



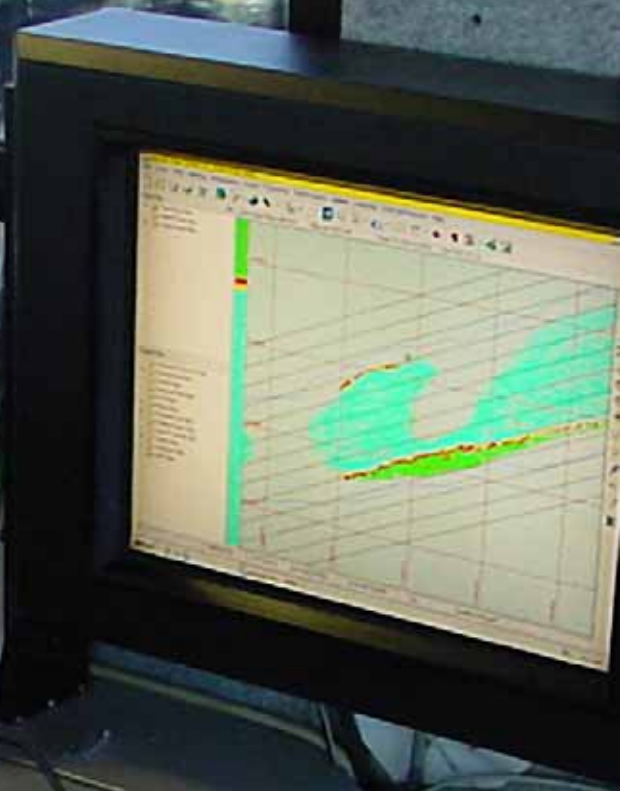
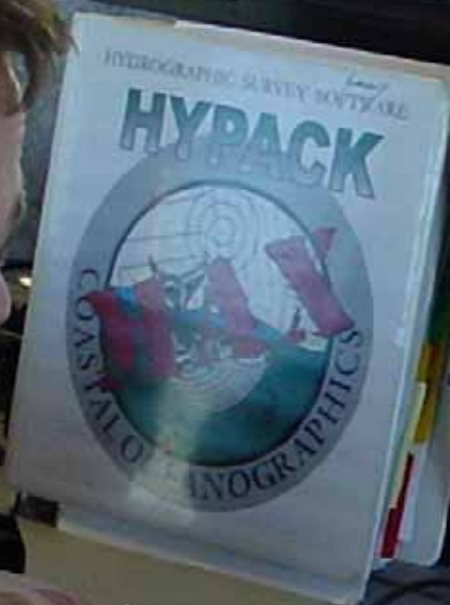
US Army Corps
of Engineers®
Rock Island District

Tower Times

Volume 27

No. 4

February 2005





Spotlight on the District

David Washington

Heavy Mobile Equipment Mechanic Supervisor,
Illinois Waterway Project Office

By Mark Kane

In the late 60s, there was a lot going on in government, and in America at large, with the Vietnam conflict, the assassination of Sen. Robert Kennedy and Dr. Martin Luther King Jr., the moon landing, and the Civil Rights Movement; and for those just graduating high school, working for the government may have been intimidating, but some never flinched.

David Washington, now a heavy mobile-equipment mechanic supervisor for the Illinois Waterway's Maintenance Support Unit, jumped feet first into government service even before he graduated high school and landed a job with the District in the summer of '66.

"When I graduated from high school, I was looking for a full time job," said Washington. "I had worked as a student aide for the Corps the previous summer. The project engineer sent me a letter at the end of my summer employment stating that he was pleased with my performance and I should reapply after graduation. I did, and the rest is history."

Washington started working for the District full time shortly after he graduated in 1967 from Manual High School in Peoria, Ill. Although he says the work that he's been involved with has been challenging, he says that's exactly what he likes most about working for the Corps.

"When I started with the Corps right out of high school, I was green," said Washington. "I have acquired a lot of my present skill from on-the-job training. Throughout my career there have been people willing to help me."

Betty Nash, a co-worker of Washington's in the ILWW project office, might be one of the people that Washington was referring to, but in her case, it's Washington that has been a help to her.

"David Washington Jr. was here when I transferred to the Illinois Waterway

Project Office," said Nash. "He has always been a gentleman ... not just opening doors for ladies or sharing breakfast sandwiches or cookies -- we both have a sweet tooth -- but listening when you have a question or explaining why the crew is doing something and not cutting you off for being a dumb girl. How else was I ever going to learn what the crews were doing or why.

"He has always been patient with me, and other fellow employees have said the



same. When someone has an idea to improve on fabrication of a part or a better way of doing his job, Dave will always hear them out ... not just blow them off. He has adopted many a suggestion from his fellow employees. He's always thinking of a better way of doing business whether it's streamlining or saving money for the Corps; his last suggestion saved the Chicago District \$4,600 and contributed to the project's overall saving of \$200,000."

Washington has a good working relationship with his co-workers, who impacted heavily on his answer to what he likes most about his job, which to no surprise was, "The great group of people that I have working on my team. I have

their respect and they have mine. We always get the job done."

Getting the job done is no easy task, as Washington's job title brings many responsibilities with it.

"As supervisor over the Maintenance Support Unit my mission is to provide hired-labor maintenance services to all District activities, and other districts when requested," said Washington. "Some of the work that I am responsible for consists of machining and fabrication, electrical and electronic repairs, carpentry and wicket fabrication, heavy equipment repair, sand blasting, painting, and facilities maintenance at the project office. I also coordinate with outside contractors the machining and fabrication work that cannot be done in house."

Washington also said he plans the weekly and monthly work schedules for his unit, as well as performing a variety of other administrative functions.

He has lived and worked in the Peoria area his entire life, where he continues to live with his wife. They have three grown children.

"I enjoy traveling with my wife, Vanessa," said Washington. "The rest of the time I usually spend helping my children and aging parents."

A lot has taken place for Washington since the summer of '66. Through it all, Washington is thankful for everything he's achieved.

"Some of my co-workers did not make it to where I am today," said Washington. "I thank God for blessing me to see my 55th birthday and 37 years with the Corps. I have a lot to be thankful for and will never take it for granted."

Washington's advice to anyone reading this article is, "Life is full of choices, always try to do the right thing. Learn from your mistakes. Treat others the way that you want to be treated." ■

Tower Times
**U.S. Army Corps of
Engineers**
Rock Island District
Vol. 27 No. 4
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February 2005

Tower Times

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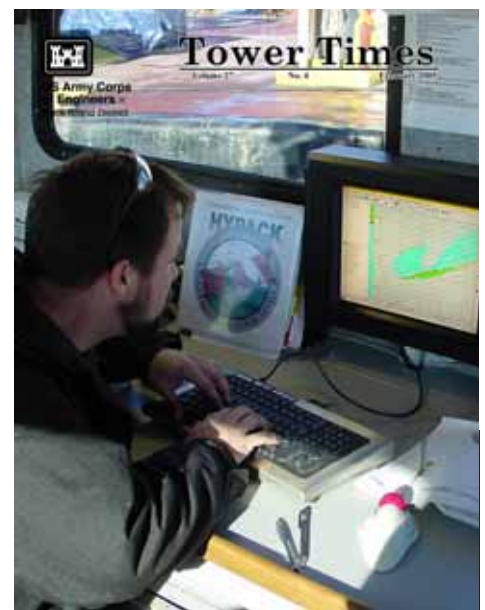
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On the Cover

Chris Reger, a hydrographic surveyor in the Operations Division, looks at survey information onboard the M/V Holling, the vessel used to survey the sunken barge site on the Chicago Sanitary and Ship Canal Jan. 19 and 22.

Find out more about the District's hydrographic survey teams on pages 6 and 7.

Photo by Bill Graham, Operations Division.

I want to thank everyone that participated in the annual Employee Climate Survey. The participation rate increased significantly this year. This survey is your chance to influence how we improve the District, as the Executive Steering Board uses the results from this survey in our strategic planning process. This year's Strategic Goal #1, "Improve two-way communications at all levels within the District," was formulated as a direct result of feedback from the Employee Climate Survey. I look forward to seeing what you had to say.

You may have noticed that Logistics Management has become part of the Resource Management. This change is temporary and the result of a decision I made because of Mary Strassburger's retirement, the long-time chief of the LM.

Because of the uncertainty associ-

ated with the ongoing A-76 competition for LM and regionalization under USACE 2012, I chose not to fill Mary's position and temporarily reorganize that office under RM.

RM; and the technical operations of LM are now supervised directly by Tim Olson and Jim Toohey of RM.

I will reassess this decision as key judgments on regional LM support are made and the A-76 competition is decided.

The President's Fiscal Year 2006 Budget was released on Feb. 7. To repeat what I have already said in an e-mail:

The release of the President's Budget is the first step in the budget process -- it does not necessarily equate to the actual funds we will receive in FY06.

The President's Budget is a request for funding from the Administration to the Congress -- it is not actual funding. Congress will assess our funding needs and pass an appropriations bill for the president to sign. The amounts in the President's Budget may differ from the



Therefore, until Congress passes our FY06 appropriations bill and the president signs it into law, we cannot determine what the fiscal impacts are and how we will react to those impacts. Of course, once we do know those impacts, I will do all within my power to minimize them and ensure that we take care of our people. Starting on Feb. 28, Gary Loss, Ron Fournier and I will spend five days explaining the Rock Island portion of the President's Budget to our Congressional delegation.

Finally, the draft regulations for the National Security Personnel System were published in the Federal Register on Feb. 14. NSPS will streamline and improve how employees are hired, compensated and rewarded. We are in the first group of organizations that will implement NSPS. Again, I strongly encourage you to read the draft regulations and provide any comments you may have. The link to get to this information is <http://www.cpms.osd.mil/nsps/index.html>.

Thank you for all the great work you do. 🇺🇸

By Col. Duane Gapinski, District Engineer

Evaluating LM, President's Budget, NSPS

ated with the ongoing A-76 competition for LM and regionalization under USACE 2012, I chose not to fill Mary's position and temporarily reorganize that office under RM.

As a result, Roger Brown has been temporarily appointed the chief of LM, in addition to his duties as the chief of

Congressional appropriations bill. Last year, for example, the FY05 President's Budget for the Navigation Study was zero, yet Congress appropriated \$13.8 million for it. Conversely, the President's Budget for the Environmental Management Program was \$28 million in FY05 and Congress appropriated \$18 million.

Working For the Government ... in a Different Way

When you are part of the military and you have a situation like 9-11, what's next? War? Will you be called upon to do military time?

That's actually what happened to several of the guys on the Illinois Waterway. Four men, Bob Peterson, John Perrault, Jason Larsen and Adrian

Swanson. Three of the four men are already home from deployment, while one is still serving our country away from home. 🇺🇸



John Perrault works with maintenance Unit 1 of the ILWW Project Office normally, but as of March 1, 2004, he served as a mechanic with the National Guard Aviation Unit. He made a trip home awhile back, and I asked him how things were over in Beloit. He said rations weren't bad ... usually something fried, not bad though. The living quarters were trailers set up with sleeping areas separated by bath and showers. As with Bob Peterson, he too had his food and laundry done by Kellogg, Brown and Root, a contracted company.

Pictures provided by John show a good spirited person doing what he does here at home, except for the crude working conditions.



Bob Peterson did an 18-month deployment from Feb. 3 to April 4, 2004, in the Army National Reserve Unit, 244th Battalion.

Peterson is a lock and dam operator at O'Brien Lock and Dam, and I asked him what his battalion's mission was. He said they were scouts and did security patrols for operations. They guarded water treatment facilities, which were highly targeted, and he doubled as a heavy-equipment operator for the engineer unit.



Adrian Swanson is a third generation military man, and served as communications sergeant for the 229th Combat Support Equipment Engineering Company. He was stationed at Camp Speicher in Tikruit, Iraq, in May 2003, and returned in April 2004.

Swanson said their unit built flats for parking, ran security detail for convoys, and worked on engineering and supply missions. Their living quarters were set up at a damaged airforce base in 200-foot by 15-foot buildings that they cleaned and made livable.

Swanson is a newly hired lock and dam operator at Dresden Island Lock and Dam.



Jason Larsen is a lock and dam operator at Marseilles Lock and Dam, but not for the last 11 months. He has been stationed in Iraq with the 1st Infantry Division, also known as the Big Red 1.

His unit rides security for unarmed convoys, so for his unit to be stationed in one place was highly irregular.

"He is very well liked, so we got together and sent him and his comrades a fairly good size package with lots of good stuff," said Rick Vesper, assistant lockmaster, Marseilles Lock and Dam, said. "Jason was very glad and appreciative."

Hydrographic Survey Crews Contribute to



(Left) Chris Reger, a hydrographic surveyor in the Channel Maintenance Section, looks at survey information onboard the M/V Holling. Reger works with Bill Graham on the M/V Holling during the second survey of the barge site on the Chicago Sanitary and Ship Canal. Photo by Bill Graham. (Right) The scene of the sunken EMC423 barge, owned by Eagle, and the site where the hydrographic surveying crews collected soundings for the survey. Photo by Bill Graham. (Inset) The M/V Holling - the state of the art survey vessel that makes the surveying possible.

In the District, two hydrographic surveying crews, one on the 314 miles of the Upper Mississippi River and one on the 271 miles of the Illinois River Waterway, survey approximately 24,000 acres of navigation channel and main-channel border every year.

This 365-day-a-year job puts the survey team members right at the District's front line according to Bill Graham, a channel maintenance coordinator and hydrographic surveyor who works in the Channel Maintenance Section of the Technical Support Branch in the Operations Division that maintains both surveying crews.

"We are the one's that identify any problems that the rivers might be experiencing or may experience, through continual monitoring," said Graham. "For the most part, we try to be proactive to changing conditions, but that is not always the case."

The two crews complete an average of more than 320 surveys each year, including non-channel surveys related to environmental or sedimentation issues, periodic navigation-dam surveys, and wing dam surveys. Each crew operates a 34-foot survey vessel and uses the Global Positioning System to obtain a horizontal position with a multi-transducer sweep system to obtain depth soundings.

"There are six hydrographic surveyors who collect and process the data, four dredging coordinators who are past hydro-surveyors and direct the survey work, and two technicians, with one back up, who plot and post the data," said Graham.

Although their mission goes on throughout the year, it does change depending on what time of year it is.

"Our mission varies slightly from season to season," said Graham. "The heaviest work is done between April and October, preparing for and supporting the dredging season and CARS (Committee to Assess Regulatory Structures) work. During the fall and spring we do reconnaissance surveys of the rivers to monitor changes over the winter. In the spring, when we have

high water, we try to do surveys outside the normal navigation channel in backwaters, government sponsored marinas and on the three reservoirs, as needed."

Many on the crews work a four-day, 10-hour-a-day schedule, and attend training when needed.

In mid-January members of the Motor Vessel Holling's hydrographic survey crew were scheduled to travel to Hilton Head, S.C., for a Hypack training seminar (Hypack is the software system that the District's survey and mechanical dredging boats use for data collection and positioning), when they received a call from Graham about a sunken barge in the Chicago Sanitary and Ship Canal that was obstructing river traffic.

"By the time I reached the crew, consisting of Don Flinspach and Jim Luellen, they had already secured the boat for the weekend and were headed back to the Clock Tower to turn in the week's surveys and to get ready to travel," said Graham. "I reached them as they were just arriving in Ottawa, Ill. I explained the situation to them and headed them back to Joliet, Ill., and the boat."

The District had been called upon by, and was working closely with, the Coast Guard following a barge explosion in the canal at approximately 4:30 p.m. on Jan. 18, which resulted in the barge sinking and obstructing river traffic.

Now the abilities of the hydrographic survey crew and the M/V Holling had been called upon to conduct surveys to determine the extent and location of the debris in the canal, the width and depth of open channel, and to provide the District's findings for the Coast Guard's use in determining whether there was a clear path around the sunken barge for safe passage.

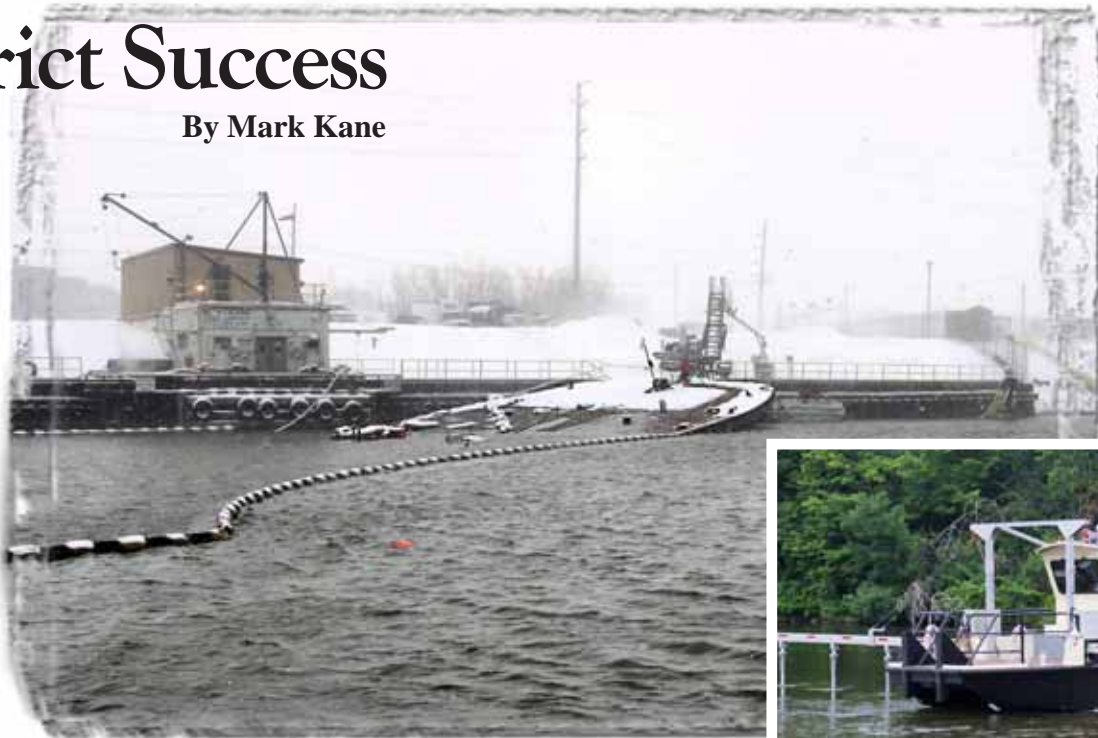
By 1:30 p.m. on Jan. 19, the crew was back onboard and headed upstream to the site 31 miles away.

"After a very rapid trip they arrived at the site around 3 p.m. and began their survey," said Graham. "At the direction of Coast Guard personnel on-site, the crew sounded around the wreck on

District Success

By Mark Kane

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the downstream, left bank, and up stream sides."

Upon completing the survey, the crew edited the information, removing from the raw data any "stray" soundings and anomalies that they could discern. The following day, Jan. 20, the information was plotted on a map for the Coast Guard.

"Jennifer McDermott, the other person who plots surveys, was at home in Quincy, Ill, preparing to leave for Hypack as well," said Graham. "Jennifer, however, telecommutes and plotted the survey from her office at home."

After reviewing the plotted survey, it appeared that there might be 35 feet of channel available along the left bank through which single barges could pass. Unfortunately, right in the middle of this pass was a sounding of less than nine feet.

"We were not able to determine with any certainty if the shoal was an air bubble or a legitimate target that would have to be physically removed in order to pass traffic," said Graham.

So the decision was made that a second survey was needed. The immediate need to enable traffic to pass through was driven by the fact that there are two coal-fired power plants upstream of the site that are only able to receive coal by barge and need to be replenished every two days or so.

"With everyone already heading off to Hypack training, I made a few fast phone calls to round up a hydrographic surveyor to accompany me back to Brandon Road so that we could re-survey the wreck site," said Graham. "I was able to get ahold of Chris Reger and explained to him what was happening and that I needed his help to complete the assignment. This meant that Chris would not be going to the warmer climes of sunny South Carolina, but the near zero temperatures and blowing snow of Chicago instead."

By 6 a.m. on Jan. 21, Graham and Reger were onboard the Holling getting the boat ready to run and making repairs to the number ten transducer.

"We completed this by late morning and proceeded to

Lockport Lock ... we arrived at the wreck site about 1:30 p.m, said Graham. "We surveyed the entire area between the railroad bridge to the upstream side of the wreck, and down to the Cicero Street Bridge. Upon finishing the wreck survey, we confirmed that there was, indeed at the very most, 35 feet of usable channel at a depth of nine feet or greater."

Graham and Reger arrived at Lockport around 8 p.m. and secured the boat for the evening. The survey was delivered the next day, Jan. 23, to the Clock Tower Building where Jimmy Aidala was waiting to plot the survey and get it posted on the District's webpage where the finished surveys were made available to the Coast Guard. Graham said the Chicago District made their plotting abilities available for the Coast Guard, so that they could get a hard copy as soon as the survey became available.

Soon after, the Coast Guard carefully examined the hydrographic survey data and successfully verified that dry-cargo inland-river barges could transit safely past the sunken barge. As a result, the Coast Guard Captain of the Port made the decision to open the section of the Chicago Sanitary and Ship Canal between the Cicero Avenue Bridge and the Chicago Belt Railway Railroad Bridge to commercial barge traffic.

"I believe that 80 percent of their decision was based upon the surveys," said Graham. "The surveys increased their comfort factor."

Although the District's role in giving the Coast Guard information to make this decision may not have received a lot of attention in the media, the hydrographic surveying crew members' skills were certainly put to the test, as they are throughout the year.

"It's not enough that the people who do this work need an up-to-date knowledge of hydro-surveying," said Graham. "They also have to be a qualified boat operator, computer literate, have mechanical skills, be good at public relations, and most importantly, have a sense of humor." 🙌



Area students look at a live bald eagle during a bald eagle program at the Peru, Ill., YMCA. The event was part of the ILWW sponsored events held during the weekend of Jan. 22-23.



Bald Eagle Weekend a Success, Despite Weather

Story and photos by Kevin Ewbank, Illinois Waterway Visitor Center



Kelli Ewbank holds a Kestrel hawk, one of the many birds of prey presented by the Illinois Raptor Center.

The Illinois Waterway Visitor Center had a successful bald eagle watch the weekend of Jan. 22-23, even with winter weather throughout north-central Illinois. According to lead park ranger Kevin Ewbank, the Illinois Waterway Visitor Center hosted 3,600 visitors during the two-day weekend. In addition, more than 900 fourth-grade students attended a program at the Peru YMCA Jan. 21, sponsored by the Corps.

As guests of honor, 28 bald eagles were visible from the Visitor Center on Jan. 22 and 45 on Jan. 23. Ewbank said that many of the visitors were attending their first bald eagle watch at the center.

"It is still a thrill to hear the excitement when somebody sees their first wild

eagle," said Ewbank. "Our park rangers and the members from the Illinois Audubon Society were on hand throughout the weekend to make sure everyone was able to see one."

Another big part of the weekend was the program featuring live hawks, owls and eagles. Held in the Visitor Center basement, the programs were presented by the Illinois Raptor Center from Decatur, Ill.

"The people from the Raptor Center do an excellent job every year of allowing people to learn about birds of prey," said Ewbank.

Students who attended the programs at the YMCA Jan. 21, were treated to a different program, Ewbank said.

"The Corps of Engineers has brought the World Bird Sanctuary to do these

fourth-grade programs for eight years now," said Ewbank. "We had to move our location from IVCC to the YMCA this year, and it worked out great."

The students, from throughout the Illinois Valley, got to see several birds of prey up close and learn about what they eat, where they live and other details.

Bald eagle viewing is usually possible at the Illinois Waterway Visitor Center until early March. The Illinois Waterway Visitor Center is located on Dee Bennett Road, on the north side of the Illinois River between Utica and Naplate, Ill. For information about bald eagle watching, you can contact the Illinois Waterway Visitor Center park rangers at 815-667-4054. 📧

St. Ores Family Donates Park Benches to Thomson Causeway

The family of the late Herbert and Jean St. Ores, gathered over the holidays at the Thomson Causeway Recreation Area in Thomson, Ill., to dedicate two new engraved sitting benches, donated to the park in their parent's honor.

Herb and Jean were lifelong residents of Thomson, and they and their family enjoyed many outings and activities along the Mississippi River in what is now known as Potter's Marsh. The children of Herb and Jean wanted to contribute back to the area some of what had been

provided to them with so many wonderful memories, so they donated the two benches to the Corps, which now manages the park.

The benches, made out of recycled plastic timbers, are engraved in their parent's memory and will make a lasting addition to visitors' enjoyment of this beautiful spot on the Mississippi River. ■



The children of Herbert and Jean St. Ores gather together for a photo with the park bench they donated to the Corps in the name of their parents.

Presidential Message for National Engineers Week February 20-26



THE WHITE HOUSE
WASHINGTON

I send greetings to those observing Engineers Week 2005.

Engineering advances our understanding of the world around us and spurs progress in important areas including technology, communications, defense, manufacturing, energy, and the environment. It also contributes to our most vital national priorities: securing our homeland, winning the war on terror, and supporting economic growth and job creation.

Engineers Week provides an opportunity to recognize the many accomplishments of America's engineers, and the positive impact they have on our quality of life. In addition, this week encourages the study of math and science, inspires young people to pursue a future in engineering, and promotes the pursuit of excellence.

I applaud America's engineers for your hard work and ingenuity. Your efforts set an example for others and help advance America's legacy of innovation and technological achievement.

Laura joins me in sending our best wishes.



On the 'Net

www.eweek.org



ENGINEERS WEEK®
FEBRUARY 20-26, 2005



Investing In Our People

Around the District

District Commander's Award

Kim Aust and Roberta Carson, Information Management, received the November Commander's Award.

Aust and Carson earned the award for their outstanding job in processing more than \$925,000 in information technology purchasing requests in the year-end close time frame.

In order to make deadlines and close all accounts on time, they stayed late and came in after hours so that everything required was accomplished successfully.

Summer Park Rangers' Efforts Save Life, Earn Award

During the last Labor Day weekend, summer park rangers Gregg Dolan and Richard Blair were instrumental in getting immediate medical attention to a youngster scalded by boiling water at a campsite at Thomson Causeway Recreation Area. The youngster's family was unaware of the severity of the burns, and quick action by these rangers may have helped to save the youth's life. The youngster was subsequently admitted to the hospital and then flown to the burn unit at University of Iowa Hospitals in Iowa City for treatment.

Dolan, a Morrison High School biology and physics teacher (during most of the year) in Morrison, Ill., was awarded the Army Achievement Medal for Civilian Service in front of a gymnasium gathering of school staff and students Dec. 7.

Blair, a Riverdale Middle School social studies instructor (during most of the year) in Port Byron, Ill., was awarded the Army Achievement Medal for

Civilian Service in front of his school staff and students Jan. 28.

Both were commended for their knowledge, professionalism and commitment to ensuring that the public receives the best care possible while visiting a Corps recreation facility.

Swenson Recognized For Environment-Stewardship Module

The Mississippi River Project Office's chief forester, Gary Swenson, was presented an Army Achievement Medal for Civilian Service while attending the national Stewardship Advisory Team meeting in Alexandria, Va.

Signed by Maj. Gen. Don Riley, Director of Civil Works, the award recognized Swenson's exceptional effort and strong commitment to the Situation Assessment Team in advancing and completing the development of the Environment-Stewardship module of Operations and Maintenance Business Information Link.

The award was presented by Denise White, the Corps' Environmental Stewardship proponent.

Congrats ...

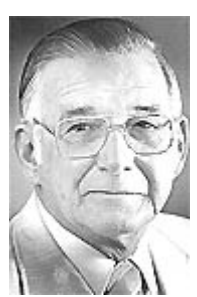


Congratulations to **Andy and Stacy Barnes**, Lock and Dam Section, Mississippi River Project Office, on the birth of a baby boy, Samuel Gerald, Jan. 20. He weighed 7 pounds and 1 ounce, and was 19 inches long.



Congratulations to **Anthony and Anne Zemo**, Contracting Division, on the birth of a baby girl, Katia Ann, Jan. 17. She weighed 7 pounds and 1 ounce, and was 19.5 inches long.

Sympathy ...



William "Bill" Van Dine, 87, of Carbon Cliff, Ill., formerly of Rock Island, Ill., died Feb. 7, at his home.

Van Dine worked for the District for more than 35 years, retiring in 1972 as chief of Supply. He was also a Navy veteran of World War II.



U.S. ARMY



ARMY CIVILIAN CORPS CREED

- I am an Army Civilian – a member of the Army Team.
- I am dedicated to the Army, its Soldiers and civilians.
- I will always support the mission.
- I provide stability and continuity during war and peace.
- I support and defend the Constitution of the United States and consider it an honor to serve the nation and its Army.
- I live the Army values of loyalty, duty, respect, selfless service, honor, integrity, and personal courage.
- I am an Army civilian.

SUPPORT, SACRIFICE FOR CORPS

Thanks to our employees currently supporting the Global War on Terrorism

Maj. Melody Smith, Deputy Commander; Dave Bequeaith, Randy Brotherton, Ben Ferrell, Christian Hawkinson, Mark Hoague, Perry Hubert, Brian Lane, and Nick Peschang, Engineering Division; Dave Dierickx, Lance Gardner, and John Stiffey, Operations Division; Randy Kraciun and Penny St. Clair, Programs and Project Management; Paul Holcomb and Tom Mack, Construction Division; and Ron Williams, Real Estate.

Jonathan Perrault and Kyle Retzlaff, Operations Division, are District employees currently serving on military active duty in support of the Global War on Terrorism through their perspective reserve units.

Thanks to our employees for their support of the Global War on Terrorism

Eric Aubrey, Dave Bequeath, Dana Brosig, Pete Corken, Julie Fisher, Dan Foltz, Christian Hawkinson, Mark Hoague, Brian Lane, Larry Melaas, Nicholas Peschang, Joel Peterson, Ron Plante, Tom Reinhardt, Richard Rupert, Ray Tatro, and Charles VanLaarhoven, Engineering Division; Bob Balamut, Randy Brotherton, Brett Call, Alois Devos, Terry (Sam) Hoover, Lee Myers, Steve Russell, Karl Schmitz, James Trail, David Varner, Randy Walters, and James Wilson, Operations Division; Randall Braley, Paul Holcomb, Daniel Holmes, and Rick Stebens, Construction Division; George Sporer, Ron Williams, and Ralph Werthmann, Real Estate; Darryl Carattini, Perry Hubert, and Judy Walters, Programs and Project Management; Nancy Pierce, Logistics Management; and Jan Hancks, Contracting Division.

Eric Aubrey, Scott Bullock, Kevin Peel, and Scott Pettis, Engineering Division; Jason Larsen, Robert Petersen, Larry Reeve, and Mary Wolgast, Operations Division; and Willie Mason, Logistics Management; are former and current District employees who completed military active duty in support of the Global War on Terrorism through their perspective reserve units.

Thank You For Serving!



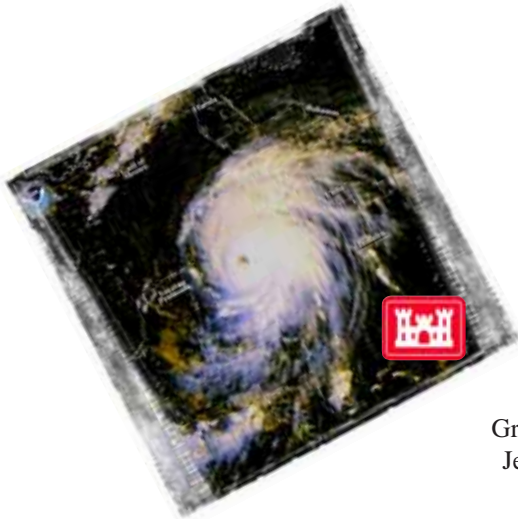
District Employees Support Hurricane Relief Operations

The following District employees are currently deployed in support of Natural Disaster Relief Operations

Rodney Delp, Emergency Management; and Rick Stebens, Construction Division

The following District employees have completed duty in support of Natural Disaster Relief Operations

Robert Adams, Bob Balamut, Joyce Byrd, Kevin Carlock, Dan Crone, Pat Flaherty, Rick Granados, Dave Hood, John Kilburg, Michael Malone, Mike Mannhardt, Lucas McCutcheon, Jennifer McDermott, Manis McDougal, David McIlrath, Chris Reger, Lee Harold Schweiger, Larry Spengler, Kathryn Soska, David Varner, Patrick Wharry, and Bob Wild, Operations Division; Eric Aubrey, Sue Brown, Scott Bullock, Roland Fraser, Cory Haberman, Toby Hunemuller, Ted Kerr, Brian Lane, Jeff McCrery, Amy Moore, Rick Nickel, John Quick, David Swanson, John Vanwatermulen, and Matthew Zager, Engineering Division; Frank "Lynn" Daughtry, Paul Holcomb, Jeff Scukanec, and Rick Stebens, Construction Division; Mark Clark, Sarah Jones, and Kent Stenmark, Emergency Management; Heather Rentz, Terry Riddell, and George Sporer, Real Estate; Harry Bottorff, Jan Hodges, and Bob Willhite, Programs and Project Management; Ronald Flowers, Nancy Pierce, and Mary Strassburger, Logistics Management; and Al Lopez and Chris Rentz, Information Management.



black history month

"The Triple Nickels"

The 555th Parachute Infantry Battalion

The Triple Nickel parachute infantry battalion broke the color barrier by being the first all African-American parachute infantry. Typically, African-American soldiers were only allowed to do menial jobs within the structure of the armed forces. However, these brave men were pioneers who made it possible for future generations of African-American soldiers to follow in their footsteps.

The Triple Nickel served in more airborne units than any other parachute infantry in history. They were successful in many missions, because they worked together, were not greedy for promotion and they did not participate in Army politics. They were simply there to serve their country and make new paths for future African-American soldiers.



Sponsored by the Rock Island District Special Emphasis Program Committee

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