







OBSTRUCTING TREES			
KEY NO.	OWNER	TOP ELEV.	DISPOSITION
1	C. KOYEN	699	REMOVE
2	T. GOODMAN	698	REMOVE
3	A. OLSON	690	REMOVE
4	E. ANDERSON	717	REMOVE

LEGEND

-  WOODS TO BE CLEARED
-  EXISTING POWER POLE
-  PROPOSED POWER POLE LOCATION
-  POWER POLE TO BE REMOVED
-  EXISTING TELEPHONE POLE
-  TELEPHONE POLE TO BE LOWERED

NOTE

DIMENSIONS INDICATED NEAR PROPOSED POWER POLES, AND TELEPHONE POLES TO BE LOWERED ARE MAXIMUM HEIGHTS ALLOWABLE ABOVE GROUND.

ELEVATIONS ARE REFERRED TO M.S.L.

QUITE a lot has been said of off-shore surveillance activities of our air defense system — navy picket ships, private commercial vessels, Texas towers, airborne radars. These units give varying degrees of coverage at considerable distances out to sea. Yet many gaps that otherwise would exist between these and mainland surveillance stations are being plugged up by ground observers on the islands of our coastal waters. They are of unestimable value in helping to maintain a detection service and continuous tracking capability.

Discussed previously in the FLASH were the numerous island posts off the coast of Alaska, including those in the Aleutian and Pribilof groups (see issues of May 1954, Feb. 1956). Another similar outpost is that in the Northwest Angle (FLASH of Oct. 1953). Though not an island, the Northwest Angle is United States soil separated from the rest of Minnesota by the waters of Lake of the Woods. Vashon Island in Washington's Puget Sound is another excellent post (issue of Jan. 1953).

Stories of two more interesting island post operations are told below, revealing that it takes far more than a body of water, or a salt spray, to dampen the patriotic spirit of our off-shore island families. They are as concerned over the defense and safety of their country as those living in the heart of an industrial metropolis. Both stories are examples of none-but-the-best in community-wide support.

Washington Island, strategically located at the tip of Wisconsin's "thumb" in Lake Michigan, has a unique 24-hour post which can only be reached by boat or plane. Seven miles from the mainland, this secluded northern paradise is an hour's voyage across the lake via ferry boat, over deep blue waters and past forested islands rich in historic lore. The island's year-round population of 800, constituting the largest settlement of citizens of Icelandic extraction in the United States, operates a GOC post which is a perfect example of community cooperation.

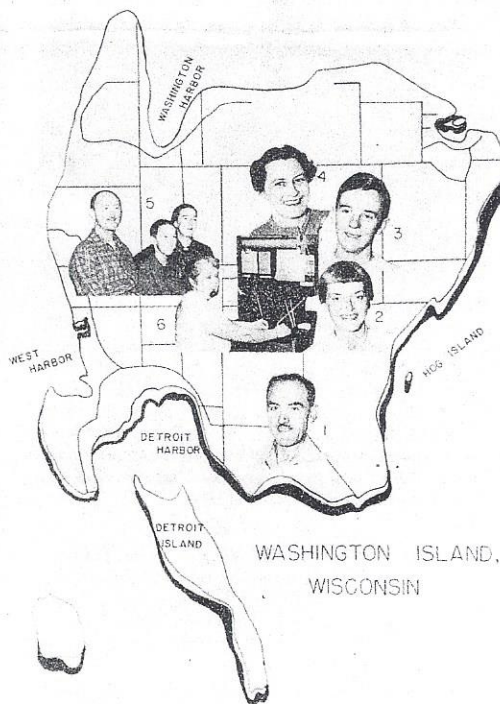
The post originated in 1950 and went to full-time status in July of 1952. All told, more than 40 island families contribute time to air defense. From its home, each family has a designated shift of watching for planes — a shift that fits into their scheme of living (briefly discussed in FLASH of April 1954). Nothing, however, prevents them from calling in Aircraft Flash messages during shifts other than their own because all calls are received and checked by the Washington

ISLAND POSTS

Island Telephone Co. before relay from the island to the Green Bay Filter Center.

The phone company switchboard is in the Orville Jess home and is operated by the family. It isn't unusual for the operator to be roused from sleep to place Aircraft Flash calls, since the switchboard is on standby status after 10 p.m.

Supervisor of Delta Alfa Zero Two Black is Carl Schaub, a retired educational director. Chief Observer Al Stelter operates the Holiday Inn, the island's only



Some of the key people of the Washington Island post are pictured in the above montage. They are (1. to v.) (1) Alfred Stelter, (2) observer Mrs. Helen Herschberger, (3) observer Albert Jessen, (4) observer Mrs. Sylvia Nelson, (5) the C. B. Eatons, and (6) Mrs. Orville (Florence) Jess.

year-round hotel. Mrs. C. B. Eaton, assistant chief observer, built an acoustic detector as an aid in observing from her home. Observer Ray Krause operates the island's power supply, furnished by an REA diesel unit.

Observation of the Washington Islanders' special brand of community pride, and application of the knowledge gained thereby, have helped Air Force personnel of the Green Bay Filter Center to make other good posts better. But Washington Island is still unique among GOC posts.

Another post worthy of national recognition is November Delta Two Three Red on Samish Island, one of the San Juan group in the waters of northwestern Washington.

OBITUARIES

George Meredith rites Saturday

George O. Meredith, who taught a generation to fly here, died Wednesday morning at Memorial hospital after a short illness. He was 62 years old. He had operated Cherryland airport and Meredith Flying Service here for 27 years before his retirement in 1971.

Meredith was born May 12, 1911 in Kenosha county to Edward and Cora Meredith. A resident of the Sturgeon Bay area for the past 29 years, he was a member of United Methodist church.

He married Imogene Vyvyan in 1943. She survives, with three sisters, Mrs. William (Ruby) Blackmon, Kenosha, Mrs. Frank (Mabel) Getzlaff, Bristol, Wis., Mrs. Vaughn (Mary) Rose, Union Grove, Wis.; brother Arthur, also Union Grove.

Three brothers and one sister preceded him in death.

Friends may call at the Davis Mortuary after 4 p.m. Friday and until 9 a.m. Saturday, then at United Methodist church, Ninth and Michigan. Services will be Saturday 11 a.m. The Rev. David Harsh will officiate and burial will be in the Kenosha county cemetery.

George Meredith, manager of the Cherryland Airport in Sturgeon Bay, often flew passengers to and from the Island between 1944 and 1971.

Wing-Air to begin service

After nearly two years without scheduled air passenger service Door county residents will now be served by Wing-Air, a new company that will begin operations here Wednesday, March 17.

R. Howe Davis, owner of Wing Air, has been granted an Air Carrier Operating Certificate by the Federal Aviation Administration. The new company will function as an "on demand" charter operator and will have scheduled flights to those locations where sufficient traffic can be developed. Wing-Air is approved for both passenger and cargo flights.

In a telephone interview this Tuesday, Davis told the Advocate he is excited about the new venture but wants to start small. Plans have been made to provide schedules for intra-county and interstate service on a reservation basis.

"We want to start small," Davis said. "We want to crawl before we walk and the shortest crawl will be from Sturgeon Bay to Washington Island."

Davis will begin operations Wednesday with an 8 a.m. flight to Washington Island. Wing-Air will leave Sturgeon Bay at 8 a.m. each Wednesday with a flag stop at Ephraim, arriving on the Island at 8:35 a.m. The plane will remain on the Island until noon and then will return to Sturgeon Bay.

At present Davis has a Cessna 172 single engine airplane with three passenger seats and limited baggage space.

"We will start with the Washington Island flight and if demand should arise then I can extend the flights to other locations such as Green Bay, Milwaukee and possibly Chicago."

Davis, the subject of an Advocate feature article in 1980, has extensive experience as a pilot.

He served in the U.S. Air Force for 22 years where he had experience flying everything from B-1 bombers to six engine jet bomber in the Strategic Air Command.

After retiring from the Air Force Davis worked for Executive Jet Air as assistant chief pilot of the organization and also was the manager of the Jet Falcon Fleet in Iran.

There has been no scheduled service in Door county since Mid State Airlines pulled out in the spring of 1980.



1928 - visiting Indians attending the Holstein Breeders Association
Picnic ("the bull picnic") held at the new Island Airport;

photo taken by Clarence Koyen

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1982 - Announcement of regular air service between the Island and Sturgeon Bay

Davis told the Advocate, "After over 30 years in aviation I'm willing to give it a try to provide air service here. We are crawling very slowly but I have some ideas which I'm hoping to implement in the future." The Wing-Air office is at 624 N. Elgin Pl. The office phone number is 743-4346.