



Western Outdoor TimesTM

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Arizona Boating & WatersportsTM



May-June 2011

BOATING | CAMPING | FISHING | HUNTING | RVING | WATERSPORTS | WILDLIFE

It's Here!

The boating season is upon us; check out these safety tips.

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Uneducated Paddlers Unaware Of Sport's Dangers

Not many people would equate tooling around on a kayak with risky business, but in Arizona five fatal boating accidents between December to mid-April claimed the lives of paddlers. It may not be that paddling is inherently more risky than any type of boating, but perhaps it is the sheer number of new comers to paddle sports that drives the deadly statistics upward. The fact that a new entry level kayak and paddle can readily be found for under \$400 is very attractive for anyone who wants to get out on the water. To add to the economy of buying a kayak the happy fact paddle boats don't require any fuel to zip around the lakes — other than an extra peanut butter and jelly sandwich and an energy drink — and you have a lot of people pushing a kayak or canoe into the water for the first time. And paddling is basically very easy to do, you dip the paddle into the water, push and wallah, off you glide! Combine all this — not to mention paddling is fun, a great way to get close to nature and good exercise



HELMETS TOO — American Canoe Association members practice swift water techniques. For this type of advanced paddling, helmets are recommended as well as proper clothing, and lifejackets.

See **DANGERS** on page 17

Operation Paddle Smart

By Petty Officer Nathan W. Bradshaw

On Monday, March 29, the Coast Guard received a report of an unmanned kayak near Port Madison, Wash. It is a situation that occurs in the maritime search and rescue community all too often. When a vessel is found adrift without its pilot and there is no way of determining whether or not an individual may be in distress.

Larger recreational or commercial vessels share the fortunate benefit of hull registration numbers and a vessel name that allow for the owner to be identified. On a kayak and other forms of paddle craft, there are no identifying features that allow the owner to be contacted. Furthermore, there is no way to

See **OPERATION** on page 5



No Reason Not To Wear A Life Jacket Anymore!

By Capt. Ed Huntsman

The law requires anyone on a watercraft 12 years old and younger to be wearing a properly sized and fitted Type I, II or III life jacket worn to the design specifications of the manufacturer while it is underway (not made fast to the shore, at anchor or aground). Further, it must be coast guard approved and in good repair, or as the law states, "in serviceable condition."

When I first managed to get the wind in the sail of my 11 foot Styrofoam Snark sailboat on Jackson Lake in Northwestern New Mexico in 1960, my dad made sure I was wearing what most of us think of today when the topic of a life jacket is brought up. The reality is it wasn't even that good! Unlike the cheap orange keyhole Type II life jackets most of us have available for ourselves and our passengers on our boats these days, this was similar, but made dependant on a material called kapok (could have even been cork for all I know!) in a sealed vinyl bag inside the orange outside covering to provide flotation.

Not exactly providing a comfortable fit or easy to move around in, but I was a kid on a sailboat so who cared.

Years later, the newer version of that Type II, still inexpensive and ugly, uncomfortable and restrictive life jacket can be purchased pretty much anywhere boating related equipment and supplies can be found. In fact, many boat owners actually prefer this life jacket, not because it's the best they can find to provide for their passengers and themselves, but because they are inexpensive and meet the carriage re-

See **LIFE JACKET** on page 2

So, What's A Capacity Plate And What Does It Do?

Capt. Ed Huntsman

Many of us are overwhelmed and confused by the amount and seemingly complex laws and regulations with which we are forced to comply just to go boating. Life jackets, fire extinguishers and a myriad of other safety issues are just the beginning. Requirements for observers onboard our boat for someone to ski or be towed, proximity requirements and a capacity plate; what is it and what does it do?

On August 1, 1973, the Coast Guard published a regulation in Section 183 of Title 33 of the Code of Federal Regulation (CFR) that requires all monohull boats under 20 feet in length (except sailboats, canoes, kayaks, and inflatable boats) to carry a plate posting the Maximum Weight Capacity, Maximum Persons Capacity and Maximum Horsepower Ratings. Boats constructed before that date may have these items posted,



but probably aren't in compliance with a CFR that didn't exist when they were manufactured.

The rule requires that the capacity plate be mounted in view of the boat operator near the helm. The plate is yellow with a silver or gray background. Often silk screened on an aluminum or similar thin lightweight metal plate, only the yellow and black ink are added, exposing the background. Boats that are less than 20 feet in length must have capacity plates labeled "U.S. Coast Guard Maximum Capacities". Boats up to 26 feet carry just the "Maximum Capacities" wording.

Boat operators are required by law to

comply with and obey the safe loading capacities posted on these plates and not exceed the limits cited. Beyond the minimum information established and required for the capacity plate of weight, load, and horsepower capacities, National Marine Manufacturer Association (NMMA) Certified boats also list other standards which often include information on navigation lights, flotation, maneuverability, compartment ventilation, steering, fuel, and electrical systems of the boat. If you see the NMMA logo and the words National Marine Manufacturers Association, you can be assured that the boat meets additional industry standards above and beyond the USCG regulations.

If your boat has no capacity plate, an easy way to determine how much weight the boat can safely carry in calm (flat) water is to simply multiply its length by its width, and

See **CAPACITY PLATE** on page 2

Providing CPR – No Time To Waste

This Safety Alert serves as a reminder to the international maritime community that when it is necessary to provide a patient Cardiopulmonary Resuscitation (CPR) there is simply no time to waste. Every second which passes affects the patient's chance of survival. According to the American Heart Association

Sudden cardiac arrest is most often caused by an abnormal heart rhythm called ventricular fibrillation (VF). Cardiac arrest can also occur after the onset of a heart attack or as a result of electrocution or near drowning. When sudden cardiac arrest occurs, the victim collapses, becomes unresponsive to gentle shaking, stops normal breathing and after two rescue breaths, still isn't breathing normally, coughing or moving.

Effective bystander CPR, provided immediately after sudden cardiac arrest, can double or triple a victim's chance of survival.

Effective bystander CPR helps maintain vital blood flow to the heart and brain and increases the amount of time that an electric shock from a defibrillator can be effective.

Brain death starts to occur four to six minutes after someone experiences sudden cardiac arrest if no CPR or defibrillation occurs during that time.

If bystander CPR is not provided, a sudden cardiac arrest victim's chances of survival fall 7 percent to 10 percent for every minute of delay until defibrillation.

Few attempts at resuscitation are successful if CPR and defibrillation are not provided within minutes of collapse.

For additional information access the following websites

American Heart Association <http://www.heart.org> American Red Cross <http://www.redcross.org>

Regardless of other CPR training requirements, such as basic safety training required by STCW-95 for certain mariners, the Coast Guard strongly recommends that all vessel owners and operators ensure each crew member is properly trained in CPR. Important changes to CPR procedures have taken place in late 2010.

This safety alert is provided for informational purposes only and does not relieve any domestic or international safety, operational or material requirement. Developed and distributed by the U.S.C.G. Headquarters' Office of Investigations and Analysis, Washington, DC. Questions may be addressed to HQS-PF-ldr-G-PCA@uscg.mil.

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LADIES DAY — Learning to use the boom and winches to lift a person from the water was one of the skills learned at the Ladies Day at the Lake.

Educating Women On Safety Makes For Smoother Sailing

How do you instantly double the number of safe boaters/people concerned with safe boating? Easy: get the women engaged.

This approach is the one taken by the Lake Pleasant Sailing Club (LPSC), a non-profit group in Phoenix, Arizona.

In addition to its regular monthly meetings and social events on land and water, LPSC sponsors a special event called

See **WOMEN** on page 17

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CAPACITY PLATE

Continued from page 1

divide the sum by 15. So a 20-foot boat that is 8 feet with would safely accommodate (up to) 10 people that weigh an average of 150 pounds, or 1500 pounds of weight total. Don't forget that number includes all of your gear as well. Get five or six people out on your 20 foot boat and you're probably actually talking about 800 or so pounds. Add a 300 pound motor, 30 gallons of fuel (at 6 pounds a gallon) for another 90 pounds, a cooler with ice, water and food plus all your other ski, water toys or other equipment and the items brought by your guests and the 1500 pound capacity boat can be easily exceeded.

According to the Arizona Game and Fish Department's May-June 2008 issue of *Arizona Wildlife Views* magazine, capsizing is the number 10 cause of boating accidents in Arizona. Capsized boats are often the result of being overloaded. In a nutshell, if your boat is less than 20 feet in length, the capacity plate provides a wealth of information to help make sure you don't overload your boat! Many boats that end up capsizing, resulting in injuries, sometimes death but always damage are often the result of an innocent act of simply putting more people, equipment and supplies on a boat than it has been designed to carry; safely or otherwise.

Continued on AZBW.com

LIFE JACKET

Continued from page 1

quirement of the law.

So why would anyone invest in the cheapest safety equipment available for them selves and their guests on a boat that meets the requirement? Most often because we don't think we'll ever actually need it would be my guess. Speaking for myself, I've shared in other articles that I never took a class for skiing, boating, ATVs or other activities in which I've engaged until I actually started teaching them. I never thought anything would happen to me and I believe many of us feel the same way. A severe skiing accident when I was in high school didn't even change my mind at the time, and while walking around in a cast up to my hip for several months I certainly had the opportunity to think about it. But even after all the years between then and now, the notion I could get hurt, seriously injured or even killed never occurred to me until I found myself responsible for someone else.

When I discovered that my wife enjoyed sailing years ago, I immediately went out and invested in the most comfortable and stylish Type III life jackets I could find for us. There was no way I was going to put on a Type II keyhole again and I knew Debbie would never enjoy sailing wearing one. And following the advice of Virgil Chambers of the National safe Boating Council who is often heard making the remark "The best life jacket is the one

you'll wear" I wanted to get something that she'd like.

Fast forward several years; I recall seeing an inflatable life jacket designed for boating for the first time in the late 1990s. Inflatable technology has been used widely by airlines and the military for some 50 years. However its only been used by recreational boaters for about the last 14 years or so. So where did they come from, how and why were they developed?

The beginning of inflatable technology goes back to 1935 when Air Cruisers company founder James F. Boyle invented the inflatable *Mae West* life jacket used primarily by military pilots during World War II. Then, in the 70s, a small *ma and pa* operation in Idaho were taking the next step in development and created a suspenders type of life jacket using brassiere straps that was both comfortable and easily inflated, but it was never approved by the Coast Guard for wear as a personal flotation device (PFD), or life jacket.

Enter Idaho sportsman Scott Swanby, an avid duck hunter and fisherman. Swanby lost a good friend to drowning when their small boat was swamped by a gust of wind in the early 80s while hunting. They weren't wearing life jackets because the life jackets widely used in those days just weren't suited to meeting the needs of hunters needing the ability to shoulder a shotgun. That next summer, while float-tube fishing with another buddy whose tube popped nearly cost

Swamby to lose yet another friend. Swamby had found a buoyant ski belt to wear that helped him keep himself and his friend afloat. But it later ended up getting stiff and losing its buoyancy, so Swamby started looking again for an effective, but comfortable way to stay afloat in the event of an emergency. Then, in the mid 80s Swamby learned of the suspenders type inflatable the small Idaho company was working on. He stepped in and founded the company SOSpenders and a few years later the first Coast Guard approved inflatable life jackets were not only approved, but beginning to find acceptance in the marketplace.

Helped by Ray Scott, the founder of Bass Anglers Sportsman Society (B.A.S.S.) who was the first bass tournament organizer to require life jackets be worn by competitors anytime their boat was underway, the new life jackets began to find an audience with fishermen that didn't like wearing the hotter and bulkier Type III life jackets. According to the September 19, 1999 Knight-Ridder News Service article written by Ray Sasser, at the 1999 Bassmasters Classic held in late July on the Louisiana Delta, press observers were offered a choice between a standard Type III flotation jacket or SOSPENDERS. Forty of the 45 press anglers picked the inflatable suspenders. So did many of the competitors.

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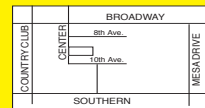
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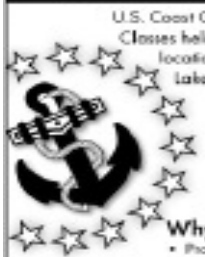
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Alcohol and Drugs

Arizona law prohibits anyone from operating a power-driven vessel while under the influence of alcohol or any drug that causes the person to be even slightly impaired. Alcohol and drugs cause impaired balance, blurred vision, poor coordination, impaired judgment, and slower reaction time. Alcohol contributes to about one-third of all fatal boating accidents nationwide.

- ◆ A person is considered to be operating under the influence (OUI) of alcohol if he or she has an alcohol concentration of 0.08% or greater as determined by a test of his or her breath, blood, or urine. "Extreme OUI" is blood alcohol concentration (BAC) of 0.15% and higher
- ◆ If convicted of OUI or "Extreme OUI," a person can be fined up to \$2,500 and jailed for up to six months.
- ◆ By operating a vessel on Arizona Waters, you have consented to be tested for alcohol or drugs if arrested by a law enforcement officer for alleged violations under Arizona Watercraft Statutes.

*The best thing you can do for your safety and the safety of other boaters is simple...
Don't drink and boat!*



Statewide Boating Education Classes

April 2011

Host	Date and Time	Location	Cost	Registration
United States Power Squadron	April 16 9 a.m. - 2 p.m.	Los Lagos Clubhouse 6102 Lago Grande Dr. Fort Mohave	\$0	(928) 768-1522
Arizona Game and Fish Department	April 16 8 a.m. - 5 p.m.	Roosevelt Lake Patrol Sheriff's Substation 28449 N. Hwy 188 (at mile post 243) Roosevelt Lake	\$5 per family	(928) 467-2515
U.S. Coast Guard Auxiliary	April 16 9 a.m. - 5 p.m.	Bass Pro Shop 1133 N. Dobson Road Mesa	\$30	(602) 490-8076
U.S. Coast Guard Auxiliary	April 16 9 a.m. - 5 p.m.	Marine Max 1840 E. Broadway Road Tempe	\$30	(480) 899-3373

May 2011

Host	Date and Time	Location	Cost	Registration
Arizona Game and Fish Department	May 7 9 a.m. - 5 p.m.	Arizona Game and Fish Regional Office 555 N. Greasewood Road Tucson	\$0	(520) 429-6106
Arizona Game and Fish Department	May 14 8 a.m. - 5 p.m.	Roosevelt Lake patrol Sheriff's Substation 28449 N. Hwy. 188 (at mile post 243) Roosevelt Lake	\$5 per family	(928) 467-2515
U.S. Coast Guard Auxiliary	May 21 9 a.m. - 6 p.m.	Bass Pro Shop 1133 N. Dobson Road Mesa	\$30	(602) 490-8076
Arizona Game and Fish Department	May 28 9 a.m. - 5 p.m.	Marine Max 1840 E. Broadway Road Tempe	\$8 per family	(623) 236-7235

Renew online. It's easy!



There are no 'online convenience fees' to renew your registration AND you won't have to wait to use your watercraft.

At no additional cost, you can renew your watercraft registration, pay online and change your address at azgfd.gov/watercraft.

After completing the online process, you can print a temporary certificate that will enable immediate use of your boat or personal watercraft.

8th Annual Tri-State Boating Safety Fair



Go Boating Safely!

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- Giveaways
- Information booths
- Life Jacket trade in
- Courtesy vessel safety checks
- ...and a lot more!

Life jacket trade-in:

- 10 a.m. to 2 p.m.
- Bring in your unsafe or outgrown life jackets
- New life jackets will be available (while supplies last)
- One per family



**Saturday,
May 21, 2011
10 a.m. to 2 p.m.**

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Along the Bridgewater Channel

For more information:
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If You Can Be Heard, You Can Be Rescued

Sound is the #1 factor in deterring crime and finding lost victims. When you are injured, cold, lost and tired, shouting can leave you hoarse and exhausted in a matter of minutes.

However, if you can breathe, you can easily blow a whistle and be found by Rescue Personnel. A sounding device is one of the requirements in order to be awarded a

Coast Guard Vessel Safety Check decal. Besides whistles, there are other types of Sounding Devices: e.g., air horns and bells.

But, a whistle is the least expensive type of sounding device. And, it is the easiest to carry on your person or tied to your life jacket.

In cooperation with the National Safe Boating Council and other agencies, some

Coast Guard Auxiliary units give away whistles at public events like boat shows, safe-boating events, state fairs, etc.

Before you leave the dock, be sure you have all the proper and required equipment on board your vessel.

And don't forget to wear a life jacket and carry a sounding device! These items might just save your life.



ered a safety/emergency item and save the day. The normal use is to stop over your favorite fishing spot and use the anchor to maintain your position. Another use is to hold the boat in position while you and your friends wade to shore for a picnic. But then there is the frightening situation when your motor fails or runs out of gas

and you begin drifting whatever way the current is going.

There is also the stressful situation when heavy weather or a fog bank reduces your visibility. Should this happen, don't try to outrun it to shore since a collision with something or someone could well be the result. Instead, pull well out of the channel, turn on your navigation lights and lower your anchor.

A sufficient length of the anchor line should be 7 times the depth of the water. Don't forget to sound your whistle or horn 2 long blasts at 2-minute intervals. And listen for the sounds of an approaching boat!

Another good idea is to secure a fender to your anchor line where it is attached to the boat. The reason here is that if you do detect a boat heading your way and it is apparently not hearing or ignoring your warning sounds or radio calls on Channel 16 that you can cut the line and get out of the way. The fender would then allow you to return to the spot and retrieve your anchor.

Return Home Safe After Your Day On The Water

The Coast Guard Auxiliary reminds boaters, don't be a boating casualty on the water. Follow these simple rules to have a safe and enjoyable day.

Check the weather before casting off and monitor the weather by marine radio continuously.

It is recommended that everyone always wear a life jacket when on the water, but at a minimum have a properly fitting life jacket for every person on board and ensure that they are readily accessible. Often, when trouble happens, it happens fast.

Know the boat you are on, including the location and operation of all safety gear, including a VHF-marine radio. This is especially true if renting or borrowing a boat that you may not be familiar with.

Do not rely on cell phones as a primary means of distress communication. Coverage is unreliable and communications are only point-to-point, limiting the chances of a Good Samaritan coming to your aid and if you get cut-off, the call may not be reestablished. The best way to get help quickly is by marine radio.

A float plan should be prepared and shared with friends and family. That will give them an idea of where you are going and when you will return home. The float plan has all pertinent information about your boat, increasing your chances of being rescued. You can download a float plan at: <http://www.floatplancentral.org/> and <http://www.floatplancentral.org/download/USCGFloatPlan.pdf>.

Contact the Coast Guard Auxiliary for a free vessel safety check by going to www.vesselsafetycheck.org and click on "I Want a VSC" to find a Vessel Examiner near you.

Take a safe boating class to arm you with valuable information.

Do You Really Need An Anchor On Your Boat?

The federal government and most state governments do not require that an anchor be carried on board. But would you leave shore without a radio or a first aid kit? You aren't required to have them either.

The answer is a matter of common sense and you wanting your passengers to have a safe boating trip. If someone gets a cut or a fish hook accident, you'll want a first aid kit. If you need help or want to contact someone you will need a radio (cell phones depend on being in range of a cell tower).

An anchor could logically be consid-



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TALKING SAFETY — Representatives of Arizona Game & Fish remind this boater of some of the safety precautions to ensure her a good day on the water — and an equally good return from it. Classes are available from Arizona Game & Fish, from the Coast Guard Auxiliary, and from the Phoenix Sail & Power Squadron.



A Lifejacket Can Make The Difference Between Being Rescued Or Being Recovered

It is not unusual for the Coast Guard and other rescuers to search for a person who ended up in the water unexpectedly. All too often the search and rescue evolves into a search and recovery because the person was not wearing a lifejacket.

It is not uncommon for boaters and/or their passengers to unexpectedly find themselves in the water without a lifejacket. Some survive and unfortunately some do not. Not wearing a lifejacket while boating, including, canoeing, kayaking and stand-up paddle-boarding is like playing "Russian Roulette."

The chances of a non-swimmer surviving a fall overboard if not wearing a lifejacket are remote if not rescued quickly. "Not to wear a lifejacket whether you are a swimmer or not is to take an unnecessary risk, you never know when you might end up in the water", said Anthony Turner, a spokesperson for the U.S. Coast Guard Auxiliary.

There are many excuses for not wearing a lifejacket, such as "they are uncomfortable" or "too expensive." U.S. Coast Guard approved lifejackets range in price from as low as \$15.00 to about \$400.00 for the top-of-the-line inflatable, although, even the most expensive lifejacket is of no value if it is not worn.

It is undisputable a lifejacket can and will save a life if properly worn, but what about preventing boating mishaps in the first place? Since most boating mishaps are caused by operator inattention, inexperience, and speeding resulting in collisions, remembering and following a few simple boating rules of the road, such as keeping a sharp lookout for other boat traffic, can help prevent collisions.



RUSSIAN ROULETTE — It is not unusual for the Coast Guard and other rescuers to search for a person who ended up in the water unexpectedly. All too often the search and rescue evolves into a search and recovery because the person was not wearing a lifejacket. It is not uncommon for boaters and/or their passengers to unexpectedly find themselves in the water without a lifejacket. Some survive and unfortunately some do not. Not wearing a lifejacket while boating, including, canoeing, kayaking and stand-up paddle-boarding is like playing "Russian Roulette."

Consider Your Passenger's Waistline When Loading Your Boat

Being overweight affects more than your waistline. According to the Centers for Disease Control and Prevention, average adult Americans are about one inch taller, but nearly a whopping 25 pounds heavier than they were in 1960. In June 2008, four men died in Northern California when a 14-foot aluminum boat sank. The boat was overloaded with 10 passengers.

The U.S. Coast Guard Auxiliary cautions boaters not to overload their boats. This is even more significant nowadays since Americans on average weigh more than in previous years.

The U.S. Coast Guard Federal Boat Safety Act of 1971, mandates that boats less than 20 feet powered with an inboard, outboard, or stern-drive engine manufactured after November 1, 1972, must display a capacity plate defining the safe load limits. This plate must be mounted where it can be seen when preparing to get underway.

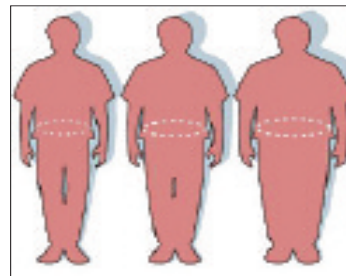
Although sailboats, canoes, kayaks and inflatable boats are exempt from this standard, attention to safe loading for those types of boat is still important. Some states have laws prohibiting the carriage of people and gear in excess of the stated capacity.

Boaters should keep in mind that the limits defined on capacity plates apply in good-to-moderate weather conditions. In rough waters, boaters should keep the weight well below the limit.

In ideal weather conditions, the Coast Guard Auxiliary recommends that boaters distribute loads evenly, keep weight low, and avoid abrupt changes in distribution. This is especially important when the boat's capacity is fully used or if weather conditions deteriorate.

It is also important to remember that people represent a "live" load and moving about affects a boat quite differently than static loads. In general, shift human or other weight only after stopping or slowing. The number of seats in a boat is not an indication of the number of people it can safely carry.

In addition to practicing safe loading practices, boaters are reminded not to boat under the influence, always wear their life jackets, keep a working VHF marine radio on board, stay attentive while underway and avoid excessive speed.



WAIST WATCH — Being overweight affects more than your waistline. According to the Centers for Disease Control and Prevention, average adult Americans are about one inch taller, but nearly a whopping 25 pounds heavier than they were in 1960. In June 2008, four men died in Northern California when a 14-foot aluminum boat sank. The boat was overloaded with 10 passengers. The U.S. Coast Guard Auxiliary cautions boaters not to overload their boats. This is even more significant nowadays since Americans on average weigh more than in previous years.

OPERATION

Continued from page 1

determine if the vessel was washed off of a beach during high tide or was separated from its owner during the course of a boating accident.

As a result the Coast Guard spends hundreds of thousands of dollars each year engaged in search and rescue operations for cases where there was nobody in danger to begin with.

In an effort to counter this problem and cut back on the unnecessary use of resources and tax dollars the Coast Guard and Coast Guard Auxiliary have teamed up to launch "Operation Paddle Smart," a campaign aimed to benefit the Pacific Northwest, as well as the entire U.S. maritime community.

With spring upon us and summer just around the corner it is important that small craft mariners become aware of the educational and practical opportunities provided by this program.

The goal of Operation Paddle Smart is to educate small craft owners on water safety and provide them with a waterproof sticker that could be beneficial to everyone involved, whether they're kayaking or part of a search and rescue operation.

Each sticker provides room for the small craft owner to list his or her name, phone number and cell phone number in case their craft is found drifting. This can greatly assist in the initial investigation of a possible search and rescue case.

"This program will benefit boaters and emergency responders through improvised vessel identification," said Coast Guard



Even on inland waterways it is important to ID your paddle craft to save unwarranted search and rescue efforts. To obtain a waterproof sticker, get a paddle craft vessel exam or get information on the next Paddlesport America course call FL 10-07 Coast Guard Auxiliary message center at (602) 559-1440 or email uscg10-7@cox.net.

Admiral Gary Blore, Thirteenth Coast Guard District Commander. "A tremendous effort and thousands of dollars are expended each year searching for lost boaters. Our goal is to educate paddlesport enthusiasts on their responsibilities, how to stay safe and help emergency responders in the event of an actual rescue situation."

In 2009, 143 separate HH-65 Dolphin helicopter launches took place in Port Angeles, Wash., alone, said Operation Specialist 1st Class Peter Williams of the District 13 command center. At least half of those launches can be attributed to search and rescue cases that were later deemed unnecessary, said Williams.

With the ability to contact the small craft owners, Air Station Port Angeles

could have cut back on the number of unnecessary risks placed on the search and rescue operators and reduced the money and resources expended.

"The benefit comes from being able to identify a real emergency," said Jeff Seifried, a member of the Paddle Smart team. "If the Coast Guard isn't using resources searching for someone who is not missing, it's going to save a lot of time and money. We're not putting the Coast Guard rescue crews at any risk and at the same time, it could ease a family's anxiety to know there isn't any emergency."

The Coast Guard, Coast Guard Auxiliary and recreational boating specialists will provide paddle smart safety messages and stickers via boating safety events, boating supply stores and partner agencies such as the United States Power Squadron.

"We all put in a team effort to turn this idea into a reality," said Seifried. "Coast Guard districts will distribute the stickers to the Sectors and Auxiliary Flotillas and each of those assets will provide the stickers to anyone who has a small, unregistered water craft."

Operation Paddle Smart could be the key to a safer and more enjoyable boating season. If paddle craft mariners use the stickers, mishaps such as the kayak adrift in Port Madison may be prevented.

"It's simple, extremely beneficial and free," said Seifried. "I can't come up with a reason why you wouldn't want to use it. With a little bit of information you can help the Coast Guard find your property and save your life."

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Vessel Safety Checks Not Affected By Recession — They're Still Free

As the weather around the country gets warmer and with the increase in daylight hours, more and more recreational boaters are getting out on the water. Before hitting the water, the Coast Guard Auxiliary urges boaters to make sure they have the required safety equipment and that it is in working order by taking advantage of a free Vessel Safety Check.

The Coast Guard Auxiliary has been conducting free Vessel Safety Checks since 1947. Unaffected by recession or inflation, they were free then and still free today.

Vessel Safety Checks are conducted by qualified members of the U.S. Coast Guard Auxiliary and are the best way of learning about problems that might be a violation of state or federal laws and provide the boating public with additional safety tips that could possibly mitigate or eliminate preventable danger on the water.

To find a Vessel Examiner, go to



Rose and Ron Werner

CHECK THIS OUT — Even though the recession has hit boaters' pockets hard, there is still something valuable that costs absolutely nothing: a Vessel Safety Check. At least three guardians of our safety on the water, the Arizona Game & Fish Department, the Coast Guard Auxiliary, and the Phoenix Sail & Power Squadron offer these checks, without penalty for anything that needs attention.

www.safetyseal.org. Vessel Safety Checks can be conducted on any type of

watercraft from boats, personal watercraft, to kayaks.

Coast Guard Auxiliary National Commodore Targets Boating Deaths

Jim Vass of Port O'Connor, Texas, the Coast Guard Auxiliary National Commodore; charged the Coast Guard Auxiliary, "to reduce deaths on our waterways." We need to recommit ourselves to improving recreational boating safety and making a serious dent in reducing the recreational boating death growth rates," Commodore Vass said.

The year 2009 saw an increase of 3.8 percent in recreational boating deaths because people fail to wear life jackets, are

inattentive, and consume alcohol while operating boats. Nearly 75 percent of the 736 people who died in boating accidents in 2009 drowned, and 84 percent of those victims reportedly were not wearing a life jacket. "Our waterways should be fun, not places where you lose your life," commented Vass.

Commodore Vass began his association with the Coast Guard Auxiliary in 1991 and has served in a host of positions at the local, regional and national levels. Most

recently, he was the national vice commodore. He holds qualifications as an instructor, vessel examiner, and boat coxswain. His awards include the Coast Guard Auxiliary Medal of Operational Merit, Commendation Medal, Service Award, the Coast Guard Unit Commendation, and Coast Guard Meritorious Team Commendation.

The U.S. Coast Guard Auxiliary created by an Act of Congress in 1939 is the uniformed civilian component of the U.S. Coast Guard supporting the Coast Guard in nearly all its missions.

Life jackets, fire extinguishers, and distress signals are just some of the items that are required by federal regulations. The Coast Guard also suggests boaters equip their vessels with a marine VHF radio, GPS device, and 406 MHz EPIRB (Emergency Position Indicating Radio Beacon).

Aside from being prepared for an emergency, another advantage of getting the free Vessel Safety Check from the Coast Guard Auxiliary is that there aren't any penalties associated with not passing. Those who do pass will be able to display this year's Vessel Safety Check decal on their boat.

Now is also a great time to take advantage of one of the many boating safety courses offered by the Coast Guard Auxiliary and become acquainted or reacquainted with basic boating skills, seamanship and the most current rules and regulations that may also save a life or prevent an accident.



US Coast Guard

THE STATS — Jim Vass of Port O'Connor, Texas, the Coast Guard Auxiliary National Commodore; charged the Coast Guard Auxiliary, "to reduce deaths on our waterways."

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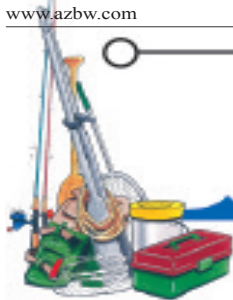
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Vessel Safety Checklist	Yes	No
Display of numbers*		
Registration / documentation*		
Life jackets (PFDs)*		
Visual distress signals (VDS)*		
Fire extinguishers*		
Ventilation*		
Backfire flame control*		
Sound-producing devices*		
Navigation lights*		
Pollution placard*		
MARPOL garbage placard*		
Marine sanitation devices*		
Presence of Navigation Rules*		
Unique state and/or local requirements*		
Overall vessel condition*		
Deck free of hazards and clean bilge*		
Safe electrical and fuel systems*		
Safe galley and heating systems*		
Marine VHF radio		
Dewatering device & backup		
Mounting of fire extinguishers		
Anchor & line for area		
First Aid and PIW kits		
Inland visual distress signals		
Capacity certificate of compliance		
Owner responsibility for accident reporting		
Offshore operations		
Nautical charts and navigation aids		
Survival and first aid tips		
Fueling and fuel management		
Float plan filing and weather & sea conditions		
Insurance considerations		
Boating checklist		
Safe boating classes		
*required items		



Flag Day
June 14



LIGHT LINES

FISHING IN ARIZONA AND BEYOND



Apache Trout: One Of Two Native Trout

From AZGFD

Description

The Apache is one of Arizona's two native trout species and is the Arizona state fish. Body color is yellowish-gold at the top of the head and the back is a dark olive. Dorsal, anal and pelvic fins are white tipped with dark, bold spots on dorsal and tail fin. An orange to red cutthroat mark is usually present under lower jaw. Spotting on the body is sparse and irregular and may extend below lateral line. Two small black spots on either side of pupil give appearance of black stripe through eye. Length: 6 to 24 inches. Weight: 6 ounces to almost 6 pounds. For more information on Arizona's native trout species click here.

Location/ Habitat

Found only in White Mountain lakes



Bigmouth Buffalo

Look For Buffalo In Apache, Roosevelt

Description

Non-native. Introduced to Arizona in 1918. Heavy bodied fish. Back is gray to olive-bronze with green-copper reflections. Sides are black to olive-yellow; belly is pale yellow to white. Head large and ovoid with a sharply oblique, terminal mouth. No barbells on mouth or spines on fins. Length: 12 to 41 inches. Weight: 1 to over 39 pounds.

Location/Habitat

Found only in Apache and Roosevelt Lakes. Wide ranging in habitat preferences generally found in water deeper than 20 feet, except during the spring spawning period.

Reproduction

Bigmouth buffalo are open water broadcast spawners during the spring after run-off raises the water levels. Eggs are scattered randomly over plants and debris.

Food

They are plankton feeders, eating mostly on algae, zooplankton, crustaceans and other larvae.

Angling

These fish are rarely caught by rod and reel, but successful anglers have used small hooks hidden in dough balls fished along the bottom. In addition to angling, bigmouth buffalo may also be taken by bow and arrow, crossbow, snare, gig, spear and spear gun as long as none of these methods are practiced within two hundred

See BUFFALO on page 18

and streams on forest and reservation lands. The Department is increasing their efforts in stocking Apache trout in Arizona and has an active recovery and management plan in place. The Apache trout is stocked from Silver Creek Hatchery in the summer months into the Little Colorado River near Greer, the Black River and Lee Valley Lake.

Reproduction

Apache trout typically spawn in early spring. Females excavate redds (nests) in the gravel, after fertilization the eggs are covered with gravel. Generally sexually mature by age 3. Apache trout are capable of hybridizing with rainbow trout which has greatly reduced the range of pure strain Apaches.

Food

They feed on aquatic and terrestrial in-



Apache Trout

sects and invertebrates.

Angling

They are easily caught fishing nymphs, wet or dry flies, worms or salmon eggs. Will also take small spoons and spinners. The same techniques used to catch rainbow trout work very well on Apache trout. Artificial fly and lure only regulations may be in effect on some waters, so check the state regulations.

Table Quality

The meat is firm, flaky and is considered fine eating. Removal of fine bones is difficult if fish is overcooked.

Since 1920, Black Bullheads Have Been In Arizona

Description

Black bullheads are native to the Great Lakes area down to Northern Mexico and the Gulf region. Introduced into Arizona in 1920. Body is black or dark gray on back with no mottling and yellowish sides; belly is white or yellow. Chin barbels are dark black. Tail fin squared off and is barely notched. Length: 5 to 15 inches. Weight: 4 ounces to over 2 pounds.

Location/Habitat

Prefers relatively quiet, murky waters, soft bottoms and rarely found in clear, rocky-bottomed habitats. They are a hardy fish, tolerant of warm water and low levels of dissolved oxygen.

Reproduction

Spawning occurs in the spring through early summer. The female prepares the nest but both male and female guard the fertilized eggs and the young.

Food

Primarily scavengers, they generally feed at night on aquatic insects and invertebrates, snails and crustaceans.

Angling

Like the yellow bullhead, the black bullhead is often overlooked as a sport fish but can be easily caught with worms, crickets or chicken liver fished on the bottom at night.

Table Quality

The meat is white and has a good flavor, but may be soft in the summer months.

We join many in the outdoors community in wishing Darla Bardelli a speedy and complete recovery.



Black Bullheads



Arctic Grayling

See GRAYLING on page 18



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Bluegill Are One Of The Tastiest

Description

Native to the Great Lakes and the Mississippi River Basin. Introduced to Arizona in 1932. The bluegill has blue coloring on the chin, a solid black opercle flap, a small mouth and a dark spot at the rear of the dorsal fin.

The body is very compressed or flat and has from five to nine dark vertical bars on the sides. Length: 4 to 10 inches. Weight: 3 ounces to over 2 pounds. Can live up to 10 years.

Location/Habitat

Bluegill are found in most reservoirs or ponds below 5,000 feet elevation and rarely



Bluegill

occur in streams and rivers. They prefer shoreline areas less than 10 feet deep in the warmer months, often orienting to submerged structure such as trees and rock reefs. In the absence of predatory fish, they are prone to stunting and large populations of small bluegill occur.

Reproduction

These fish spawn in April and May. They are nesters and guarders preferring sandy or fine gravel areas in water less than six feet deep. Most often their nests are grouped. The male guards the nest and the fry for several days after hatching. Females may spawn more than once each season. Generally mature after the second year.

Food

Aquatic and terrestrial insects and invertebrates are the favored food, but bluegill will take worms and even snails.

Angling

Bluegill will eat anything they can get

into their small mouth. Worms and mealworms are an angler's favorite bait, but bluegill will take small poppers, flies, small spinners and jigs. Bluegills are gregarious, so when you catch one, there are usually more in the same place.

Table Quality

The meat is white, flaky, firm and sweet. Many consider the bluegill to be one of the finest tasting freshwater fish available.

Brook Trout Like The Cold

Description

Native to North America: most of eastern Canada from Newfoundland to the western side of the Hudson Bay, South along the Appalachian Mountains to the Carolinas and Georgia, the Great Lakes and a few headwaters in the Mississippi River Basin. Introduced to Arizona in



Brook Trout

1903.

Brook trout are actually chars, related more closely to fishes that live in colder areas of the Northern Hemisphere than to true trout. They are smaller than true trout.

Gray to olive-green on the back. Vermiculations or worm-like markings on the back and dorsal fin. Sides lighter in color with blue halos around pink or red spots. White edge on lower fins and lower tail. Length: 5 to 12 inches. Weight: 3 ounces to over 3 pounds. Reaches a maximum age of 24 years in extreme cold climates with short growing seasons.

Location/Habitat

Brook trout are found in colder streams and lakes in the White Mountains and in lakes and streams on the Apache Reservation. They reproduce in streams but are most often found in lakes stocked by the Department. They have a low tolerance for high water temperatures.

Reproduction

Unlike most trout, spawning occurs in late October through December. Spawning behavior in stream gravels with guarded redds is similar to other trout species.

Food

They feed on aquatic and terrestrial insects and invertebrates. Larger adults prefer big food items that may include smaller fish.

Angling

They are easy to catch, especially in the early spring or late fall when cold water temperatures keep the fish very active. They are also easily caught near rocky and gravel shorelines during fall spawning runs. They are caught on wet flies, small spinning lures and worms.

Table Quality

The brook trout has a delicious flavor, with flaky meat ranging in color from white to pinkish-orange.

Crappie: More Black Than White

Description

Native to the Atlantic slope from Virginia to Florida, the Gulf Slope west to Texas and the Mississippi River Basin. Introduced to Arizona in 1905. Head and back



Black Crappie

See CRAPPIE on page 19

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So Many Fish, So Little Time (Part 1)

AZGFD provides details regarding the sport fish species of Arizona.



Brown Trout

Brown Trout Can Live 38 Years

Description

Exotic from Europe. Introduced in Arizona in 1931. Olive-brown with yellowish brown sides. Some orange or red spots on the sides, black spots often encircled with light yellow or white, dark spots on back and sides.

Tail fin usually unspotted or vaguely spotted and squared off. Adipose fin usually orange or reddish. Length: 6 to 36 inches. Weight: 6 ounces to over 22 pounds. Can live up to 38 years.

Location/Habitat

Brown trout are found in streams and some lakes in the White Mountains and around the Mogollon Rim country and in lakes in the Williams and Flagstaff areas.

They reproduce naturally in streams and are often associated with deep under cut banks and pools choked with woody debris. Capable of withstanding slightly higher temperature than other trout.

Reproduction

Unlike most trout species, these fish are

late fall spawners. Their spawning behavior, however, is similar to other trout species. Redds are dug by the females in stream gravels and eggs are buried once fertilized.

Food

They feed on aquatic and terrestrial insects and invertebrates. Adult brown trout are voracious and will also eat larger food items such as crayfish and small fish.

Angling

This highly esteemed trout may be caught on the same tackle and baits as rainbow trout, but are often more difficult to catch. They are territorial and secretive. The best time to catch large adult brown trout is in fall during spawning and during dawn and dusk periods. They are more active at cooler water temperatures.

Table Quality

The meat has a pinkish or yellowish color and tastes good.

Channel Catfish Introduced To Arizona In 1903

Description

Original range was the central drainages of the U.S. to Southern Canada and Northern Mexico. Introduced to Arizona in 1903.

Scattered black spots on a silver or gray colored back and sides with a white belly. Few spots on large adults. Smooth, scaleless skin. Four pair of barbels or



Channel Catfish

'whiskers'. Short base on small adipose fin. Deeply forked tail. Anal fin has 24 to 30 rays and is slightly rounded. Length 10 to 39 inches. Weight: 12 ounces to over 15 pounds. Maximum age of 24 years.

Location/Habitat

Found in most warm water lakes and rivers. Inhabit deeper stretches of rivers and streams with moderate current.

Reproduction

Spawns from April through early June. Gelatinous egg mass is laid in a hole or a cavity, generally in rocky areas. These eggs are guarded by the male alone. The male also guards their young for a time.

During the reproductive season, the male assumes a darker body color, often bluish or blue-black and develops thickened lips and bulging forehead. Such fish are often mistaken by fishermen as another species such as a blue catfish.

Food

As scavengers, channel catfish will eat almost anything, dead or alive. They prefer minnows, crayfish, and aquatic insects or invertebrates. Feeds much more actively than the flathead catfish.

Angling

Effective baits are waterdogs, liver,



DOES IT GET ANY BETTER — than this? A typical happy Arizona angler has so many choices (and so little time!). Thanks to the Arizona Game & Fish Department, this and some ensuing issues will publish their information on fish species in our state. More information is available at the AZGFD Web site: http://www.azgfd.gov/h_f/fish

blood bait, shad, shrimp, anchovies, stink baits, hot dogs, minnows and worms. Contrary to myth, the "whiskers" are harmless to touch and used only to smell, taste and feel as it forages for food.

However, the dorsal fin and pectoral fins have a sharp spine which can inflict a painful wound. In rivers, fishing swift rifles at night with light tackle for these fish can provide some superior sport fishing. Most actively feed in evenings.

Table Quality

The meat is white, firm, tender and sweet and is considered very good eating.

But Wait! There's More!! (To Be Continued Next Month)

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GUN SAFETY

There Can Never Be Enough Said About It

With the Arizona hunting season just around the corner, here are some good lessons for the novice shooter. Check with Arizona Game & Fish Department, the Chandler Rod and Gun Club, among other organizations, to see if there are courses you or your beginning hunter can attend.

Gun safety is a collection of rules and recommendations that can be applied when handling firearms. The purpose of gun safety is to eliminate or minimize the risks of unintentional death, injury or damage caused by improper handling of firearms.

Gun safety training seeks to instill a certain mindset and appropriate habits by following specific rules. The mindset is that firearms are inherently dangerous and must always be handled with care. Handlers are taught to treat firearms with respect for their destructive capabilities, and strongly discouraged from playing or toying with firearms, a common cause of accidents.

The rules of gun safety follow from this mindset. There are many variations, and one of them is the Four Rules introduced by Colonel Jeff Cooper, which are —

1. All guns are always loaded.
2. Never let the muzzle cover anything you are not willing to destroy.
3. Keep your finger off the trigger until your sights are on the target.
4. Be sure of your target and what is beyond it.

—Jeff Cooper

The NRA provides a similar set of rules:

1. ALWAYS keep the gun pointed in a safe direction.
2. ALWAYS keep your finger off the



BE SURE. BE SAFE — Shown is an example of safe firearm handling. The firearm is pointed at the ground and the handler's finger is off the trigger. With the Arizona hunting season just around the corner, beginning gun hunters and even seasoned ones can benefit from firearms safety courses from the Arizona Game & Fish Department, the Chandler Rod and Gun Club, and other local organizations.

trigger until ready to shoot.

3. ALWAYS keep the gun unloaded until ready to use.

—The National Rifle Association, *The fundamental NRA rules for safe gun handling*

The Canadian Firearms Program uses the concept of The Four Firearm ACTS:

1. Assume every firearm is loaded.
2. Control the muzzle direction at all times.
3. Trigger finger off trigger and out of trigger guard.
4. See that the firearm is unloaded.

PROVE it safe.
—Canadian Firearms Centre, *The Four ACTS of Firearm Safety*^[3]

Treat Firearms As If They Are Loaded

This rule is a matter of keeping a certain mindset. The purpose is to create safe handling habits, and to discourage reasoning along the lines of, "I know my gun is unloaded so certain unsafe practices are OK." The proposition "the gun is *always* loaded" is used as a shorthand, even though it may be assumed—or even positively known—that this is not true of a particular firearm.

Many firearm accidents result from the handler mistakenly *believing* a firearm is emptied, safetied, or otherwise disabled when in fact it is ready to be discharged. Such misunderstandings can arise from a number of sources.

• **Faulty handling of the firearm** — A handler may execute the steps of procedures such as loading, firing and emptying in the wrong order or omit steps of the procedures.

• **Misunderstandings about a firearm's status** — For instance, a handler may think the safety is on when it is not. A round of ammunition may be in the chamber or in the magazine while the handler thinks it is empty. A handler may receive a firearm and assume it is in a certain state without checking whether that assumption is true. For example, as handlers interact and pass the firearm between them, each avoids over-relying on the "show clear" of the other. Person 1 may misjudge the status; person 2 cannot assume that "it's OK because person 1 already checked it."

• **Mechanical failures.** Wear, faulty assembly, damage or faulty design of the firearm can cause it not to function as intended. For instance, a safety may have been worn down to a point where it is no longer functioning. Broken or worn parts in the trigger, sear or hammer/striker may

See GUN SAFETY on page 14



Mike Wallace

LIKE FATHER, LIKE DAUGHTER — Taught the skills and safety lessons of bow hunting by her father Mike Wallace, Leisha Wallace is an avid archer and hunts with her father during big-game seasons (if/when they are drawn!).

ARCHERY SAFETY RULES

Be Careful With That Bow And Arrow!

Many Arizona hunters do not "tote" guns. They are archers and find great pleasure in hunting with a bow and arrow. For those new to archery shooting, here are some excellent pointers:

- NEVER point a bow and arrow at another person.
- NEVER shoot an arrow straight up into the air. You can end up hitting another person or yourself.
- NEVER shoot an arrow off into the distance where you cannot see where it

See BOW AND ARROW on page 14

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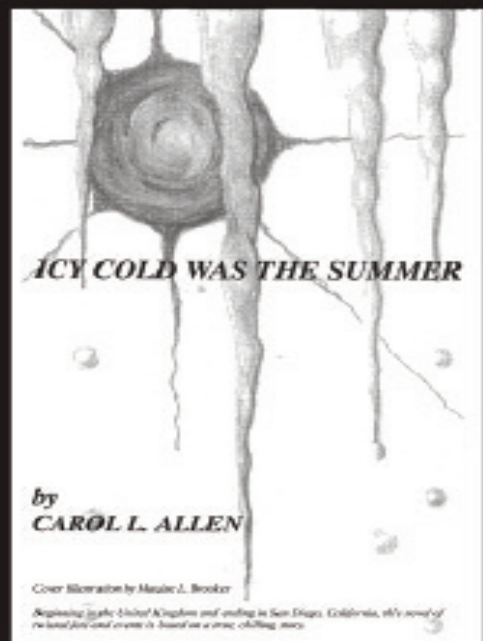
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Safety On The Highways, Security Anywhere

Karl Pratt of the newly formed business, Safety Sentry Inc., is the inventor/owner of a Safety Device that will prevent your trailer from becoming detached while towing all types of trailers. Whether it be for work or pleasure or for Class 2 and up to Class 5 hitch applications, it keeps your trailer and vehicle together throughout your journey.

Also included is a Locking Safety Device (Theft Deterrent) that allows you peace of mind while leaving your vehicle and trailer unattended for extended periods of time. There is a Safety Sentry product for all types of trailer applications from the smallest of utility trailer to the largest bumper.

When boating in Lake Lewisville several years ago, Pratt prepared to back up his pickup and trailer for loading but found that his trailer was missing. It was a custom-built one so not easily replaced.

He had to pay for a docking slip, insurance deductible, and of course, a new trailer — a very expensive day at the lake. As a result of this misadventure, he decided to design something that would prevent this from happening again. He built a few for friends and associates but that was as far as it went back then.

In 2008 he was inspired to update the design and expanded on the concept of the Safety Sentry for the added protection of lives as well as for the protection of property, a product that is very affordable for the working man and without any costly modifications to existing trailer hitches.

He did his due diligence in researching the facts about accidents due to disengagement of trailers, the injuries and those resulting in death of innocent victims, the number of reported thefts, obtained a patent, and built the current prototype in his garage. He's been building a business and giving opportunities to protect life and property from there ever since.

Last year, Pratt expanded the marketing of his safety and security device from coast to coast, border to border, and beyond. The wonders of "word of mouth" and the Internet! Hits on the Web site include viewers from Great Britain, South Africa, Canada, Australia, Russia, and Dubai and new locations are popping up every day.

Beginning with this year's NHRA program, Karl is sponsoring Greg Stanfield in Pro Stock who was #2 in 2010 and co-



sponsoring Bob Yonke, also Pro Stock and Angie Smith, Pro Stock Motorcycle in efforts to brand his Safety Sentry products. And this was only the beginning with more marketing/branding strategies to come.

The Texas Department of Transportation, the Department of Public Safety, and the National Highway Traffic Safety Administration are aware of the potential for saving lives and protecting property on the highways through the use of the Safety Sentry. Efforts are underway to elicit vehicle insurance reductions if Safety Sentry is used for trailer safety.

Save the lives of people and animals and protect your property with the complete safety and security package in Safety

See **HIGHWAYS** on page 18

Prevent Electrical Shock On RVs

To protect people from dangerous line-to-ground electrical shock, Ground Fault Circuit Interrupter (GFCI) receptacles are required in homes and RVs anytime an electrical outlet is within 10 feet of running water. Meeting the requirements of the National Electric Code, advanced GFCI receptacles from Hubbell/Wirecon also comply with the recent Underwriter Laboratories (UL) 943 mandate.

If a ground fault occurs in a defective appliance, tool or power cord, with leakage exceeding 4 to 6 milliamps, the GFCI quickly opens the circuit. This interrupts the power supply, limiting the duration of the electrical current flow.

After tripping, the receptacle is reset by pushing the reset button. A test button enables owners to ensure that the GFCI is in working order. If the unit can no longer provide GFCI protection when tested, the red LED will flash, immediately notifying



See **SHOCK** on page 15

RIDE SAFELY

'On The Road Again' — With Wisdom

From Arizona Game & Fish

Training

Proper training and preparation can help you have a fun and safe ride. Before you go make sure you are prepared with the proper equipment. To make sure you are well prepared, take a training course to get you up to speed or refresh your memory. Below are just a few of the training courses available.

Off-Highway Vehicle Online Course

The Arizona Game and Fish Department's off highway vehicle (OHV) safety education course includes instruction on the basic skills required to safely ride or operate an OHV, responsibilities of OHV riders to others and the environment, general information on preparing for the unexpected, additional educational resources, laws, rules and regulations for the safe ethical and responsible operation and use of OHVs.

ATV Safety Institute (ASI)

The ATV RiderCourse, developed by the ATV Safety Institute, provides hands-on training in the basic techniques for riding an all-terrain vehicle. The course also covers protective gear, local laws, finding places to ride, and environmental concerns. If you bought your ATV after December 30, 1986, you may be eligible for free training. Those not eligible for the free training may take the course for a small fee. The ATV RiderCourse is available nationwide. To sign up call: 1-800-887-2887 or go online to www.atvsafety.org

Motorcycle Safety Foundation (MSF)

DirtBike School provides hands-on off-

See **ROAD** on page 15

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Patagonia Lake State Park, Patagonia (520) 287-6965

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Kartchner Caverns State Park, Benson (520) 586-2283

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IT'S FOR THE BIRDS

Margie Allen, *Birding Editor*



This Flycatcher Can Impersonate 12 Other Species

The **Phainopepla** (*Phainopepla nitens*) is the most northerly representative of the mainly tropical Central American family Ptilonotidae, the silky flycatchers.

The Phainopepla is a striking bird, 16–20 cm long with a noticeable crest and a long tail; it is slender, and has an upright posture when it perches. Its bill is short and slender. The male is glossy black, and has a white wing patch that is visible when it flies; the female is plain gray and has a lighter gray wing patch. Both sexes have red eyes, but these are more noticeable in the female than the male.

Range/Habitat

The Phainopepla ranges as far north as central California with the San Joaquin Valley and southern Utah, and south to central Mexico, the interior Mexican Plateau region; the southern edge of the plateau, the transverse mountains is its



Female
Phainopepla



Male
Phainopepla

non-breeding home. It is found in hot areas, including desert oases, and is readily seen in the deserts of Arizona, southern Nevada, and southern California; also the Baja Peninsula, both Baja California (north), and Baja California Sur where they are the only breeding resident birds.

'Lucy' Is Smallest North American Warbler

Lucy's Warbler, *Oreothlypis luciae*, is the smallest New World warbler found in North America, measuring a mere 4.25 inches in length.

It is rather nondescript compared to other wood-warblers. Its head and upperparts are pale gray, while underparts are whitish. It has a white eye ring and a small, pointed bill. Both sexes have a rufous rump, a diagnostic field mark. Adult males also have a small rusty crown patch. Juveniles are paler, with a tawny rump and buffy wingbars.

Life History

Lucy's Warblers inhabit riparian mesquite and brushy country of the southwestern United States and northwestern Mexico. Lucy's is the only war-

bler besides Prothonotary to nest in cavities. Habitat loss and to a lesser extent, Brown-headed Cowbird parasitism are threatening this species, and populations are diminishing throughout its breeding range. The birds migrate to western Mexico in winter.

These strictly insectivorous birds forage actively, looking for the caterpillars, beetles, and leafhoppers that compose much of their diet.

Lucy's Warbler is closely related to Virginia's Warbler, Nashville Warbler and Colima Warbler.

The common name and binomial of this species commemorate Lucy Hunter Baird, daughter of ornithologist Spencer Fullerton Baird.

Diet

Berries, any small insects, fruits, vegetables. Phainopepla have a specialized mechanism in their gizzard that shucks berry skins off the fruit and packs the skins separately from the rest of the fruit into the intestines for more efficient digestion. So far, this is the only known bird able to do this.

Reproduction

It nests in the spring. The eggs are gray or pink and speckled, and the incubation, done by both the male and female, takes fifteen days. The young will be reared by the parents for up to nineteen more days.

Interesting Habits

Phainopeplas have been found to imitate the calls of twelve other species, such as the Red-tailed Hawk (*Buteo jamaicensis*), and the Northern Flicker (*Colaptes auratus*).



Lucy's Warbler



DESERT DWELLER — The Le Conte's Thrasher (*Toxostoma lecontei*) is a pale bird found in the southwestern United States and northwestern Mexico. It prefers to live in deserts with very little vegetation, where it blends in with the sandy soils. The palest of all thrashers, it grows to 28 cm (11 inches). Le Conte's Thrasher is named for American entomologist John Lawrence LeConte.

What Do Towhees Have In Common With The Sun Devils?

The **Abert's Towhee** (*Pipilo aberti*) is a bird of the family Emberizidae, native to a small range in southwestern North America, generally the lower Colorado River and Gila River watersheds, nearly endemic to Arizona, but also present in small parts of California, Nevada, Utah, New Mexico, and Sonora in Mexico.

This bird is common in brushy riparian habitats in the Lower Sonoran desert zone but may require some effort to see as it prefers to stay well-hidden under bushes. Though threatened by cowbird nest parasitism and habitat loss, it has successfully colonized suburban environments in the Phoenix, Arizona, metropolitan area and may be fairly easily seen on the campus of Arizona State University. Despite its limited range, it is classified as a species of least concern in the IUCN Redlist, and there has been some range expansion along the Santa Cruz River as



Abert's Towhee

well as in Oak Creek Canyon near Sedona.

Abert's Towhees are recognized by their relatively long tails, dark faces, and overall brown plumage. They are related to sparrows and juncos but are more similar to thrashers in appearance. They can be confused with California Towhees, but their dark faces are distinct, and the range of these species only slightly overlaps. They are about 9.5 inches (240 mm) long

See **TOWHEE** on page 18

This Sparrow Sings A Simple Song

The **Black-throated Sparrow** (*Amphispiza bilineata*) is a small sparrow primarily found in the southwestern United States and Mexico. It is sometimes referred to as the **Desert Sparrow**, due to its preferred habitat of arid desert hillsides and scrub. This name usually refers to the Desert Sparrow of Africa and Asia.

The Black-throated Sparrow reaches a length of about 4.5–5.5 inches, and is pale gray above, with a distinctive black and white head pattern. Immature are similar but lack a black throat. Its call is high and bell-like, and its song is a fairly simple, mechanical tinkling. It feeds primarily on insects and seeds, and travels in small groups, though larger groups may accumulate around sources of water in the desert.

It has a loose nest of grass twigs and plant fibers carefully hidden in brush 6–18 inches above the ground; 3–4 white or pale blue eggs are laid.

LISTEN TO THIS BLACKBIRD

Can You Hear The Grating Of A Rusty Hinge?

The **Yellow-headed Blackbird**, *Xanthocephalus xanthocephalus*, is a medium-sized blackbird, and the only member of the genus *Xanthocephalus*.

Adults have a pointed bill. The adult male is mainly black with a yellow head and breast; they have a white wing patch sometimes only visible in flight. The adult female is mainly brown with a dull yellow throat and breast. Both genders resemble the respective genders of the smaller Yellow-headed Blackbird of South America.

The breeding habitat of the Yellow-

length of about 4.5–5.5 inches, and is pale gray above, with a distinctive black and white head pattern. Immature are similar but lack a black throat. Its call is high and bell-like, and its song is a fairly simple, mechanical tinkling. It feeds primarily on insects and seeds, and travels in small groups, though larger groups may accumulate around sources of water in the desert.

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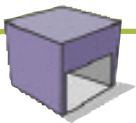


Male Yellow-headed Blackbird



Female Yellow-headed Blackbird

See **BLACKBIRD** on page 15



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ETHANOL 101

WHAT YOU NEED TO KNOW ABOUT E10 / ETHANOL FUEL

4 MAIN PROBLEMS WITH E10 / ETHANOL FUEL

PROBLEM 1: DEBRIS IN FUEL

Gums rapidly form in the fuel tank and fuel delivery systems as ethanol fuels age. However, ethanol is also a powerful solvent that will strip away and disperse this build up back into the fuel as large, performance-robbing particles. This leads to clogged filters, injectors and carburetors.

STAR TRON® SOLUTION: Star Tron®'s enzymes break down debris into sub-micron sized particles that can be easily burned during the combustion process, restoring full performance.

PROBLEM 2: EXCESSIVE WATER IN THE FUEL AND PHASE SEPARATION

Ethanol attracts moisture from the atmosphere, forming an ethanol/water solution mixed in the gasoline. E-10 fuel will naturally hold .5% water in suspension, but when water levels exceed this threshold, or when the fuel cools significantly, the water/ethanol mix drops out of suspension. This is phase separation. Excessive water in the fuel tank causes engines to run rough, stall, and can lead to internal damage to engine components. Ethanol provides a significant amount of the fuel's octane, so when the ethanol/water solution separates and drops to the bottom of the tank, the remaining fuel is left without enough octane to properly operate the engine. Additionally, the ethanol/water solution can become partially combustible, which can lead to engine damage.

STAR TRON® SOLUTION: Star Tron®'s enzyme formula reduces interfacial surface tension between fuel and water. The molecular cluster size is greatly reduced, allowing more water to be dispersed throughout the fuel. These sub-micron sized droplets are safely eliminated as the engine operates. Star Tron® treated fuel helps prevent phase separation by allowing more water to be burned off than with untreated fuel, drying out the tank and preventing water buildup.

PROBLEM 3: ETHANOL FUELS BREAK DOWN QUICKLY

Over a short period of time ethanol fuel begins to break down. As ethanol and other components evaporate, the fuel loses octane and becomes "stale." This causes hard starts, pinging and engine knock, which robs your engine of power and can cause damage.

STAR TRON® SOLUTION: Star Tron® is a powerful fuel stabilizer which helps prevent fuel breakdown for up to two years. This results in easier starts and prevents pinging and knocking. Star Tron® improves octane levels of sub-standard, non-spec or old fuel and in many cases can rejuvenate stale fuel, restoring it to serviceable condition.

PROBLEM 4: ETHANOL CAUSES LOST POWER, PERFORMANCE AND DECREASED FUEL ECONOMY

Ethanol fuel does not produce as much energy as traditional fuel. This results in inefficient combustion, decreased performance, reduced throttle response and poor fuel economy.

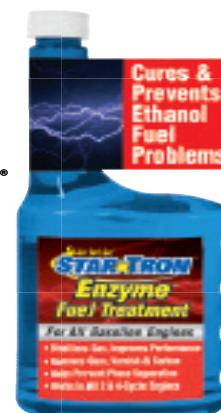
STAR TRON® SOLUTION: Star Tron®'s enzyme formula helps to break apart large clusters of fuel molecules, creating more surface area. This allows additional oxygen to react during combustion, which results in a more complete burn of the fuel, improved fuel economy, engine power, throttle response and reduced toxic emissions. Star Tron® removes carbon deposits, keeping your engine clean and operating at peak performance.

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Be careful of what additive you use – many contain alcohol. Adding more alcohol to ethanol fuels can lead to engine problems. Read the MSDS of any fuel additive before using it with ethanol fuel. Star Tron® does not contain any alcohol and is 100% safe for use in all ethanol blends. Star Tron® is easy to use, effective and cannot be overdosed.



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GUN SAFETY

Continued from page 10

have given the firearm a "hair trigger" (a very sensitive trigger). A dented or bent body of the firearm may cause jams or premature discharge of ammunition. Sensitivity to impact may cause a firearm to discharge if dropped or struck against another object.

If a handler always treats firearms as capable of being discharged at any time, the handler is more likely to take precautions to prevent an unintentional discharge and to avoid damage or injury if one does occur.

Point Muzzle Away From Non-Targets

This rule is intended to minimize the damage caused by an unintended discharge. The first rule teaches that a firearm must be assumed to be ready to fire. This rule goes beyond that and says, "Since the firearm *might* fire, assume that it *will* and make sure no harm occurs when it does."

A consequence of this rule is that any kind of playing or "toying" with firearms is prohibited. Playfully pointing firearms at people or other non-targets violates this rule. To discourage this kind of behavior, the rule is sometimes alternately stated, "Never point a firearm at anything unless you intend to destroy it."

Two natural "safe" directions to point the muzzle are upwards (at the sky) and downwards (at the ground). Both have their advantages and disadvantages. Firing at the ground may result in a ricochet or cause hazardous fragments to be flung at people or objects.

Aiming upwards eliminates this risk but replaces it with the risk that the bullet may cause damage when it comes down to the ground again. Indeed, several accidents have been caused by discharging firearms into the air. It is also possible that the muzzle will inadvertently be pointed at a non-target such as someone's head or an aircraft.

In cases where the firearm is being handled indoors, up and down may not be safe directions. For example, a bullet fired up-

wards may travel through a ceiling and into an adjacent floor. In indoor areas where firearms will be handled often, a suitably safe direction should be designated.

Firing ranges often designate a direction in which it is safe to point a firearm; almost universally this is downrange into a backstop which is designed to contain bullets and eliminate potential ricochets. In armories or other areas where weapons must be handled, a container filled with sand known as a "clearing barrel" or "clearing can" is often used for this purpose.

Keep Fingers Off The Trigger

Finger off the trigger and outside the trigger guard

This rule is intended to prevent an undesired discharge. Normally a firearm is discharged by pressing its trigger. A handler's finger may involuntarily move for any of several reasons: the handler is startled, a lack of full attention on body movements, physiological reasons beyond conscious control such as a spasm, stumbling or falling, or the finger being pushed by something (as when trying to holster a handgun with one's finger on the trigger).

Handlers are therefore taught to minimize the harmful effects of such a motion by keeping their finger off the trigger until the muzzle is pointing at the target and the handler wishes to discharge the firearm.

The trigger guard and area above the trigger of a firearm presents a natural point for a handler to keep their finger out straight alongside the weapon, so as not to violate this rule. A properly indexed trigger finger also helps remind the person holding the firearm of the direction of the muzzle.

In popular culture, such as movies and TV shows, this rule is often violated, even by characters who should be trained in gun safety such as military personnel or law enforcement officers.

Be Sure Of Your Target And What Is Beyond It

This rule is intended to eliminate or

minimize damage to non-targets when a firearm is intentionally discharged. Unintended damage may occur if a non-target is misidentified as a target, if the target is missed, or if the bullet hits something or someone other than the intended target.

Handlers are taught that they must positively identify and verify their target. Additionally, they learn that even when firing at a valid target, unintended targets may still be hit, for three reasons:

The bullet may miss the intended target and hit a non-target around or beyond the target.

A non-target may pass in front of the target and be hit with a bullet aimed at the target.

The bullet may pass through the intended target and hit a non-target beyond it, so called "overpenetration".

Therefore, this rule requires a handler to be sure of both the target itself and anything along the avenue of travel to and beyond the target.

This may create situations that present dilemmas for a handler. Such situations are for instance a police officer in a riot, a civilian facing a possible intruder at night, or a soldier in a situation where civilians are near the enemy.

Indecision or misjudgment of the handler's abilities in such a situation may cause undesired outcomes, such as injury to the handler due to hesitation, or the handler violating rules of engagement and causing unintended damage.

Training/Education Are Crucial

Training is used to minimize the risk of such outcomes. Target practice increases the precision with which the handler can discharge the firearm and thus increase the chances that the intended target is hit.

Education about terminal ballistics gives the handler knowledge about the characteristics of a bullet after a target is hit. This knowledge coupled with insight into the handler's own capabilities makes it easier for the handler to make appropriate decisions about whether to discharge or not, even if given little time and/or put under severe stress.

BOW AND ARROW

Continued from page 10

will land.

- Again, you could end up hitting another person.

- Only use archery equipment in places that are especially set up for target practice — such as indoor and outdoor target ranges. Targets should be set up to ensure that no one can be accidentally hit by a stray arrow. Allow at least 20 yards behind the targets and a 30 degree "cone of safety" on each side of the shooting lane. Try to place targets against a hill or rising terrain as a safety measure.

- If you are looking for a lost arrow behind a target, always leave your bow leaning against the target face so that it will be seen by other archers coming up. If possible, have one archer from your group stand in front of the target to prevent anyone from shooting.

- On Field Archery or 3-D courses, be sure to stay on the marked path and travel only in the direction in which the targets are laid out while shooting is in progress. Going backwards on the trail or across an unmarked area could place you in the path of a flying arrow, resulting in serious injury.

- DO NOT shoot arrows with broadheads at standard targets. Set up broadhead pits for such practice.

- If you are shooting wooden arrows, check them regularly for cracks. If one is found cracked, break it immediately to ensure that it will not be accidentally used. Shooting a cracked arrow can result in its breaking and causing painful injury to the shooter.

- Always use a bowstringer for longbows and recurve bows. This will reduce the possibility of damage to the bow and injury to the person.

- Check your bow regularly for cracks or twisting. If in doubt, have it checked by a professional before shooting it any more.

- Check the condition of your bowstring regularly. It's cheaper to install a new string than to replace the bow.

- Don't draw a bowstring back farther than the length of the arrow for which it is intended.

- Overdrawing can break the bow and injure the shooter in the process. There is an old saying that a fully drawn bow is 7/8 broken!

- Don't draw the string back except with an arrow on it and, especially, don't release the bowstring with no arrow on it. Doing so is called dry firing and can damage the bow.

- At practice ranges, the only safe place is behind the shooting line.

- Never shoot an arrow until you are positive that no one is in front of you or behind the targets.

- Conversely, don't stand in front of a bow while it is being shot, even if you are to one side of the shooter.

- Wait for a verbal approval from the Range Captain or his designee before starting to shoot.

- Arrows should only be nocked on the shooting line and pointed in the direction of the targets.

- After you are done shooting, wait for the word: CLEAR from the Range Captain or his designee before going toward the targets to retrieve your arrows.

- WALK, don't run toward the targets. Remember that the arrows are sticking out and can injure you.

- When pulling arrows out of a target, stand to one side and ensure that no one is directly behind you.

- If archers will be shooting concurrently at varying distances, stagger the targets, not the people. This goes back to the previous rule about having one shooting line and staying behind it.

- If you are using broadheads, be sure that they are adequately covered when not in use.

- Treat a broadhead with the same caution that you would a razor blade.

- Carefully follow the instructions given by the Range Captain or designee.

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DOWNSTREAM Events Calendar Beginning Mid-May

BOATING

SLEEKRAFT MAGIC BOATS REGATTA: June TBA: — Lake Havasu City; Sleekcraft Magic Boats Regatta — Nautical Inn Resort, 928-855-2141 or www.golakehavasu.com

34TH ANNUAL GREAT WESTERN TUBE FLOAT: June 4 — Parker; Patria Flat, float 5 miles down the Parker Strip as singles, groups, or teams, prizes and awards at Blue Water Resort & Casino Beach, registration at 7 am, float at 9 am, 928-669-6511 or <http://parker-tourism.com>

CONQUEST BOATS REGATTA: May 13-15 (tentative) — www.conquestboats.com (928) 680-1400 Candy Adragna

CARDBOARD BOAT REGATTA: May TBA — Lake Havasu City; Rotary Park, 9 am, 928-208-8315 or <http://golakehavasu.com>

8TH ANNUAL 2011 ARIZONA SAFE BOATING CELEBRATION: May TBA — Morristown; Lake Pleasant Regional Park, free vessel inspections, sailboat demonstration, waterboarding demonstration scheduled swimmer rescue demonstration, kayak and canoe demonstrations, navigational buoy display, drawings for prizes, 8 am — noon, www.azsafeboating.org

LUCAS OIL MAYFEST DRAG BOATS: May 27-29 — Chandler; Firebird International Raceway, the lightning-quick liquid quarter mile plays host to the first of two visits from the Lucas Oil Drag Boat Series, 800-929-0077 or 602-268-0200 or www.firebirdraceway.com

CONQUEST BOATS REGATTA: May 13-15 — Lake Havasu City; 928-680-1400 or www.conquestboats.com

FISHING

25TH ANNUAL FATHER'S DAY FISHING CONTEST: June TBA — Pinetop-Lakeside; Woodland Lake Park, registration begins at 10 am, prizes, trophies, hot dogs, 928-367-4290 or www.pinetop-lakeside.com or <http://ci.pinetop-lakeside.az.us/>

US ANGLERS CHOICE PRO-TEAM FISHING TOURNAMENT: June 4 — Lake Havasu City; Windsor Park, team entry \$175, 602-791-0023 or <http://www.usanglers-choice.net>

BLACKBIRD

Continued from page 12

headed Blackbird is cattail marshes in North America, mainly west of the Great Lakes. The nest is built with and attached to marsh vegetation. They nest in colonies, often sharing their habitat closely with the Red-winged Blackbird (*Agelaius phoeniceus*). During the breeding and nesting season the males are very territo-

ROAD

Continued from page 11

highway motorcycle rider training with an emphasis on safety and skill development. For information call 877-288-7093 or go online to www.dirtbikeschool.com

Recreational Off-Highway Vehicle Association (ROHVA)

ROHVA promotes the safe and responsible use of a new and emerging category of recreational off-highway vehicles. The ROV is sometimes referred to as a side-by-side or utility terrain vehicle (UTV). For more information go online to www.rohva.org

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T.E.A.M. Arizona conducts basic rider training for dirt bikes. For information or to sign-up call (480) 998-9888 or go online to www.motorcycletraining.com

United Four-Wheel Drive Association

UFWDA provides a 4WD safety and awareness program. For more information go online to www.ufwda.org/4wdawareness.htm

Arizona State Association Of Four-Wheel Drive Clubs

ASA4WDC sponsors safety clinics that

ROUND VALLEY ROUNDUP: May TBA — Springerville/Eagar; pancake breakfast, junior rodeo, museum, historical park and archaeological tours, **fishing derby**, BBQ and dance, 928-333-2123 or 866-733-2123 or www.springerville-eagarchamber.com

NATIONAL BASS WEST OPEN PRO TEAM FISHING TOURNAMENT: May 7 — (760) 497-8238 Lynne Peterson www.nationalbasswest.com

28TH ANNUAL WESTERN OUTDOOR NEWS LAKE HAVASU STRIPPER DERBY: May 14-15 — Lake Havasu City; Nautical Inn Resort, 2/person teams, \$100,000 in prizes, the largest of its kind anywhere in the west, perfect for novice and family teams, entry includes event shirt & hat, team goodie bag, Sat. BBQ & beach party and Sunday awards ceremony, 714-546-4370 or www.golakehavasu.com or www.wonews.com

SHOWS/EXPOS

ICAST 2011: July 13-15 — Las Vegas, Nev.; www.ICASTfishing.org

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Swimming:

PAYSON SPRINT TRIATHLON: June 11 — Payson; Rumsey Park, Taylor Pool, **swim 500 yards**, bike 15 miles, run 5K, pre-registered participants receive a race shirt, check in at 6 am, 928-474-5242 or www.paysonrimcountry.com

8TH ANNUAL DEUCES WILD TRIATHLON FESTIVAL: June 4-5 — Hollow Lake, Olympic course is **swim 1500 meters**, bike 24.9 miles and run 6.2 miles, Deuce Man Long course is **swim 1.2 miles**, bike 56 miles, run 13.1 miles, Xterra Deuces Wild Off-Road Triathlon: a Nissan Xterra Points Series Race, **swim 800 meters**, mountain bike 14.9 miles,

rial and spend much of their time perched on reed stalks and displaying or chasing off intruders.

These birds migrate in the winter to the southwestern United States and Mexico.

They often migrate in huge flocks with other species of birds. These blackbirds are only permanent residents in the USA, specifically of the San Joaquin Valley and the Lower Colorado River Valley of Arizona and California. It is an extremely rare

teach the basics of 4WD. For more information call (602)-258-4BY4 or go online to asa4wdc.org

National Off-Highway Vehicle Conservation Council (NOHVCC)

NOHVCC develops and provides a wide spectrum of programs, materials and information. These "tools" are available to individuals, clubs, associations and agencies in order to further a positive future for responsible OHV recreation. For more information call 800-348-6487 or go online to www.nohvcc.org

Safety

Pre-trip safety inspections: Check your OHV before each trip. Good preventative maintenance means less chance of breaking down in the backcountry.

Ride with a club: The obvious advantage is having a friend to tow you out of a tough spot. You can also learn from trail veterans. Another thing to consider is that, in many cases, clubs have established trails and a good relationship with land owners/managers.

Protective gear: Helmet, Eye Protection, Riding Jersey, Elbow Guards, Gloves, Riding Pants, Hip Pads, Knee Pads and Riding Boots

Proper Size ATV: There are ATVs designed for children, follow manufacturer

trail run 5 miles, USAT sanctioned, <http://www.trisportsracing.com/>

TRIBAL SPRINT TRIATHLON PRESENTED BY TRIBE MULTISPORT: May TBA — Lake Pleasant, **swim 1000m**, bike 23k, run 5k, four aid stations, \$75-125, 6:15 am, www.dcbadventures.com

TEMPE INTERNATIONAL TRIATHLON: May 15 — Tempe; Tempe Town Lake, Olympic Distance: swim 1500 meters, bike 40 km, run 10 km, USAT sanctioned, www.trifind.net

ARIZONA OPEN WATER SWIM SERIES 2: May 14 — Peoria; Lake Pleasant — Pleasant Harbor Marina, 1000, 2000 or 4000 meter open water swim distances or combine the 1000 and 4000 to compete in this year's 5K distance (times will be added together), four divisions including wetsuit and non-wetsuit, every finisher earns a commemorative award, 540-50, 8:30 am, <http://www.dcbadventures.com>

WILDLIFE-RELATED

HUMMINGBIRD BANDING AT SAN PEDRO HOUSE: June TBA — Sierra Vista; San Pedro House, (9800 E. Highway 90), get an up-close look at the catch, band, weigh, measure and release by licensed banders of the tiny birds for research purposes, 4-6 pm, 520-432-1388 or www.sabo.org

AUDOBON PRESENTS 'BIRD WALK-GRASSLANDS AND RIVER: June TBA — Sierra Vista; San Pedro House, (9800 E. Highway 90), Join members of the Huachuca Audubon Society on a bird walk at the San Pedro River, 7 am, 520-417-6960 or www.sanpedroriver.org

HUMMINGBIRD FESTIVAL: June 25 — Flagstaff; The Arboretum at Flagstaff, (4001 S. Woody Mountain Rd., 86001), learn from experts about the habits of native hummingbird species and how to attract them to your garden, tour the gardens to find out plant species that will work in your zone, families can participate in hands-on activities, 9-5 pm, 928-774-1442 or <http://www.thearb.org>

LEARN YOUR LIZARDS: May TBA — Superior; Boyce Thompson Arboretum, educates participants how to identify common species such as Western whiptails, Tree Lizards, Side-blotched and Greater Earless, family-friendly walk, meet at the visitor cen-

ter, \$3-7.50, 8:30 am, 520-689-2811 or <http://arboretum.ag.arizona.edu>

BUTTERFLY WALK: May TBA — Superior; Boyce Thompson Arboretum, learn to identify them on this guided walk by Education Coordinator Chris Kline and Arizona State Parks volunteer naturalists, a few butterflies are netted for a short while to give kids a close up look, \$3-7.50, 9:30 am, 520-689-2811 or <http://arboretum.ag.arizona.edu>

DRAGONFLY WALK: May TBA — Superior; Boyce Thompson Arboretum, parents and kids can learn to identify colorful dragonfly species during a one-hour walk, \$3-7.50, 9:30 am, 520-689-2811 or <http://arboretum.ag.arizona.edu>

INTERNATIONAL MIGRATORY BIRD DAY SPRING FESTIVAL: May TBA — Sierra Vista; San Pedro House, (9800 Hwy 90), by the Friends of the San Pedro River, the Sonoran Joint Venture, US Forest Service and the Bureau of Land Management includes interpretive walks, guided bird walks, workshops, displays, demonstrations and hummingbird banding, free, 520-459-2555

4TH ANNUAL CELEBRATE WILDLIFE DAY: May TBA — Grand Canyon; Shrine of the Ages, learn about regional wildlife and the work of wildlife biologists, indoor and outdoor programs about wildlife and wildlife studies, exhibits, touch tables, informal activities, 10 am — 9 pm, 928-638-7958 or www.nps.gov/grca/naturescience/wildlife-day.htm

BIRD WALK AT THE ENVIRONMENTAL OPERATIONS PARK: June 5-26 — Sierra Vista; 2.5 hour walks led by docents from Southwestern Arizona Bird Observatory, Huachuca Audubon Society and the Friends of the San Pedro River, free, but donations appreciated, 8 am, 520-432-1388 or <http://www.sier-ravista.com>

Editor's Note: Please submit announcements for AZBW/WOT's calendar of events — "Downstream" — to editor@azbw.com. To guarantee placement, as room allows, items must be received by the 10th of the month prior to publication. Every effort is made to ensure accuracy, but we assume no responsibility for print errors or omissions. We also reserve the right to edit each item. Please include the name of the event, the date and time, the location, the organization, and contact information.

vagrant to Western Europe, with some records suspected to refer to escapes from captivity.

These birds forage in the marsh, in fields or on the ground; they sometimes catch insects in flight. They mainly eat seeds and insects. Outside of the nesting period, they often feed in flocks, often with other blackbirds.

This bird's song resembles the grating of a rusty hinge.

minimum age recommendations displayed clearly on the vehicle. Always supervise children under 16.

Emergencies: Always let a responsible person know where you are going and when you will return. Take a first aid kit and a survival kit with you and know how to use them. There is always a good chance of getting stuck or stranded. You could be stuck out in the field for a few days so you need to be prepared. Below are lists of items that can help.

Basic survival items: Extra Water and Food, Sunscreen, Whistle, Waterproof matches, Medicine, Flashlight and extra batteries, First-aid Kit, Spare eyeglasses, Blanket, Hat, Insect repellent, Jacket, Tarp, Tent,

Navigation needs: Area Maps and guides, Permits (if needed), Compass with mirror, GPS equipment

Tool box and field recovery: Tires, Full Size Spare Tire, Tire Pressure Gauge, Air Pump, Tire Repair Kit, Tire Chains Fire Extinguisher, Spare Vehicle Key, Flares, Duct Tape, Shovel, Axe/Saw, Jack, Star Lug Wrench, Hydraulic Jack, Hi-Lift Jack, Tow Strap, Hand Winch Radiator Stop Leak, Extra Fan Belts, Radiator Hoses, Electrical Wire, Jumper Cables, Baling Wire, Oil, Gas, Assortment of Bolts, Nuts and Washers, Siphon Hose, Fuses,

SHOCK

Continued from page 11

the user.

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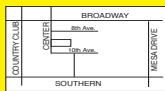
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WOMEN

Continued from page 1

Ladies Day @ the Lake. This day-long seminar gives women club members and the public a chance to get quality instruction on sailing and boating safety specifically designed for women.

Participants choose from more than 20 different two-hour workshops, held both in classrooms and on the water. With a small student-to-teacher ratio, learners are engaged in active, hands-on learning and have plenty of opportunity to ask questions, apply their knowledge, try out new skills, and receive feedback.

First held in 2009, Ladies Day @ the Lake targets women who have not been involved in boating before, women who simply ride along on a man's boat and more experienced women sailors who want to brush up on seldom used skills. Through clear instruction and practice in safe boating skills, these women gain confidence and become active and skilled participants in boating.

Two-hour workshops in the classroom cover a variety of topics, including weather, knot-tying and line handling, using a GPS and VHF radio, and rules of the road.

On-the-water sessions give the participants practice on sail trim, docking, anchoring, and safety procedures such as man overboard. US Coast Guard licensed captains, American Sailing Association, US Sailing and/or Arizona Game and Fish Department certified instructors lead the classes.

Debbie Huntsman, organizer of the event and vice commander of a local Coast Guard Auxiliary flotilla, notes important supporters. "We are so grateful to the certified instructors who all donate their time and expertise and the boat owners who donate their boats so we can offer the event for such a good price."

Continued on AZBW.com

DANGERS

Continued from page 1

— and it is no small wonder paddle sports are a popular and growing form of recreational boating, one of the fastest growing recreational activities in the United States. The fact is, kayaking is growing faster than any other outdoor activity on land or water. Regrettably this explosive growth in newcomers to the sport has resulted in an alarming trend of paddle sport related accidents and fatalities.

Enough Of The Gloom And Doom

Now for the good news, most of the danger involved in paddling can be eliminated by doing a few simple things; the first of which is for every paddler to always wear a U. S. Coast Guard approved life jacket while on their boat. Of the five deaths mentioned earlier, only one of the boaters were wearing a lifejacket. Again, enough of the gloom and doom. Recently I admonished one of my friends (I'll call her Jane Don't) when I saw her vacation photo album on Facebook. The first photo showed Jane grinning ear to ear holding a dripping paddle across her boat. She was surrounded by the towering snow capped peaks of Lake Tahoe while she sat life-jacketless on her bright orange kayak. "What were you thinking!" I hammered off, just after clicking the "like" button. I knew what she was thinking. Jane is a very accomplished triathlete who has among other things successfully done an open water swim from Alcatraz to SFO. I know she was thinking it would be okay. She was thinking she is coordinated enough not to fall off the boat. She was thinking she could swim even if she did go into the water. She was thinking the exact same "not me" thoughts that we all have had when we ignore that little voice that warns us of potential danger. I clicked further into her Tahoe paddle photo album and saw in another photo Jane had wisely outfitted her beloved Schnauzer with a top-notch doggy life jacket. I had to write again, "Good for you, putting pooch in a life jacket. He has a fur coat yet you realize what cold water would do to him. Who would feed him if ...?" I posted the link to Cold Water Boot Camp (<http://vimeo.com/4534662>) with the next photo. Then I preached, "You would never get on your bike without a helmet would you

JANE?!" When she attempted to defend her PFD-less state I countered, "Trying to get your lifejacket on after a capsiz is like buckling a seatbelt after the crash!" I was such a naggy killjoy, I expected Jane to simply unfriend me. Again, enough of the gloom and doom. We are still friends, I think.

The second element of reducing danger to paddlers, recognizing the dangers inherent in paddle sports and managing the risk, is stated perfectly in a risk management side bar in the American Canoe Association's (ACA) "Understanding and Preventing Canoe and Kayak Fatalities" 2004 report.

Adventure is largely about managing risk. The keys to managing any risk are knowledge and skill. A whitewater paddler skilled at running the most challenging rapids and waterfalls has spent countless hours in practice, recognizes hazards, has prepared for possible mishaps, and is in an environment he or she knows and understands. An inexperienced and unskilled person who takes a canoe out on a placid lake or a gentle river is arguably at higher risk than the experienced and skilled adventurer. The absence of skill, experience and sound judgment creates a greater likelihood of errors, while at the same time leaving absolutely no margin for errors. While casual paddlers do not require the same level of skill and knowledge as the most adventurous, they should emulate the adventurers approach to managing risk. Developing paddling skills, understanding the environment one is in, and taking safety precautions (such as wearing a PFD) are the practices of the most capable athletes, failing to do so are the practice of the foolhardy."

The same report further states, "The narrative descriptions [collected by the Coast Guard] of fatal canoeing and kayaking accidents reviewed by the ACA indicate that many of the victims exhibited little or no paddling skills and failed to practice even the most basic safety precautions. This raises a concern that many people who operate a canoe or kayak do not take the craft seriously or perceive the associated safety risks. It appears that the simplicity of design that characterizes a canoe or kayak is often misinterpreted as operationally simple or inherently safe.

More good news. Paddlers tend to want to hang out together, paddle in groups and share their expertise and experiences. Remember

Jane, she only had her photo taken because someone was with her, beside the Schnauzer. (Pooch is a very smart dog, but not a photographer.) Not only is there safety in even a small group but there is great opportunity for developing skills and building a knowledge base when the less experienced or wise look to the more skilled, formally educated, to guide and mentor them in their adventures. No, I'm not inferring Jane should have learned from Pooch ... but he was the one with the lifejacket. More formal groups than Jane, Pooch and the photographer, such as Desert Paddlers often have excellent role models who wear the gear, know what they are doing and advocate safety. Check out many of the local paddle groups and you will find Terry Gerber, Park Ranger for Maricopa County Parks' paddle czar, has a very high profile. Terry is a stalwart advocate of life-jacket wear, so his good example trickles down to the folks who are new to the groups. Read the "RULES" for AZ web-based paddle groups and you will find sobriety, responsibility and wearing a life jacket are often at the top, as they should be, of the usually brief "Must Do" lists. Boating regulators and leaders recognize that formal education on basic boating safety can go a long way to mitigate the inherent risks of kayaking. Educating a new paddler in the responsibilities of boating today will pay off when they in turn provide a good example for the new paddler tomorrow. Towards that end, the Coast Guard Auxiliary, Maricopa County Parks and Recreation and Arizona Game and Fish Department have developed a comprehensive classroom and hands-on on-the-water learning experience for the novice paddler, Paddlesports America / Paddle on Pleasant. I have had the privilege of facilitating the education of 36 paddlers with the help of all three agencies. I expect the students will pass along what they have learned and perhaps even recommend their kayaking friends take the course. Word will spread that it is a good idea to take a class, not to mention a good deal and fun.

In the ACAs report it also notes, "Knowledge, and to some extent skills, can be learned from books, videos, signs, and other media, but the most effective means for passing along safety information is through well-designed courses taught by qualified instructors."

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LAKE POWELL Yacht Club

The purpose of the Club is to serve the interest of boat owners and water recreational enthusiasts, to defend such owners and recreational enthusiasts against discriminatory legislation and burdensome taxation, to prevent the pollution of Lake Powell and neighboring recreational facilities, to stimulate a greater interest in boating among all the citizens in the area and those attracted to the area served by the Club, to promote better boating and water safety, to develop a fraternal spirit among local outdoor enthusiasts, and to provide a medium for the exchange of boating information.

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BUFFALO

Continued from page 7

yards of any boat dock or designated swimming area.

Table Quality

The meat is firm, white, flaky and good tasting, although somewhat bony. They are especially fine eating when smoked. They are a relatively important commercial resource in areas where they are abundant such as the Mississippi River valley.

GRAYLING

Continued from page 7

stream to spawn in the spring.

Reproduction

Spawning by grayling is similar to that of other salmonids. It is preceded by upstream runs from lakes with males establishing territories in small streams from February to March. Spawning success in Arizona is poor; consequently supplemental stockings of grayling are necessary.

TOWHEE

Continued from page 12

and weigh around the average of 1.7 ounces, and their wingspan ranges from 12 to 13 inches (330 mm) long.

These birds are often seen foraging among dense brush for seeds. Like other towhees, they scratch at the ground in a manner similar to quail, and will sometimes dig up and eat grubs. They can be attracted to feeders by providing cracked corn on the ground.

The name of this bird commemorates the American ornithologist James William Abert (1820-1897).

HIGHWAYS

Continued from page 11

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Food

Their main diet is the adult and larvae of aquatic insects and other invertebrates.

Angling

Grayling are caught on both wet and dry flies. A Royal Coachman, small midge or a black or brown Woolly worm often works very well.

Table Quality

The meat is white, flaky and good tasting, although slightly oily.

Interesting Facts

The Abert's Towhee has one of the smallest total distributions of any U.S. birds species, making it much sought after by birders who travel to the Southwest desert to observe it.

They are an inconspicuous bird because they forage in thick undergrowth and rarely fly any great distance.

They are threatened by cowbird nest parasitism and habitat loss, although some have successfully colonized suburban environments in the Phoenix, Arizona area. They may also be seen on the campus of Arizona State University.

A group of towhees are collectively known as a "tangle" or a "teapot" of towhees.

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THANK YOU! — Publisher Jim and Editor Carol Allen sincerely thank Ed Huntsman (shown here) of the Arizona Game & Fish Department and his wife Debbie, an avid and skillful sailor who is very active with the Lake Pleasant Sailing Club. When the regular editor of *Arizona Boating & Watersports/Western Outdoor Times* was not available during the production of this issue, the Huntsmans stepped up and volunteered to "guest edit" the May/June paper. We are extremely grateful for their time, their expertise, and their dedication to boating safely. Thank you, Ed and Debbie!

CRAPPIE

Continued from page 8

heavily and irregularly spotted with black blotches on a silver-olive background; tail, dorsal and anal fins are spotted. Seven or eight spines on dorsal fin.

Body is compressed or flat. Length: 6 to 18 inches. Weight: 3 oz. to over 4 pounds. Can live up to 15 years but rarely live more than 6 or 7 years

Location/Habitat

Black crappie are far more abundant than white crappie and are found in most of Arizona's major warm water reservoirs. Black crappie (and white crappie) are attracted to submerged brush and trees and generally travel in schools.

Reproduction

Spawning is often in open water, typically over mud, sand or gravel bottoms. Prefer sites near vertical cover such as trees or rocks. Males guard the nest and young after the eggs hatch. Generally mature in second or third year of life. Live up to 7 years.

Food

Insect and plankton eaters until they reach six or seven inches switching to a fish diet. In Arizona, threadfin shad are their main diet.

Angling

Very aggressive and fun to catch. Often found in schools. They bite most readily in the spring during the pre-spawn and spawning periods. They also tend to feed at night more than the other centrarchids.

Effective bait and lures are minnows, small jigs (curly tail, tubes or marabou), silver spoons, spinners and flies fished along shorelines around submerged brush and trees and rock reefs. Delicate bones around the mouth make it vital to use a net or extreme care in landing these fish, sometimes called "papermouth."

Table Quality

The meat is white, fine textured and considered excellent eating. Many consider crappie to be one of the finest tasting freshwater fish available.

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