



Anchor Line



OFFICIAL PUBLICATION OF LAKE CHARLES POWER SQUADRON
LAKE CHARLES, LOUISIANA

A Unit of the United States Power Squadrons

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Volume 51 Issue 3

March 2003

Welcome to the bridge year 2003. We are excited about this new bridge year and would like to encourage renewing your involvement of our squadron. We will be starting several new programs to liven up the place so beware.

I contacted some of you for Cdr. appointed positions and I would like to let you know that there are certain things that go with these. Please feel free to decline if these appointments are not good for you and I will find something else for you. At the next meeting we will be discussing several new things on how we have been doing business as the Lake Charles Power Squadron. Just a few are Anchorage cleanup, Member acquisition, Boat activities, Meals for general meetings, Star squadron program, and finance issues. We have some excellent opportunities to upgrade our video equipment with a grant from a local business with squadron support. I hope to see your support in this effort.

Boating Activities

If you helped support a boating activity last year please contact Lt/C Ned Dautriel at neddysryl@aol.com to get signed up for this years activities. We would like to have one boating activity each month. There are still a few places open so lets get with it and sign up. I would like to plan two long-range cruises with local alternative activities for those that can't make them. We need to think about all members not just those with boats in every activity. Last but not least I am declaring that all general meetings be FUN so be ready if you are called on to help to put on some kind of exciting event.

General Meeting Meals

We will be starting a meal program for the general meetings starting in April details later. The next general meeting will be March 5, 2003 at 1800. Meal will be a potluck-cooking contest. The winner will be judged by the bridge, (no bribes accepted). So lets go all out and bring your best. If you are proud put your name on your dish...

OK that's all for now I hope you all have a wet day in the sun on your boat.

Ron

OFFICERS & EXECUTIVE COMMITTEE

(Board of Directors)

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DEADLINE FOR PUBLICATION

March 19, 2003
E-MAIL ITEMS TO
Chris and Annette McCain
mccain.c@cox-internet.com

Check us out on the Web at our website below
<http://www.lcpsonline.org>

GENERAL MEMBERSHIP MEETINGS

FIRST WEDNESDAY EACH MONTH
Social starts at 1800
Meeting starts at 1900

General Meeting

Our next General meeting is on March 5th. Social starts at 1800 meeting starts at 1900. This will be the last meeting for the 2002 bridge. Menu will be a potluck contest dinner. Come on out and bring your best dish. Bring a copy of your recipe and it will be included in a future newsletter.

Just a reminder: Don't forget to mail in reservation form for the COW and District Conference

Mark Your Calendar

March

2	Raftup	Charlie's Lake
		Civic Center
2	Mardi Gras Boat Parade	Seawall
5	General Meeting	Anchorage
26	Executive Board Meeting	Anchorage

April

2	General Meeting	Anchorage
3 – 6	Spring Conference	Lake Charles
6	Daylight Savings Time	
20	Easter	
30	Executive Board Meeting	Anchorage

Birthdays

Robert Fruge	3/2
Kay Johnson	3/11
Henry Liles	3/17
John Loukas	3/17
Chris Nelsen	3/20
Ben Garber Jr.	3/23
Ralph Liles	3/24

Please remember that if it is not here then I do not have it. Please contact Annette McCain at 625-2088 or by email at mccain.c@cox-internet.com

Education Report

Congratulations to Cdr. Ron Gremillion and Lt/C Songa Gremillion for passing Instructor Development. ID replaces the old Instructor Qualification Course. Results for Seamanship and Cruise Planning exams should be in soon.

Twelve students registered and passed the one-day Boat Smart class held at MSU in Gayle Hall on 15 February 2003. Thanks to instructors P/C's Stan Chapman and Ray Lebert, and Lt Sheron Faulk Swoope for their excellent presentations. Class began with an introduction of USPS and the LCPS given by P/C Chris McCain. Cdr Ron Gremillion signed certificates and Lt/C Ned Dautriel provided doughnuts and coffee and graded exams. It was an interesting class with participation from students. We were honored with a short visit from D/21 Cdr Vernon Helmke and Incoming D/21 Cdr Ken Wilkinson and Incoming D/21 Executive Officer Karen Coady who were in LC to attend our squadron's Change of Watch.

P/C John Loukas is our new SEO. Your support will be needed to keep our squadron active in education and we thank him for filling the SEO position. John is also involved in Boy Scouts and plans to incorporate boating safety education with Boy Scout events.

Reminder:

Boat Smart 24 May 2003 @ MSU Gayle Hall 8AM-4PM

Year 2002-2003 Education Activities Report

The Education Department was successful because of the commitment of instructors who were willing to give of their time to promote public boating safety classes and teach course material to members who wanted to further their boating education.

Thank you to **Lt/C Ned Dautriel, P** and **P/C Alice Pippin, JN** who were on the **Local Board for Boating/Boat Smart**. Ned was always willing to aid and instruct when needed and is my right hand. **P/C Alice Pippin, JN** is also **Chairman, Local Board for Advanced Grades**. She instructs Advanced Piloting and has the ability to work with her students and spends as much time that is needed for students to comprehend course material. **P/C Ray LeBert** instructs Piloting and has "on the water" Coast Guard experience in boating that is apparent.

Thank you to **Chairman, Local Board for Elective Courses, Lt Ben A Garber, Sr, JN** and assistant, **Cdr John Loukas, AP**, who are both great leaders in boating safety education. Ben instructs our Seamanship class and John taught Cruise Planning. He also is involved with the Boy Scouts of America and Boating Safety for Kids. Thank you to **Lt Sheron Faulk Swoope, P, Chairman of Video Boating Course**, who instructs in the Boating and Boat Smart Courses and has supplied our squadron with

many "Coast Guard Approved" educational aids as props for classroom presentations.

I must mention others who are also invaluable to the LCPS in 2002:

Instructors:

P/C Stan Chapman, Lt Keith Monroe, P/C Ralph Johnson, P/C Armin Brahm, and Lt Chris Nelsen.

Assistants in Education Department. Those who aided either by grading exams, registration, or prepared the classrooms:

P/C Chris McCain, Lt/C's Ron and Songa Gremillion, Lt Chris Nelsen, Lt Kitty Walker, Faith Monroe, and Cdr John Loukas. Thank you all for sharing your talents and helping others to further their education.

Chris Nelsen supplied four training aids and Ned and I entered one at the 2002 Fall Conference in Lafayette.

Chris entered computer/video projects and Ned & I supplied a land yacht display.

Our LCPS submitted P/C Stan Chapman as nominee for the Chapman Award and Lake Charles Power Squadron won the Prince Henry Award @ Fall Conference.

There were six Boating classes in 2002 (four located in DeRidder and two in Lake Charles). Passed 26 students. Three Boat Smart classes held in Lake Charles with 46 students passing.

One Boat Smart video class @ Anchorage. Passed Terry Robideaux. One ABC in Lake Charles. Passed Charles Lemoine. Two Boating Safety for Kids in LC with a total of 90 Boy Scouts participating. (81 @ KC Hall and 9 @ Boy Scout leader's house).

Course Completions in 2002:

Lt Annette McCain	Piloting
Lt/C Ron Gremillion	ID
Lt/C Songa Gremillion	ID
Lt Harvey Kuttner	Advanced Piloting
Charles McAlister	Advanced Piloting
Lt/C Ron Gremillion	Weather
Lt. Harvey Kuttner	Weather

As Squadron Education Officer I proudly attended and represented Lake Charles at USPS Conferences and attended all Executive Board and General Meetings. New information about educational changes were noted and passed on to squadron members. Monthly Education reports were furnished for our Anchor Line newsletter and reports to District were completed on time. Manuals were ordered and exams were proctored throughout the year. Instructors were acquired and classes organized.

The year 2002 was busy and prosperous for the Educational Department in the Lake Charles Power Squadron.

Respectively submitted,

Lt/C Sheryl Dautriel

Squadron Education Officer, LCPS

In Memoriam



P/C Harry E. Reed passed away on Sunday, Jan. 26, 2003. He was 78. He served as the commander of the Lake Charles Power Squadron in 1976-77. As an active member

in the squadron for over 30 years he had earned his Senior Navigation certificate. He is survived by his wife, Verlise, one son, Barry Reed of Houston; one daughter, Christy Jordan of Mandeville, three grandchildren; and one great-grandchild. Please keep his family in your prayers

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Squadron Store

If there is anyone who would like a new tag with the gold border you can email me the information at mccain.c@cox-internet.com. The prices are as follows. A tag w/pin Clip is \$6.00 and a tag w/Magnetic clip is \$7.50. The tags have our squadron burgee with name in white on a black background.

For those of you who have ordered new tags I should have them at the next General meeting.

If you need information about them please contact Annette McCain at 337-625-2088



SECRETARY REPORT

First, I would like to thank the following members who worked so hard and accomplished so much for the squadron. Their unselfish dedication and devotion to the assigned tasks has made the Secretary's Department shine.

Thank you, **Lt Kitty Walker, Historian**. You insure the preservation of historical material and you are the link between Changes of Watch. You filed the appropriate squadron annual history report to USPS Headquarters and to the District Historian.

Lake Charles won the Scrapbook Award at District 21 Spring Conference.

Thank you, **Lt Annette McCain, P, Anchor Line Editor and Chairman of Advertising and Publication Committee**. She is also our **Ensign Correspondent**.

Publication of the Anchor Line is an enormous task. She compiled all reports and news items complete with pictures and advertising. The newsletter mailing list included all of the District Bridge Officers in order to qualify for the Star Program. Lt Annette McCain also prepares and distributes the newsletter monthly either by mail or by e-mail to members. Even with the multi-tasked jobs, Annette found time to complete the Piloting Course. She is to be congratulated for a job well done. Lake Charles won the Newsletter Journalism Award.

Thank you, **Lt Ben Garber, Jr, AP, Computer Committee**. Ben Garber, Jr has done an excellent job as Lake Charles Power Squadron Webmaster. He administrated such a great looking web site; easy to use, greatly enhances the spread of boating safety and lists information about our squadron.

Phone/Communications Committee, P/C's Armin Brahm, P, and Ralph Johnson, JN, thank you. "Big Mouth" is another indispensable communication tool that gets the word out to members about upcoming activities and events and vital information.

P/C Ralph Johnson, JN, Roster Committee, thank you for compiling our squadron directory, the roster. It is published once a year with updated information from various sources. He and his wife, **Kay**, opens their house for the annual roster assembling party.

These members all deserve our thanks and a good round of applause.

Respectively submitted,
Lt/C Ned Dautriel, AP



Louisiana, Truly A Fisherman's Paradise !!!

I have a friend named Ron Davis, who enjoys fishing even more than I do. Years ago, he attended one of those Saltwater Sportsman Magazine all day fishing seminars, that hits a number of major cities across the Atlantic coast and Gulf coast every year. He was lucky enough to have lunch with TV fishing celebrity Mark Sosin during a break in the Mobile, Alabama seminar. During lunch, Ron struck up a conversation with him about Sosin's career of fishing every famous water in the world and fishing for every game fish the world has to offer. He then asked Ron a question, which I'll never forget. He asked Mark Sosin... "If you could only fish one place in the whole world, where would it be and why?" Without hesitating, Mark said "Venice, Louisiana". He went on to explain that you can catch more species, more world class fish, closer to shore, and any time of the year, than any other fishery in the world.

When you drive down to Venice, you'd never guess it's home to one of the premier fishing grounds in the world, because today it still seems like it's one of the world's best kept fishing secrets, and as far as I'm concerned, I'm glad it's still that way. I've been lucky enough to fish out of Venice a half dozen times over the last ten years and I will continue looking forward to each future trip I get to make to the end of the road south of New Orleans. I have a routine that I try to follow each time I fish out of Venice. It begins with always getting there sometime during the middle of the afternoon on the day before the fishing trip. Why...because I love it when all the boats begin showing up at the Cypress Cove Marina after a day of great fishing. From the 27-foot Cats that Captain Peace Marvel runs to the 60 foot Hatteras' that most of us only dream about, it's a show worth watching. And watching it from the upstairs deck of the Cypress Cove Marina Restaurant, while sitting in one of their wooden rocking chairs with a tall margarita quickly puts the real world behind you and time seems to almost stand still. But even more enjoyable than the boats coming in, is the excitement on the docks as lines are secured, with fish being thrown on the docks, ice chests being taken to the fish cleaning station, and the captains' exchanging stories of what, where, when, and how many. As the sun begins to set on the western horizon, and boats and tackle are being washed, and the final fish filets are being iced down, it's time to retire inside the restaurant for your favorite dinner of red snapper, mahi mahi, yellow fin tuna, or a host of other great dinners that will bring you back every night. It's during dinner that you get to hear additional stories, stories that sometimes become bigger than life, from what lures were used to the always-heard story of the ones that got away. Hitting the sack fairly early after dinner is now part of my routine and since we get up around 5:00 am, it's our last chance to get rested up for a big day on the water. Long before 6:00 am, the marina is alive with idling diesel engines, buggy carts

filled with sacks of ice and tackle running down the dock, and fisherman waiting to man the dock lines and begin the run down Tiger Pass or Southwest Pass. It just doesn't get any better than this. Well actually it does....four hours later, being thirty five miles offshore and nailing nine yellow fin tuna that weigh in at more than five hundred pounds, with the largest tipping the dock scales at one hundred and fifty pounds of fighting fury! Next month.... Running The Pass For Yellow Fin Tuna!!!

Lt. Chris H. Nelsen

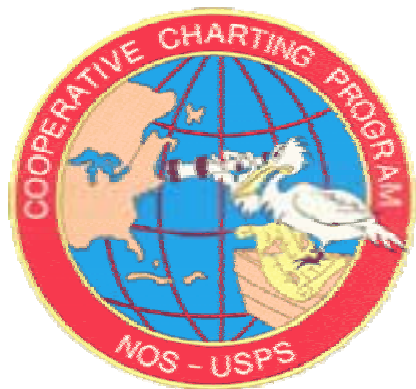


In Memory of Our Space Shuttle Columbia Fight Crew

If you ever have the chance to be cruising Florida waters during the same time table as a Cape Kennedy Space Shuttle Launch, I highly recommend you pursue being on the Intracoastal Waterway or the Banana River to experience one of those life time memory events. I've been lucky enough to witness one of these events a few years ago. With those memories still fresh in my mind, coupled with the recent Columbia tragedy, I thought I'd share the experience of watching the marvel that these men and women are part of, and why they truly are American heroes.

Almost 30 years ago, I found myself at Patrick Air Force Base, waiting for my first flight to Grand Turk, in the Turks and Caicos Islands. That afternoon, I spent some time at Cocoa Beach, and it was clear we were in the southern shadow of Cape Canaveral, later to be renamed Cape Kennedy. Talk of rockets, astronauts, and space shots, were all part of life back then, and as I headed to Grand Turk, I told myself that one day I would like to watch a launch. Once I got to Grand Turk, the first thing you saw were the two huge white radio telescope dishes, which were run by a group of folks representing the Air Force, Pan Am, and RCA, and used to track all missile launches from the Cape.

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Cooperative Charting

Yesterday, Joe Dorn sent a bunch of us the newly released Cooperative Charting Programs' DSI (District/Squadron/Individual) Report for the first nine months of the Coop Charting year. The period reported was from April 1, 2002 through December 31, 2002, and it was filled with a lot of great news for both District 21 and our Squadron.

The biggest news is probably the fact that out of 431 USPS participants so far this year, District 21 placed 17 members in the top 75 and 6 members in the top 25!!!! That's probably some sort of a record. Last year, our District only had 9 members in the top 75 (one of which was John Loukas) and 2 members in the top 25, so a great response from our District members this year.

The next bit of good news is the list of Lake Charles Squadron members who how have achieved Honor Roll status as of this reporting period. They include:

**Kay Johnson
Ralph Johnson
John Loukas
Vicki Loukas
Chris Nelsen
Kenneth Wilkinson**

And although the report only shows fourteen members in our Squadron participating, the number is actually twenty three members, because it appears that many of the 77-4's that were sent to District 21 between October and December did not make this report.... so our points will be much higher at year end (March 31, 2003). Ken Wilkinson has also identified those of you who participated in the District 21 Nautical Event hosted by the Orange Squadron have not received your points yet either, but will before year end. That said there's still time to get additional findings turned in and shoot for Honor Roll status.

Thanks for a really successful year,

Lt. Chris H. Nelsen
Cooperative Charting Committee Chairman

In Memory of Our Space Shuttle Columbia Fight Crew

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There was also a smaller dish, which had a single purpose I was later to learn. It sent the signal, which blew up and destroyed rockets, should one go out of control. Upon landing at the island airstrip, there was a large sign showing where Astronaut John Glenn first stepped back on earth after his famous flight into space.

Since then, I've toured the Cape three times and have been in Florida more times than I can remember. I've actually been close to watching a launch, but on at least two occasions that I can remember, the flight was delayed and once cancelled. Driving into Tampa on a Wednesday, I heard the launch of the shuttle Atlantis was once again delayed (its third time) and was now rescheduled to launch Friday morning at 6:12 am. With the slightest of schedule modifications, I had another chance at watching a launch. Wednesday night I worked until 2:30 am watching a pressrun, spent most of Thursday with customers during the day, and worked until only 11:00 pm that night.... because I wanted to be in a position to watch the launch if it was still a go.

I checked the NASA voice message at 11:30 pm and it was still a go, so I hit the sack. I figured it was a 2 1/4 hour drive from Tampa to Cape Kennedy, but several folks said it was more like a 3 to 3 1/2 hour drive. So at 1:40 am the alarm went off, and boy was I tired. I was so tired, I almost convinced myself the launch would probably be delayed again, and after all, I had a 1,100-mile drive home. I lay there for 5 minutes and decided I would really be upset if it did go off on schedule and I chose to sleep a few more hours. So at 2:00 am I was on the road.

I didn't know where to go, but checked the state map and figured I would go to a fishing pier, just north of Cocoa Beach. At 4:00 am, I was there, and as I drove over the Banana River, I could see not only the huge Assembly building, but there was the shuttle on the launch pad. There were bright lights scanning the space over the shuttle and the shuttle itself had a lot of lights on it. I noticed a few cars parked next to the water, so I guessed the launch was still on schedule. When I drove into the town, I changed my mind about the fishing pier. There were so many lights; I knew I had just passed the perfect site. So I turned around and after crossing over the Banana River again, immediately turned off the highway and followed a sand road. I was shocked to see so many cars lined side by side, and there was a single spot left...which I immediately turned into. With the front bumper just a few feet from the water, I was looking out across a huge body of water, with the NASA facilities and launch pad directly in front of me. I was probably 8 - 10 miles from the launch site, and you could clearly see everything without binoculars or a telescope.... but I sure wish I had our 120x Zoom video camera with the 2x multiplier lens I have for it!!

Although I drove through small patches of fog, it was a beautiful night, with a full moon, some stars and just a little bit of cloud cover. Weather was not going to cause a delay. I also knew they had a six minute window for the launch...so

I wasn't going to have to sit there all day long if they delayed it. Since it only took me 2 hours to get there, it was time for some more, well deserved shuteye. So I set my watch for 5:45 am, lowered the windows to take advantage of the cool wind coming off the Atlantic, got comfortable, and faded away. The next thing I know, I hear voices and I wake up to a huge surprise. There are people now by the hundreds and my watch was about ready to wake me up. They're sitting on the rocks in front of all of our vehicles, they're sitting on concrete riprap to the left and right, and there are cars parked behind us everywhere.

We're still 45 minutes away from sunrise, and the sky is beginning to show the sun will be rising. I turned on my truck scanner hoping to pick up anything from the Cape. All I picked up was communication between airports and planes; ensuring the airspace was clear for the launch. Then at 6:05, the guy next to me found a radio station that had a newscaster at the launch observation point and was keeping us posted on the launch status. You could tell everybody was getting excited. Then at 6:11 am we hear the final count down and "ignition" and at the same time we know she's taking off. There is a flash of light, then a small ball of light under the shuttle. The ball of light is so bright and so powerful, you almost think you should look away because it could hurt your eyes....but then that's why we're there, so we continue to watch. As the shuttle slowly rises above the launch facility, this ball of fire takes on the shape of a rising sun, and in seconds is as big as a rising sun, but many times brighter. Between Atlantis and where I was standing, the fire was so bright, the Banana River has a bright gold stripe on the surface of the water that made it seem like daylight.

At the launch facility, the cloud from the rocket booster is growing exponentially. It seems like time is standing still, and everybody is quiet, the only thing we hear is the lady newscaster telling us what's going on. When Atlantis is at 3 miles, she is probably at an angle to us of about 30 - 35 degrees and the trail of smoke behind the booster is as straight as an arrow. I don't know if 30 seconds have elapsed since ignition, but it's somewhere around there and all has been really quiet. Then we hear a faint rumble, and a few seconds later, the sound blast hits us head on.

The roar of the rumble was so intense; the ground shakes like we are in an earthquake. When Atlantis hit 6 miles, the sound was as if the rocket booster was aimed right at us. The ground was shaking, the truck was shaking, I had goose bumps for what seemed like minutes, and all the folks were cheering and clapping. Shortly after that, we saw the booster section drop off and the shuttle was a huge bright star heading toward Africa. By this time, the winds off the Atlantic have turned the rocket's plume into a huge snake like trail and the colors were incredible.

From the dark gray at the launch site, to the medium gray up to about the 3 mile point, it then turning into a dark orange, then a light orange, then a bright gold at six miles, and above that, it was bright white for as far as you could see it.

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In Memory of Our Space Shuttle Columbia Flight Crew
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Although the sun was still below the horizon, it transformed the plume into a piece of art. We all stood around for several more minutes and just watched the cloud, and the experience is pretty hard to put into words. I was clearly excited, was in awe of what I saw, the word incredible falls well short of the true experience, and I felt proud of what was just accomplished. It was the feeling of American pride.

Knowing I had almost 1,100 miles of driving to do to get home, I quickly jumped back into the truck, as the whole area was going to be one huge traffic jam. I had to snake my way through vehicles and people (glad I had a truck), and managed to get on the highway ahead of the masses. At 6:30am I was on Interstate 95 heading to Daytona Beach and the sun was just breaking the horizon. Just north of Daytona Beach, I stopped to fill up both of the diesel tanks. I mentioned about watching the launch, and the lady said I had just watched one of the best launches ever. The pre-dawn schedule clearly added to the experience. What an incredible morning!!!

Lt. Chris H. Nelsen

Toledo Bend eyewitness account of the Shuttle Columbia disaster

Chris Nelsen sent this in. He received it from a friend who happened to be on Toledo Bend the day of the Columbia Tragedy.

We had a front row seat. There were 10 of us sitting on a party barge fishing for white perch when one of the guys saw what he initially thought was a plane or helicopter with landing lights on coming at us from the NW. We all looked up and watched what we thought to be a really neat looking meteor as we could now see a large contrail, (extremely large and bright for daytime, 8:00 our time), streaking just a little south and west by now, and starting to break up. As it broke up, small pieces coming off looked like sparkles off of fireworks. At one point, there were a lot of those at once, then the pieces tended to fade out as the last three or four large pieces passed just south of us (5-10 miles actual) and continued to Louisiana.

The last piece appeared to burn out just past the East bank of Toledo, but was probably much farther East as pieces have been found around Lake Vernon and Alexandria. Those last three pieces appeared to be the main body, or at least the largest surviving pieces of wreckage after the breakup. The centerpiece appeared to stay on a straight line and the other 2 were doing more of a corkscrew according to the contrail they left. At 35 miles or so, we couldn't see any actual pieces unless they were in the flame on stage.

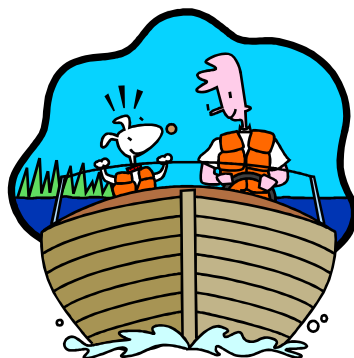
From our vantage point, it appeared that nothing survived the atmosphere and we thought the meteor had completely burned up on entry. About (I think) 3-5 minutes after the last piece flamed out, we heard a large sonic boom followed

by about 10 seconds of quiet, then probably 20-30 seconds of successive smaller booms (similar to the concussion fireworks that rattle the windows and you feel in your chest) as all of the pieces that had broken off broke the barrier themselves. Like I said, very spectacular fireworks with delayed sound effects.

We were fired up because it was the only thing happening on the lake since the fishing was lousy (3 white perch and 2 white bass for 10 people fishing 5 hours with shiners) and felt really blessed to see such an amazing event. Only when we returned to the landing at 1:30 did we find we had seen the breakup of the shuttle and not a meteor. A very sobering moment when we realized what we had seen. We were fishing about 7 miles North of Hemphill and staying in a camp about 10 miles South of there, so we drove through a large portion of the main debris field and didn't even know it. We really felt like there could be no surviving pieces and at that time, we hadn't heard of any pieces being found, so we weren't looking for anything. Probably could have found some of the stuff if we had worked at it.

We didn't see any parts or pieces hit the water where we were though several others fishing the lake did. It was fairly foggy on the lake itself, but it was more of a ground fog, which kind of moved in and out. Fortunately, at the time of breakup, we were in fairly clear air and could see everything vividly. I wish we had had a video to document everything because, as I've said, time tends to shade my memory. Wayne had a disposable camera and tried one picture, and unfortunately, that one didn't come out. Again, at the time, we thought it was a meteor. Oddly enough, none of us had heard the shuttle was returning that morning and we were totally unprepared for what we saw.

I've always wanted to see the shuttle return but have always missed due to laziness or weather. It is a truly spectacular sight, even in disaster, maybe even more so. The speed at which this thing is moving is just unbelievable. It is hard to comprehend that they were only 16 minutes from touchdown in central Florida. They would have landed in Florida in less time than it would have taken us to get to the boat launch 3 miles away. It is so odd that the majority of us on the trip really were not enthused to do so, but were ready to get out, so we begrudgingly agreed to join Wayne (who put the trip together) for our 2nd ever white perch fiasco, the last trip being some 15-20 years ago. We never imagined we would come away with an incredible memory and front row seat to one on the greatest American tragedies of all time.



**...”A designated skipper on the water is as important as a designated driver on the road. And all boaters should make safe decisions about boating and drinking.
Let’s keep boating safe for everyone, everywhere”
Peter Coors**



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