt were strewn along the turnpike for 100 feet. The concrete barriers were gone, washed into the creek.

Between 2:30 and 3 a.m., rescuers found the Rogers’ van a mile and a half from the road. Emporia firefighter Don Cook drew close with his hand lantern and peered inside. The bodies of three children were still strapped in their car seats: Zachery, 5; Nicholas, 3; and Alenah, 1.

Makenah, 8, would be found some distance from the van after the sun rose.

The bodies of Melissa Rogers, 33, and Larsen would not be found until Tuesday morning.

The rest of the missing cars were found Sunday morning scattered along the creek bed on their tops or sides, battered and filled with debris from the roiling river. Gorman didn’t see his car again until he spotted it on a TV news report Sunday night. “My car looked like a giant had stepped on the top and crushed it,” he said.

Riddle’s father drove in from Johnson County and took the family home. A friend of Foster’s drove her to a motel in Emporia, where she had to sign the guest card dripping wet.

It would take several days for some of the survivors to absorb an experience that had struck so suddenly and with such fury. “It wasn’t until long after, about 1 a.m., sitting in the tow truck, that I thought I could’ve been seriously injured,” Lane said. “I’m still kind of soaking that in.”

Contributing: Jean Hays of The Eagle and Diane Carroll, Grace Hobson and John L. Petterson of the Kansas City Star

FLOOD TIMELINE

Here’s a glimpse of how events unfolded Aug. 30 based on 911 calls made to Chase and Lyon counties as well as radio traffic between Highway Patrol troopers and dispatchers at the Kansas Turnpike Authority.

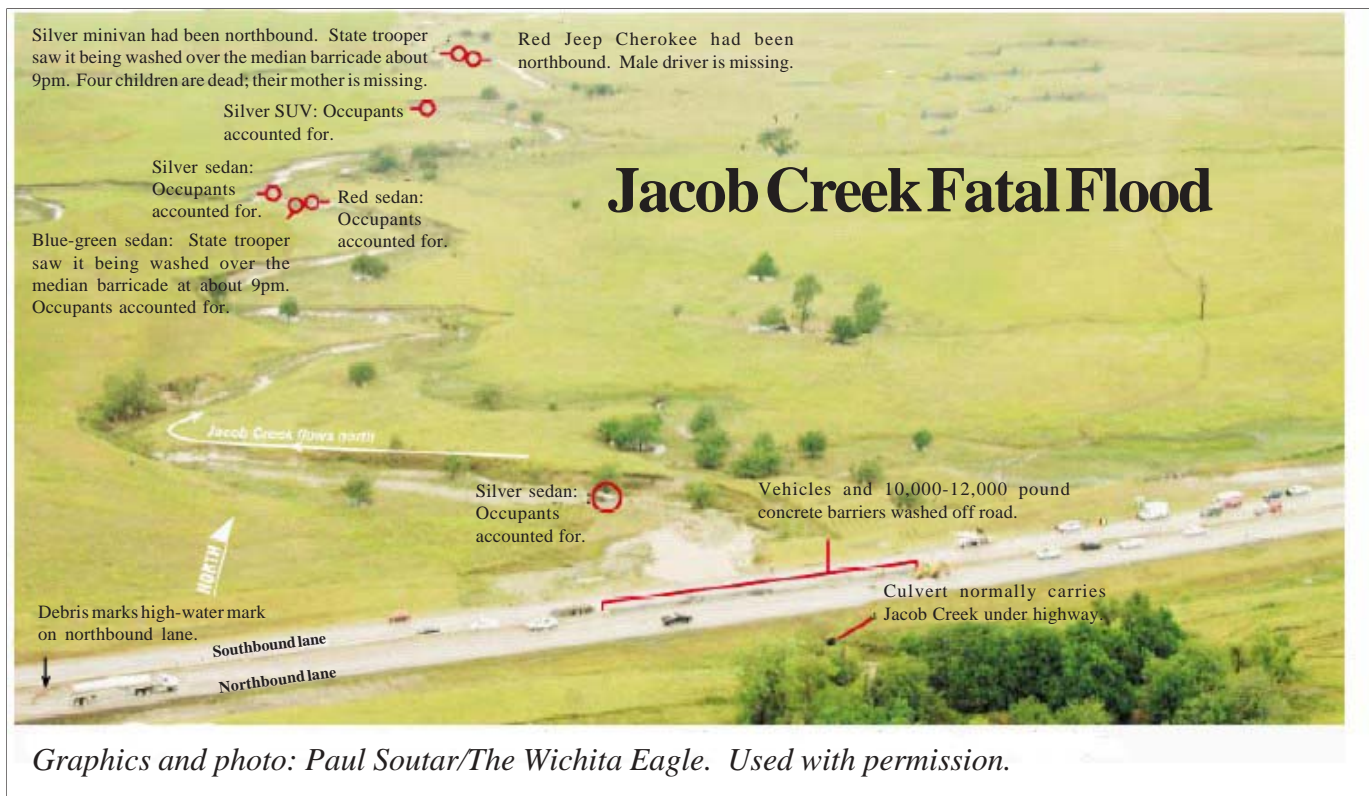
8:34 p.m. —Chase County dispatch receives a cell phone call from a motorist reporting water over I-35 near milepost 116.

8:47 p.m. —Chase County advises Highway Patrol and Kansas Turnpike dispatchers that water is over I-35.

9:01 p.m. —Highway Patrol trooper Marc McCune arrives at flood and announces, “We have a definite problem here.”

9:01 p.m. —Turnpike dispatchers call maintenance crews from Emporia and Cassoday to divert traffic.

9:21 p.m. —Turnpike dispatch receives a report that cars are starting to float over the barriers.



9:28 p.m.—Turnpike dispatchers call in off-duty Highway Patrol troopers.

9:30 p.m.—Turnpike shuts down southbound entrance at Emporia and northbound entrance at Cassoday.

9:32 p.m.—Turnpike dispatchers receive a report that two to three cars have gone over the wall.

9:34 p.m.—Emporia Fire Department and emergency crews are called to the scene.

9:35 p.m.—McCune announces: “Numerous vehicles swept off the road. I can hear people screaming.”

9:37 p.m.—Chase County fire truck and rescue unit are called to the scene.

9:56 p.m.—Turnpike maintenance crews complain that motorists are ignoring flashing signs meant to divert traffic near Cassoday and driving toward the flooded area.

9:57 p.m.—A rescue truck, an ambulance and a pickup towing two swift-water rescue boats from Emporia get within one mile of the creek, but a traffic jam blocks their path.

10 p.m.—A trooper on I-35 reports that cars keep passing him going the wrong way. He’s told to stop traffic

and get them going the right way to avoid head-on collisions with cars driving from Cassoday.

10:10 p.m.—A trooper relays to EMS that a man reports that “his wife and four kids are missing.” “They are out in the water somewhere.”

10:12 p.m.—Emporia rescue crews reach the creek. They are joined by rescue crews from Butler and Chase counties.

About 10:25 p.m.—Two officers from the Kansas Department of Wildlife and Parks arrive with boats.

About 3 a.m. Sunday—Rescue crews search the sixth of seven vehicles swept into the creek and recover the bodies of three children.

About 11:30 a.m. Tuesday—Rescue and recovery efforts end after all six victims are found.

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International Instructors

Caring for Your PFD

Personal Floatation Devices (PFDs) are an essential part of a rescuer's equipment. Because of this, special care should be taken to assure that your PFD is in top working condition.

Cleaning

After each use, your PFD should be cleaned and allowed to dry. While a thorough cleaning isn't necessary after each use, care should be taken to sponge off any contaminants and it should be rinsed in cool, clean water, especially if immersed in salt water. To provide a more thorough cleaning, a good quality mild detergent can be used and then rinsed off with cool water. No matter how you choose to clean it, your PFD should be allowed to fully drip dry before storing.



Storing

PFDs should be stored in a dry, well ventilated area. Excessive heat and/or cold can cause damage to the flotation and cause a reduction of buoyancy. A good rule of thumb is that if it's too hot or cold for a child, it's too hot/cold for your PFD. Also, don't store your PFD in the trunk of a car, compartment of a fire engine, or in your garage. Fumes from car exhaust and batteries can damage the foam flotation that creates buoyancy. Lastly, don't store your PFD in direct sunlight or in damp/moist areas. Ultraviolet radiation will harden the foam and make it less buoyant, as well as rotting the nylon outer shell. Exposure to moisture will allow mildew to grow, which will also eventually rot your PFD.

Another Consideration

Never set anything on your PFD. This includes sitting on it, using it as a pillow, or simply packing it on the bottom of your bag. The repeated crushing of your PFD will cause the closed-cell foam to compress over time, decreasing buoyancy.

Inspection

Your PFD should be checked regularly for signs of wear. You should look for rips, tears, and holes in the nylon shell, signs of water logging, shrinkage or other abnormalities in the buoyant materials, or mildew or other odors. Also thoroughly check the seams, straps and hardware on the jacket. With swiftwater pfd's, particular attention to wear marks, rough spots, burrs, rust or any other signs of damage to the quick release buckle and tri-glide piece. Also inspect the webbing belt closely for cuts or other damage. Damage to any of these is sufficient cause for retiring your PFD. Remember, it's better to be safe than sorry.

Lastly, buoyancy checks should be performed on your PFD at least twice a year. This can be accomplished by testing it in a pool. This is also an excellent time to make sure that your PFD still fits properly.

Do's and Don'ts

DO:

- ◆ Allow your PFD to dry fully before storing
- ◆ Clean your PFD with a mild detergent and cool water.
- ◆ Keep your PFD in a cool, dry storage place.
- ◆ Check your PFD regularly for signs of wear.
- ◆ Retire your PFD if there are signs of damage and/or wear.

DON'T:

- ◆ Use harsh cleaners on your PFD
- ◆ Dry your PFD by placing it in direct sunlight or placing it in the dryer.
- ◆ Expose your PFD to excessive heat/cold, direct sunlight, or exhaust/battery fumes.
- ◆ Store your PFD in your garage, trunk or vehicle compartment.
- ◆ Set anything on your PFD or use it as a cushion or pillow.

Rescue 3 to Be Featured on The History Channel



Rescue 3 International is excited to announce that it will be featured on the show “Tactical to Practical.” “Tactical to Practical” is a new one-hour program from The History Channel that explores innovations developed for combat that have evolved into useful tools for civilian life. The segment, which will explore the subject of Swiftwater Rescue, will include footage from a class taught by Instructor Trainer Mark Hogan which took place at Camp 9 in Sonora, CA. Rescue 3 President Mike Turnbull said he was extremely impressed with the whole process, and especially with Hunter Ellis, the show’s star. “I expected an actor, but instead Hunter amazed me by performing all of the SRT1 evolutions. He’s a heck of an athlete.” That’s

not surprising, considering that before starring in “Tactical to Practical,” Hunter Ellis spent 10 years as a pilot with the US Navy flying Hornets, as well as starring on the hit reality show “Survivor: Marquesas.” As well as featuring Rescue 3, Swiftwater advocate Nancy Rigg was interviewed for the show. The episode is scheduled to air sometime in March or April. We’ll post information on the Active Instructor Newsgroup, and upon request copies of the show will be available after it airs.



Changes in Rescue 3 Instructor Prerequisites & Classes and What It Means to YOU!

Rescue 3 International has made extensive changes both in the prerequisites for becoming a Rescue 3 Instructor and in the course structure itself.

There are now only three instructor classes:

Rescue 3 Instructor: Water & Rope

Rescue 3 Instructor: Rope

Whitewater Rescue Instructor

Each course has a set of prerequisites many of which are new. One example of a new prerequisite is the addition of a teaching methodology course.

Call the Corporate Office for the Instructor Prerequisites to be sent or join the instructor newsgroup where we will be posting these prerequisite and other information to keep you up-to-date.

One of the biggest results of these changes has to do with the people taking the *RQ3 Ins: W&R course*. Once they have successfully completed all the

prerequisites, the task book, the professional qualification workshop, and classroom part of the instructor’s course, they will be able to teach provisionally all the water and rope curriculum.

What will this mean to YOU as current ACTIVE Rescue 3 instructors?

If you have only taken an SRT1 Instructor’s course, *most* of you will need to complete one more SRTA class and the TRR: TL course. You will not have to take the Pro-Qual Workshop, but you’ll need to recert the last three days of the new *RQ3 Ins: W&R* course.

If you are currently an SRTA Instructor and/or the Low to High Angle Instructor, you must either attend the *Instructor Rope Update* which we are scheduling immediately after the *Regional Instructors Meetings*; recert in the TRR: TL taught by an instructor trainer; or recert the last 3 days of the *RQ3 Ins: W&R* course.

News and Nags

New Active Rescue 3 Instructors Newsgroup

Rescue 3 has set up a secure site for Active Rescue 3 Instructors. Through the site, active instructors will have access to archived copies of *The Rescuer*, Rescue 3 policy, Rescue 3 Instructor Handbook, as well as allowing us to conduct surveys, post policy changes, and keep better contact with instructors through group e-mail. To sign up, simply go to <http://groups.yahoo.com/group/rescue3instructors> and sign up. It will take a day or two for your membership to be approved, which will be confirmed by e-mail. We really hope that you take advantage of this new site and find it useful!

In Memory of Jack Rigg (1926-2003)



Jack Rigg passed away December 31, 2003 at the age of 76. Jack and his wife were dedicated patrons of the Higgins and Langley Awards since the award's inception in 1993. He is survived by his wife, children and their families, including his daughter Nancy Rigg, a long time activist in the field of water rescue.

To read the full text of Jack Rigg's obituary, please visit <http://obits.insidevc.com/01-11/rigg.shtml>.

Just a reminder:

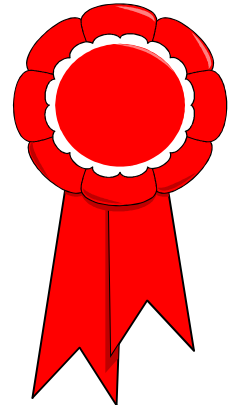
Make sure that all of the instructor's names are included on the top of the roster. Lately, we've been receiving rosters either without any instructor names, or with some instructor's names missing. If you teach a class, but your name isn't on the roster, we have no way of knowing and thus **you won't get credit for teaching the class.** If you don't teach at least one class per year, you will become INACTIVE and not be able to teach! Don't let that happen because of a clerical error!

Have you ever wanted to be famous?



Well, Rescue 3 and Rescue Source may be able to make those dreams come true! Simply send us copies of the photos from your next class, and you may end up the star of one of our ads. Whether they're action shots or group photos, we're always in need of exciting pictures to use in our class schedules, brochures, and on the back of the catalog. Our goal is to market our program, and therefore our instructors, providing the best rescue instruction in the world and, as the saying goes, a picture is worth a thousand words!

Congratulations to Rescue 3 Instructor Tom Oldag – California Medal of Valor Recipient



On Sept 11, 2003, Tom Oldag, a Captain with the California Dept of Forestry, was presented with the Gold Medal of Valor by Gov.

Gray Davis. Oldag received the award in recognition of assisting in the rescue of 16 people from a flooded apartment building on February 2, 1998. As well as being an Active Rescue 3 Instructor, Oldag is also a recipient of the Higgins and Langley Individual Commendation Award in Swiftwater Rescue.

For more about the award, visit <http://www.ledger-dispatch.com/life/lifeview.asp?c=78378>.

Introducing the Regional Training Centers

Rescue 3 is excited to introduce two new full service regional training centers. These centers will offer traditional rescue training, as well as a variety of other services. They are NOT intended to replace the established format of class-only training, but are a way to expand our ability to meet the needs of another group of people. We hope that this alternative will appeal to a distinct market of people who want more than just the basic training package.

The Northwest Regional Training Center is owned and operated by Chris Jonason and Darren Craig of Wave Trek Outdoor Adventure Center. It is located in Index, Washington (near Seattle). This seven-acre outdoor orientated complex is at the base of the North Cascade Mountains on the Skykomish River. Amenities include a Pro Shop/Store; individual camp sites; restrooms and showers facilities; hot tub; catering; and additional lodging for up to 8 guests. Transportation can also be arranged from Seattle.

The Colorado Regional Training Center is owned and operated by Bill and Jaci Dvorak of Dvorak's Expeditions. It is located in Parksdale, CO, approximately 1 hour from Colorado Springs and 2 hours from Denver. This 48 acre facility features private river and beach access; showers and bath house facilities; individual campsites near the river; catering, and a covered BBQ pavilion with open fireplace. Transportation to and from either Colorado Springs or Denver can be arranged. Students can also stay and take part in a variety of other unique recreational experiences such as the Classical Music River Journey which combines the beauty of the river with chamber music performed by Symphony and Philharmonic artists.

Both of these centers will be available beginning Spring '04. Rescue 3 is always willing to discuss new and innovative methods of providing training. Please feel free to e-mail or call us!

Births

Rescue 3 would like to welcome the newest additions to our rescue family!

Jolene Tapps-Kline (Corporate Office) gave birth to a daughter, Harley, October 13, 2003!



Instructor Keith Gillespie and wife, Jody, of Albany, OR are proud to announce the birth of their daughter, Abigail, born January 7, 2004!

Instructor Brent Dubois and wife, Amy, of Anderson, CA had a baby girl: Mikayla Robin Dubois in November 2003!

Instructor Barry Edwards, Sonora CA, is the proud father of a baby boy named Cole born on Oct. 24, 2004!

Instructor Eric Martin and wife, Karen, of Truckee, CA, are please to announce the birth of their daughter Julianna!

Unused Materials Return Policy

Just a reminder that full credit will only be given on materials returned within six months of the date they were shipped. **They must be in usable condition.** If you know the class was cancelled and it will be rescheduled within six months, call Nina so she can make a record of it on the sales order!

- ◆ Book \$15.00
- ◆ Whistle \$4.75 less discount
- ◆ Patch or sticker \$2.50 less discount

Instructor E-mail Updates:

If you've recently changed your e-mail address, we'd love to update you in our database to insure that both our records and the class schedule have the most up-to-date information. Simply e-mail Debi (debi@rescue3.com) with the new address and she'll see that all the necessary changes are made!

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Surfin' the Web



- ◆ Riskwatch is a new program offered by the NFPA to educate children about common dangers, and includes a section on water safety. While the materials to set up a classroom presentation are rather costly, the website is free and easy to use with quite a bit of good information. Check it out at <http://www.nfpa.org/riskwatch/home.html>.
- ◆ While there are a lot of search engines out there, we thought we'd share with you one of our favorites. Dogpile is an easy to use search engine that has the added feature of separating the results into categories for easy browsing. Try it at www.dogpile.com.

The Rescuer provides these links for your information only and by doing such implies no endorsement of these sites, the material they contain, or the organizations they are sponsored by.

Calendar

- ◆ February 28, 2004. *Regional Instructor Meeting*, Grants Pass, OR. Open to all Active Rescue 3 Instructors.
- ◆ March 13, 2004. *Regional Instructor Meeting*, Austin, TX. Open to all Active Rescue 3 Instructors.
- ◆ April 17, 2004. *Regional Instructor Meeting*, Elk Grove, CA. Open to all Active Rescue 3 Instructors.
- ◆ April 26-May 1, 2004. *FDIC Convergence*, Indianapolis, IN. www.fdic.org.
- ◆ May 15, 2004. *Regional Instructor Meeting*, Index, WA. Open to all Active Rescue 3 Instructors.
- ◆ June 2-5, 2004. *National Association of Search and Rescue (NASAR) Convention*, Lansdowne, VA. www.nasar.org
- ◆ June 6, 2004. *Regional Instructor Meeting*, Front Royal, VA. Open to all Active Rescue 3 Instructors.