



**US Army Corps  
of Engineers®**  
New Orleans District

# Riverside

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January 2006



**Task forces develop in  
emergency response**

**Canadian helicopters aid  
relief efforts**

**Team visits Netherlands**



# Carrollton Gage

It is amazing how things can change so quickly. Shortly after the storm, the Corps hadn't experienced such positive nationwide press since I can remember. The red shirts and our Commander were openly displayed with the admiration and appreciation of the nation and world. We jumped into the fight quickly and did some unbelievable things. It seemed every form of news media wanted a story or interview with the New Orleans District Corps of Engineers. We probably have set the standard for helicopter airlift emergency operations procedures. Hopefully, our plight has given rise to the reevaluation and improvement of many disaster plans.

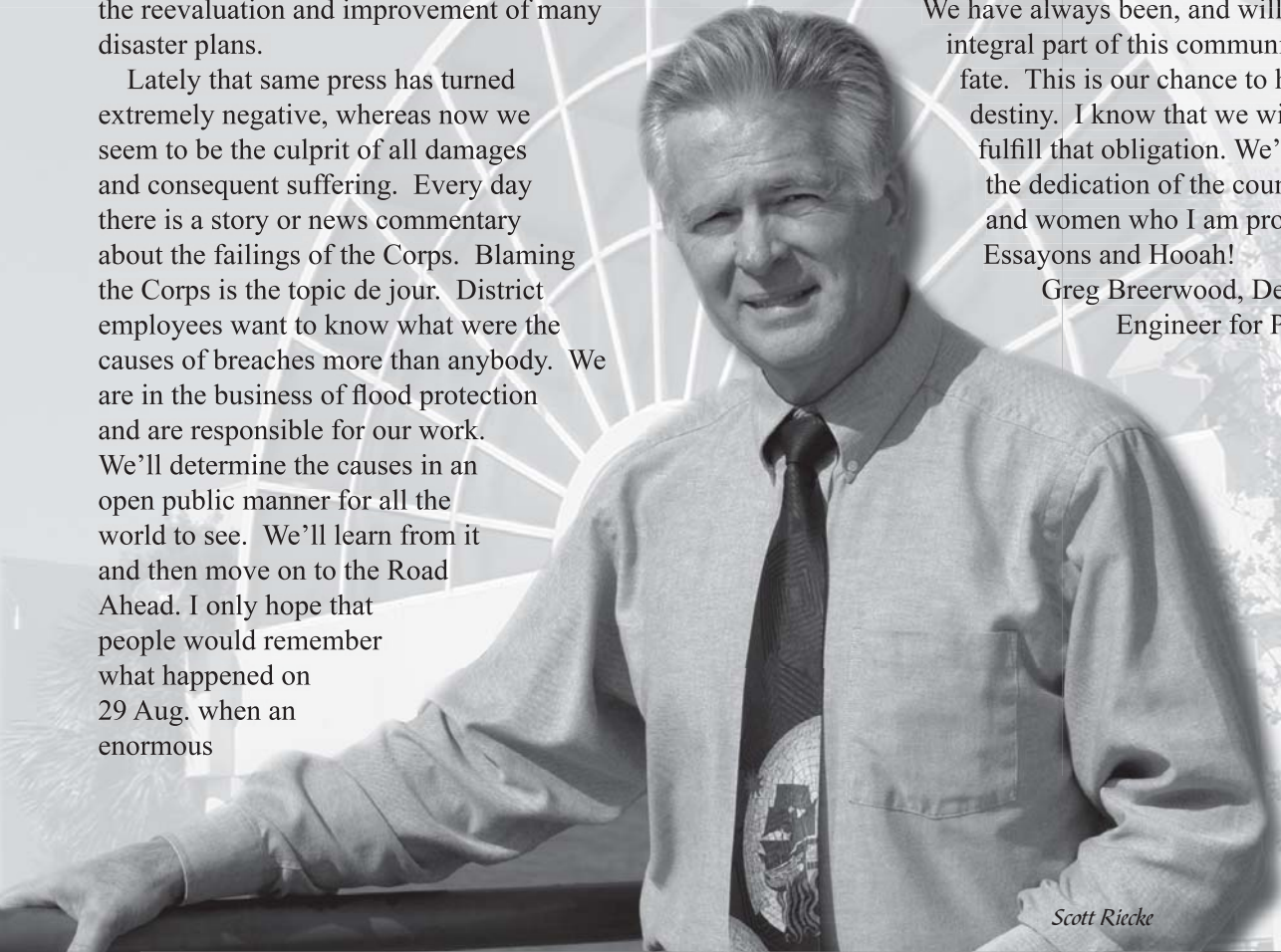
Lately that same press has turned extremely negative, whereas now we seem to be the culprit of all damages and consequent suffering. Every day there is a story or news commentary about the failings of the Corps. Blaming the Corps is the topic de jour. District employees want to know what were the causes of breaches more than anybody. We are in the business of flood protection and are responsible for our work. We'll determine the causes in an open public manner for all the world to see. We'll learn from it and then move on to the Road Ahead. I only hope that people would remember what happened on 29 Aug. when an enormous

storm decimated wide areas, many of which are not remotely associated with the 17th St. Canal.

I can tell you that some of those same high-level detractors have admitted that only the Corps of Engineers has the capacity to fix this. Therein lies our responsibility and challenge. Although the blame fixation will be hard for the public to forget, we are on the course to make things better. All of us presently share in intense efforts to have the area ready for the next hurricane season and to review options for higher levels of protection for the future.

We have always been, and will always be, an integral part of this community. We share its fate. This is our chance to help shape its destiny. I know that we will successfully fulfill that obligation. We'll do it because of the dedication of the countless Corps' men and women who I am proud to be associated. Essayons and Hooah!

Greg Breerwood, Deputy District Engineer for Project Management



Scott Riecke

## Riverside

January 2006  
Vol. 17 No.1

### Commander

Col. Richard P. Wagenaar  
Acting Public Affairs Chief

Tim Dugan

### Editor

Amanda S. Jones

**Winner:** The "J" Award, the highest Department of Army journalism honor, 2000 and 2003.

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## Riverside



Scott Riecke

**Vicksburg District's Mat Sinking Unit ties mats to anchors on the bank fronting the New Orleans District.**

# To serve and protect

*Emergency response task forces*

by **Debbie Quimby**

**I**n the early morning hours of Aug. 29, Hurricane Katrina swept in from the Gulf of Mexico, causing a tremendous storm surge that pummeled the city of New Orleans and surrounding parishes.

Water levels in Lakes Bourne and Pontchartrain rose, then rushed into the area through breaches in the levee system, flooding 80 percent of the metro area. As the majority of New Orleans District employees were ordered to evacuate to surrounding cities and states, a small team of district personnel worked around the clock with local, state, and federal agencies, as well as private contractors, to battle the rising flood waters.

Brig. Gen. Robert Crear, commander of the Corps' Mississippi Valley Division, formed a task force to unwater the city and surrounding areas. "Task Force Unwatering," under the direction of Col. Duane Gapinski, Rock Island district engineer, battled for six weeks to close breaches and pump water out of the city. Army Chinook and Blackhawk helicopters carried six-ton sandbags filled with rock and sand to shore up breaches at numerous locations.

By Day 43 after Katrina hit, the breaches were closed and 250 billion gallons of water had been pumped out. With the area now dry, recovery operations could begin.

Even while floodwaters were being pumped from the city, another task force was being formed to handle reconstruction. On Sept. 21, Crear created "Task Force Guardian," and placed another of his district engineers, Col. Lewis Setliff III from St. Louis, in command.

Setliff commands a team of more than 130 people, primarily made up of district employees who were affected and even displaced by the hurricane. This team now works seven days a week to repair levees, floodwalls, pump stations, and other structures in Orleans, St. Bernard and Plaquemines Parishes.

Guardian team members face an incredible challenge – to restore both federal and non-federal hurricane and flood protection systems to pre-Katrina levels of protection by the beginning of next year's hurricane season in June. Imagine building the Panama Canal in eight months and one can begin to understand the scope of Guardian's mission.

There are around 300 miles of hurricane protection levee in the affected areas, with over 60 breaches or scour areas to be repaired. The task force expects to award 54 contracts to complete the repairs on federal levees, at a cost of approximately \$500 million. The volume of construction material needed for repairs is estimated at 4 million cubic yards, and the repairs range in complexity from simple levee repair to repair of large portions of floodwalls, structure and gates.

With the region's rainy season beginning, the Guardian team is working to meet an immediate goal of elevating the levees to +10 feet, providing New Orleans with an interim level of flood protection while permanent repairs are made.

Since October, contracts have been awarded through emergency procurement procedures and construction. To date, 40 construction contracts have been awarded, with an estimated value of \$306 million. Of those contracts, more than 89 percent have been awarded to Louisiana businesses, bringing money back into the local economy.

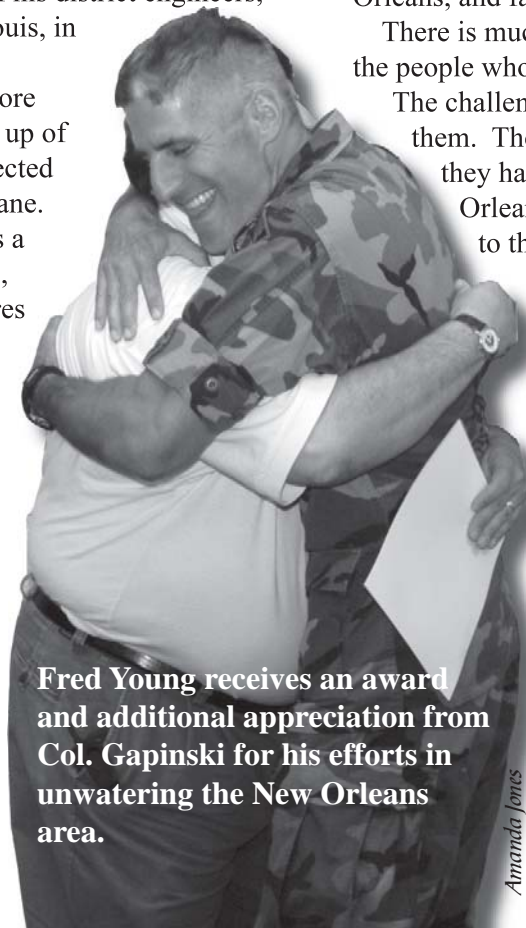
The landscape in this area -- hit by one of the largest natural disasters in the history of the nation -- is beginning to change. Land has been cleared and grubbed, and borrow pits have been prepared. Contractors are hauling fill material to scour and breach sites. Sheet pile placement is complete at the 17th Street Canal and is currently underway at the London Avenue Canal. Temporary levees are complete at the Inner Harbor Navigational Canal (IHNC) breach site in the Lower Ninth Ward of New Orleans, and failed sheet pile is being hauled away.

There is much to do, but much has been done, thanks to the people who make up Task Force Guardian.

The challenges may seem daunting to many, but not to them. They are determined to succeed in the mission they have been given. Restoring the levees in New Orleans and the surrounding parishes is important to them. They live here. This is home.

Even now, as many of their family members live in other parts of the country because their own homes were destroyed by Katrina, the men and women who make up the Task Force Guardian team are focused on rebuilding the hurricane protection system that safeguarded their communities for years.

Task Force Guardian is an entity of the larger Task Force Hope, which includes everyone working in response to Hurricanes Katrina and Rita. For all members, bringing South Louisiana back and protecting it from future storms is critical to ensure mission success.



**Fred Young receives an award and additional appreciation from Col. Gapinski for his efforts in unwatering the New Orleans area.**

*Amanda Jones*

# Reconstructing Iraq and New Orleans

by Amanda Jones

**T**he Silver Star is awarded to a person who, while serving in any capacity with the U. S. Army, is cited for gallantry in action against an enemy of the United States while engaged in military operations involving conflict with an opposing foreign force," according to [www.gruntsmilitary.com](http://www.gruntsmilitary.com). Maj. Dan Hibner, a captain at the time, proved his gallantry on Apr. 7, 2003, when his unit became one of two key units for the 3rd Infantry Division's attack on Baghdad. His identical twin, Dave Hibner, commanded the other unit. For their actions, they each received a silver star and CBS chose the brothers to be featured as "American Heroes," a new spin on the "Fallen Heroes" segments, in early December.

Hibner deployed from MVN for his second tour in March 2005, and was assigned to the Gulf Region Central District, Fallujah Resident Office as the resident officer in charge.

"The professional support there is just terrific. You have great people out there in Iraq that I'm just honored to say I was able to serve with because they are phenomenally committed and just professionally the best. I got to work with some of the best USACE employees that USACE has to offer out there. Without those folks, the mission in Iraq would be a much bigger struggle than what it is right now," said Hibner, who received a bronze star for his accomplishments in the resident office and the reconstruction efforts of Fallujah.

Though his own accomplishments were recognized, he still believes that "credit is due to the great accomplishments and commitment of USACE employees that have contributed to the Iraq mission. It's making a difference that will be recognized in history, I believe. We've already surpassed what Iraq used to have and now we're just continuing to make it better, continuing to provide essential infrastructure. That's what they need for us to have mission success. Without USACE, that mission would be a lot tougher. It's good to be a part of that," said Hibner.

The Indiana native returned to MVN in September, just after Hurricane Katrina pummeled through the Gulf Coast. He wasn't alone in Iraq, wondering what was happening to his district, as there were other MVN

employees deployed with him.

"We kind of shared that anguish as we watched the hurricane tracking more and more towards New Orleans. But even before the storm, even from Iraq, Jim Gately (of Construction Division), and I worked out a deal. My

wife didn't really have a place to evacuate to and I didn't want her to have to go too far, so we ended up working out a joint evacuation plan with Jim Gately's wife and my wife. Even from Iraq I still had great personal support from USACE folks," Hibner said.

Gately said he knew Hibner wasn't really from the area and could tell he was really stressed



**Maj. Hibner addresses Iraqi laborers at a project site in Fallujah.**

about it, so he checked with his wife and she agreed to invite the Hibner family to evacuate with them to a friend's home just outside of Natchez. "Everything just worked out right," Gately said.

"Normally, wherever you are (in Iraq), you have great communications...just about the time it (Katrina) was heading to New Orleans, our e-mails, phones and internet went down," Gately said. For a time, all they could see was Arab satellite television.

Danny Thurmond, the II Marine Expeditionary Force (MEF) area engineer in Fallujah during his tour and MVN

engineer in the civil branch, said the news coverage they saw in Iraq told a lot, but he could find

nothing about Slidell. It wasn't until he returned, leaving early from his two-month extension in Iraq, that he found his home had sustained only wind damage.

"Luckily it wasn't flooded, but I was surprised," admitted Thurmond, who is currently a project manager

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*"I've just gone from war zone to storm zone."*

*Danny Thurmond*

# Team returns from Netherlands

*Many similarities between USACE and the Rijkswaterstaat*

by Amanda Jones and Susan Jackson

In 1953 the Netherlands faced a major natural disaster when northwesterly winds and high tides breached levees, dikes as the Dutch call them, killing over 1800 citizens.

Emergency action was taken to implement The Delta Plan, a flood protection system of dikes and dams that has provided their protection ever since its last major piece was put into place in 1997, but not without continued maintenance and updates.

In late Dec., Al Naomi, John Grieshaber and Greg Breerwood took a two-day trip to Holland to meet with the Rijkswaterstaat, the Corps of Engineers Dutch equivalent, to begin exploring their system.

“We were amazed and gratified at the similarities that we have in our organizations,” said Naomi, Lake Pontchartrain and Vicinity Hurricane Protection project manager.

The only difference is “if they flood, nearly the entire country floods,” said Grieshaber, chief of Engineering Division. “So, everyone who pays taxes in that country has a vested interest. If we flood, we don’t have an entire country in peril. We don’t even have an entire state.”

The Dutch system was also designed for a ten thousand year storm. Ours was built for the standard project storm, which is roughly equivalent to a fast-moving category three storm. But the engineering is still the same. They use earthen levees and pumping stations. Many of their homes are built on reclaimed land that is, at its lowest point, nearly 20 ft. below sea level, and they deal with subsidence. “They’ve just been at it a little longer than us,” said Breerwood, Planning, Programs and Project Management Division chief. “They realize that raising levees is not the answer. The whole flood protection system works together.”

“It’s just a question of if the United States is willing to spend the level of money to make it work the way the Dutch have their system set up,” said Naomi. “It’s not done overnight. They certainly have high levels of protection, but it takes years of effort.”

The Dutch have also dealt with significant environmental impacts, including problems with fisheries, as a result of flood control issues. They even had to change plans during the middle of construction at very high costs, something the Corps hopes to avoid by studying the Dutch system. “They’ve done it. There’s no reason to reinvent



**John Grieshaber, Al Naomi and Greg Breerwood in front of the Hollandsche Jessel storm surge barrier.**

the wheel,” said Breerwood.

The learning experience is a two way street. “Because of the problems that we’ve had with Katrina, they are re-evaluating their entire flood protection system,” said Naomi. “They are going back and looking at every design that they have to see if, in fact, it will perform the way they need it to.” They were also very interested in Louisiana’s evacuation plan.

The Corps has a Memorandum of Agreement with the Rijkswaterstaat allowing each to share technical documents and other pertinent information and allows the Corps to continue this mutual exchange.

“We have so much in common and the U.S. has the most to gain,” said Breerwood, who plans to include the Rijkswaterstaat in workshops and project delivery teams. “I think we can learn a lot.”

“It’s a constant process. You never really finish these big projects as long as you deal with water and our environment and land subsidence issues. It’s a mistake to think you can do a one time fix and never have to deal with it again,” said Naomi. That is why it is so important to keep a working relationship with the Rijkswaterstaat.



# Canadian helicopter

by Joyce Conant

When Hurricane Katrina hit southern Louisiana on Aug. 29, Paulette Phillips, contracting officer, evacuated from her home in New Orleans to Vicksburg, Miss. On Aug. 30, she was called in to begin working recovery operations from the Emergency Operations Center (EOC) in Vicksburg.

Following the hurricane and subsequent levee breaches, more than 80 percent of New Orleans was under water, making it impossible for Corps officials to access the damaged areas of the city.

“One of the first things we did was locate helicopters,” Phillips said. Many American helicopter services were out working on oil rigs or performing other emergency missions. Therefore, Phillips was referred to two Canadian companies, North Air Support (NAS) in Alberta, and Universal Helicopters Newfoundland Limited.

Phillips obtained three Canadian helicopters to provide reconnaissance around the areas of the levee breaks and to ensure the commander and his staff were able to assess the damage and perform inspections.

“Since NAS and Universal are both Canadian companies, they could only be contracted by the United States under NAFTA (Northern American Free Trade Agreement) to provide support for humanity reasons and disaster relief,” Phillips said.

Coordination with U.S. Customs went much easier than Phillips expected. “I’d call the customs border patrol to get clearance for the guys, and I also found a great website that listed the airports and customs officers,” Phillips said. “I’d even have the pilots call and ask me what the longitude and latitude was. I had no idea, but followed through to get the information for them. Once I contacted the customs officer, he’d then contact the pilot, saying, ‘Give him my number and I’ll let him in’. It went so well and was so easy, I felt someone was out there looking out for us.”

“Big Red” from NAS was the first helicopter to arrive, followed by “Blue Thunder” and “Orange Crush” from Universal. Blue Thunder, which was based out of Port Allen Lock, was assigned to Lt. Col. Murray Starkel, Deputy District Commander, but due to the size of the mission, “Starkel shared the helicopter with everyone needing it to check the area and perform reconnaissance,” Phillips said.

Orange Crush was based out of Vicksburg for the New Orleans Emergency Operations Center, but

**North Air Support pilot  
Scott Hauser.**

# ters support Katrina relief mission

made many trips to Biloxi and Gulfport, Miss.

Scott Hauser, NAS pilot, was first contacted about flying in New Orleans in the early afternoon Saturday, Sept. 3. Within 18 hours, he was flying to Louisiana.

“Prior to receiving the call, I had been glued to the TV watching the hurricane coverage,” Hauser said. “I was en route by Sept. 4, and arrived two days later.”

Hauser lived on Snickers bars and cold coffee all the way down. “Every time I turned around, Paulette was on the phone asking me where I was,” he laughed. According to the Corps’ estimated arrival time, Hauser arrived only 50 minutes late from a two-day trip. “Not bad,” Hauser said, who had just returned home five days earlier from an oil and gas exploration in Alberta, Canada.

Hauser originally landed in Baton Rouge, La., and counted approximately 150 civilian and 50 military helicopters at the airport, all geared up to go to New Orleans. “That’s when I realized what I was up against,” he said. “I was sort of prepared, but the first day I was too tired to think much about it. By the second day, however, my nervousness set in, but I was focused on the task at hand because we had an important job to do.”

“There were so many aircrafts flying around. Black Hawks were dropping sandbags (to close the breaches), helicopters were performing search and rescue missions, and the media was among the mix. With so many airplanes all over, it made it scary in the air.”

Hauser described the airspace as “organized chaos.” “Everyone had a certain assignment, but we all gave way for the search and rescue missions.”

His most challenging experience was his first trip with Corps engineers “The first thing I saw down here was the worst thing I saw – the Lower 9th Ward,” he said. “There were reports of shootings in the area and guys were in flak jackets holding guns. When I saw this I thought, ‘What did I get myself into?’”

By the third day, Hauser was a little more relaxed and took the time to really look around at what had happened to the city. “It made me feel bad inside,” he said.

Hauser, the father of two grown sons, lives in Okotoks, Alberta, Canada and travels an average of seven to eight months out of the year, performing various flying operations in the Arctic, Canada, northwest United States and Mexico. He primarily flies oil and gas explorations, transporting crews of 50 to 100 people in mountainous terrain, while slinging in the recording gear, sensors, cable, and other equipment for seismograph operations, which are used to pinpoint locations viable for drilling oil.

“We also perform fire operations and we just completed a flood relief mission in our providence at the

Alberta Base, where the southern rivers of Alberta were overtopping the banks by up to six feet. This was just two months before Katrina hit,” Hauser said.

He returned to Canada shortly before Hurricane Rita hit for his required five-day rest between mission times, then returned to New Orleans. “I was eager to come back. Leaving had been a bittersweet experience because I had formed a lot of bonds and friendships in New Orleans,” Hauser said. “When I returned, I got to see the city in a totally different manner – it was unwatered.”

“Everything was very fast-paced,” he said. “Everyone was working on adrenaline, little sleep and lots of coffee to get the city unwatered and ready for repairs. I have a lot of respect for the Corps.”

Hauser also has a lot of respect for Col. Richard Wagenaar, New Orleans District Commander, who ensured the media got accurate and up-to-date information. “He’s open and honest and wanted the people to know what was going on,” Hauser said. “I’ve enjoyed working with the colonel and his staff. They’ve done a magnificent job, and I don’t think people realize just how powerful the force of water is and what these guys do to fight it.”

“This has definitely been the most challenging flight experience in my 15-year career,” Hauser said, “and it’s an experience I’ll never forget.”

And for Phillips, who made it possible for Hauser and his fellow pilots to participate in history, it was a memorable experience as well. Not only did she experience her first-ever helicopter ride, she found out that motion sickness patches really work, thanks to some stormy weather during her flight from Vicksburg to New Orleans and back.

“All the guys were amazing,” Phillips said. “Even though it got crazy for awhile in the beginning and I had to bunk them together for awhile under less than ideal circumstances, they never complained.”

“They all wanted to help, and their companies didn’t want to charge us a penny more than they had to. They were all such a pleasure to work with.”

The pilots and crew that supported the mission included: Northern Air Support – Roger Reid, president and chief operating officer; Jason Brown, pilot and operations manager; Scott Hauser and Paul Guarducci, pilots; and Corey Block and Chris Mueller, engineers.

Universal Helicopters Newfoundland Limited – Norm Noseworthy, executive vice president and director of maintenance; Lorne Pike, Colin LaValle and Gerard Hartery, pilots; and Duke Quinlan, quality assurance manager.

# Big Dig

by Amanda Jones

In mid October work began on a 33-acre borrow pit site in Plaquemines Parish, excavating material for the parishes damaged river levees between Jesuit Bend and Fort Jackson.

The Walker Road site property, jointly owned by the Plaquemines and West Jefferson Levee districts, will yield an estimated 250,000 cubic yards of material to build levees, and leave behind a 20-foot deep pit. The Corps was given permission to use the Walker Road land providing that another 33 acres was cleared beyond the pit for the West Bank projects.

“The pit was designated for joint levee contracts associated with West and East of Algiers projects that were designed before the hurricane,” said Pierre Hingle, Plaquemines Parish resident engineer. He said the pit was already cleared

and ready to go.

“The clay material is too wet to compact directly into the levee so they process the material. By just exposing it to the air, you’re reducing the water content in the soil,” Hingle said.

A Memphis District unit of about 14 employees, working 12 hours daily, digs the materials, puts it in dump trucks and hauls it to the back of the site. After allowing it to sit for a day or two, they mound it up and the process of working with it reduces the moisture. The contractor further reduces the moisture by bringing it to the levee and chopping it. Hingle said it simply aerates the soil. The project completion date is set for mid February.



Lane LeFort

## RECONSTRUCTION, from page 4

for the borrow team under Task Force Guardian (TFG). Working for TFG is different, but Thurmond feels he’s working under the same “heightened state” as he did in Iraq. “I’ve just gone from war zone to storm zone,” says Thurmond.

Luckily, Hibner’s north shore home also survived the storm and he was able to immediately get to work as the new Executive Officer for the district.

“Before, I was a project engineer in construction division. It’s a fairly significant change, but it’s been good because I’ve been able to see the district from a completely different level at a time where there’s a lot of activity throughout the entire district,” Hibner said.

As for the similarities between reconstructing New Orleans and Iraq, he says there are few.

“There the whole infrastructure was pretty well antiquated. It needed upgrading or just wasn’t there at all. So, some of that we’ve built from scratch and some of that just needed updating. Here we have good infrastructure that’s just been pretty much brought down to inoperable. But of course, there’s a lot of destruction. That’s the one common part of it. The southern part of Fallujah suffered a lot of damage, not too unlike the damage we see here. There were similarities to some of the areas that took a heavy storm surge hit, where houses are knocked off their foundations or just leveled,” Hibner said.

“So, it’s been busy and it’s been challenging, but it’s also been a great learning experience,” Hibner said. Gately agreed, and simply said, “I’m glad to be back. Now let’s get the job done.”





Scott Rucke



**Mats are tied together using pneumatic tying tools and launched in front of the New Orleans District.**

Vicksburg District's Mat Sinking Unit, consisting of about 345 employees, placed articulated concrete mattresses (ACM) in front of the New Orleans District from Dec. 29 to Jan. 5. This work will safeguard the Mississippi banks from further deterioration, where ten to 30 feet of scour has taken place over the last 15 years. A stone berm was constructed last year and the placement of 3,500 linear feet of ACM will complete the bank stabilization. At a cost of about \$2.50 per square foot, "it's cheaper to place revetment than it is to place carpet in your own house," said Don Rawson, civil engineer.

## Congratulations

to **Jim Barr** who was named as Chief of Contracting Division.

to **Paul Landry**, who was temporarily promoted to a GS-9 program analyst.

to **Michelle Spraul**, who was temporarily promoted to a GS-13 MRGO project manager.

to **Lynn Tinto**, who was temporarily promoted



**Elena Napolitano and Anne Marino are amazed at the generous holiday care package the Rock Island District IMO sent to MVN's IMO.**

to a GS-13 civil engineer.

to **Stuart Waits**, who was temporarily promoted to a GS-13 project manager.

to **Phillip Brouillett**, who was temporarily promoted to a GS-13 assistant at the Lafayette Area Office.

to **Scott Blanchard**, who was temporarily promoted to a GS-12 construction representative.

to **Lary Yorke**, who was temporarily promoted to a GS-13 at the Westbank Resident Office.

to **Darrell Normand**, who was temporarily promoted to a GS-13, chief of the Cost Engineering section.

to **Timothy Ruppert**, who was temporarily promoted to a GS-12 Civil Engineer.

to **Carolyn Stone**, who was temporarily promoted to a GS-9 program analyst.

to **Louis D. Britsch**, who was temporarily promoted to a GS-13 geologist.

to **Jeffrey Richie**, who was temporarily promoted to a GS-12 structural engineer.

to **Frederick Young**, who was temporarily promoted to a GS-13 lead structural engineer.

to **Deanna Walker**, who was temporarily promoted to a GS-13 chief



**Dan Whalen and Brian Maestri load 15 boxes of nonperishable food items, weighing 379 lbs., into a truck to be delivered to the Second Harvesters Food Bank. This holiday food collection was for needy families, including victims of Hurricanes Katrina and Rita.**

of the Direct Federal Acquisition branch.

to **Yvonne Barbier**, who was temporarily promoted to a GS-13 chief of the Local Sponsor and Inleasing branch.

to **Judith Gutierrez**, who was temporarily promoted to a GS-13 civil engineer.

to **Timothy Axtman**, who was temporarily promoted to a GS-13 civil engineer.

to **Gregory Miller**, who was temporarily promoted to a GS-13 biologist.

to **Jacqueline Purrington**, who was temporarily promoted to a GS-13 executive assistant.

In a short ceremony Dec. 21, Lt. Gen. Carl Strock, Brig. Gen. Robert Crear, and Col. Wagenaar praised New Orleans District employees for their commitment and consistency of getting the necessary resources to complete any job.



**Jan Brandon was recognized for her exceptional IM support.**



**Randall Ridgeway was in charge of the issues that began returning to work Area Office.**

## Farewell

to **James D. Addison** (PAO), who retired Nov. 30.

to **John A. Agan** (ED), who departed Dec. 9.

to **Christopher D. Alfonso** (ED), who retired on Dec. 31.

to **Chester J. Ashley** (CD), who retired Sept. 30.

to **Doyce H. Cook** (OD), who retired Dec. 31.

to **Barbara A. Dickerson** (EO), who transferred to Savannah District Oct. 16.

to **McKinley Goins** (OD), who

departed Dec. 31.

to **Raymond B. Gonzales** (OD), who retired Dec. 31.

to **Timothy J. Keefer** (ED), who departed Nov. 3.

to **Shannon McCurdy** (OC), who transferred to Rock Island District Oct. 28.

to **Denise C. Morrison** (CT), who departed Oct. 15.

to **Mary S. Munoz** (ED), who departed Dec. 10.

to **Capt. William P. Rhea** (OD), who retired Jan. 3.

to **George E. Rogers Jr.** (IM), who departed Dec. 10.

to **Renee M. Russell** (RE), who transferred to the Ft. Worth District.

to **Julie D. Scheid** (IR), who transferred to San Francisco District Oct. 16.

to **David A. Smith** (OD), who transferred to Mobile District Nov. 12.

to **Marilyn O. Sullen** (IM), who retired Jan. 3.

to **Kim M. Theophile** (CT), who departed Nov. 25.

to **Viola Tolliver** (IM), who retired Dec. 31.

to **Paul M. Gautreau** (ED), who retired Jan. 3.

## Condolences

to the friends and fam-

ily of **Andrew "Dusty" Wolfe**, who passed away Aug. 10. He retired from the Corps in 1979 after 25 years of service.

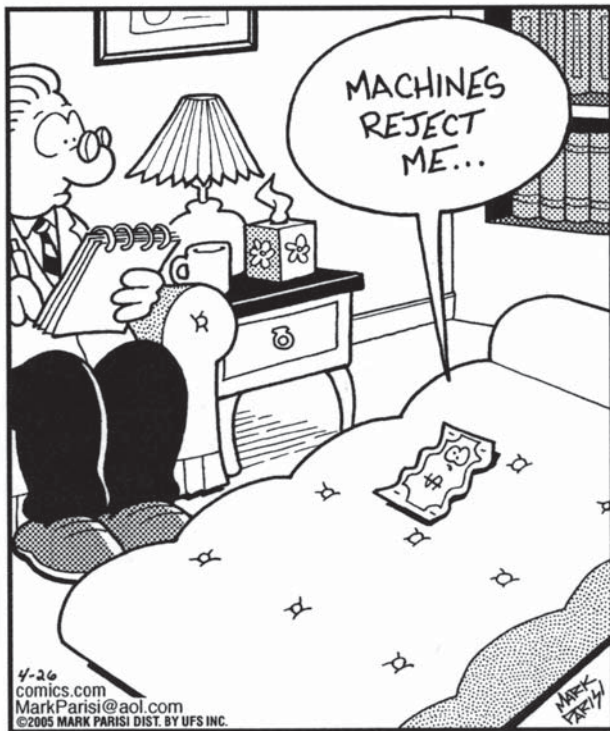
to the friends and family of **Gwen Johnson** (IM), who's son Stacy passed away in late Oct.

to the friends and family of Corine Boutte, mother of **Michael Boutte** (OD), who passed away Nov. 21.

to the friends and family of **JoAnn Woods** (EO), whose father, Reverend Freddie Williams Sr., passed away Oct. 3.

to the friends and family of retiree **James Ducote** (LAO), who passed away on Oct. 2 at the age of 69.

OFF THE MARK® by Mark Parisi



**Walter Baummy**, chief of Engineering Division, presents a certificate of appreciation to **Dennis Strecker** at his retirement party in early Dec.



recognized for taking  
arised when people  
at the Lafayette



**Jim "the tool man" Davis** was recognized for his incredible logistics support. Col. Wagenaar said there was nothing he couldn't do.



**Casey Choate** (OD) was recognized for his immediate response after Hurricane Rita.

The district's flags temporarily fly atop the building while waiting for repairs to the flag pole, which was damaged during Hurricane Katrina.



Lane LePort

Department of the Army  
New Orleans District, Corps of Engineers  
P.O. Box 60267  
New Orleans, LA 70160-0267  
*Office: Public Affairs Office*  
Official Business

First Class Mail  
Postage & Fees Paid  
U. S. Army Corps of Engineers  
New Orleans District  
Permit No. 80