

WISCONSIN STATE PATROL



# Smoky Badger



Where do you get your views about the importance of safe driving? On the job -- they come from those we work with. Well, polish up your mirror and see if the image looking back at you can measure up to these pace-setting, award-winning drivers!

19 yr. - Insp. Richard L. Snider  
 Insp. Charles H. Yaeger  
 18 yr. - Tpr. Mike Caramanidis  
 Insp. Robert L. Luther  
 17 yr. - Insp. Leo G. Sendelbach  
 14 yr. - Sgt. Richard L. Mauel  
 Tpr. Carroll E. Spencer  
 13 yr. - Insp. Douglas G. Cox  
 Sgt. William C. Fredrick  
 Sgt. William J. Nash  
 Tpr. Gerald C. Voss  
 Tpr. Thomas J. Walsh  
 Tpr. Theodore F. Wolf

12 yr. - Tpr. James C. Jeschke  
 Insp. Robert J. Lindbom  
 Tpr. Arnold L. Sudbrink  
 7 yr. - Tpr. Michael A. Moore  
 6 yr. - Insp. Leonard Badertscher  
 Insp. Kenneth Besiada  
 Insp. Philip Manthey  
 Insp. Daniel Schulkamp  
 Insp. Lester A. White  
 5 yr. - Insp. Julius E. Lambert  
 3 yr. - Tpr. Leonard L. Heisz  
 2 yr. - Tpr. Thomas P. Cantwell  
 1 yr. - Tpr. Gary Cravillion

## 1 9 7 6    B U R E A U    F L E E T    A C C I D E N T S

	<u>JAN</u>	<u>FEB</u>	<u>MAR</u>	<u>TOTALS</u>
Headquarters	1	0	0	1
Academy	0	0	0	0
Dist. 1	5	1	1	7
Dist. 2	1	1	5	7
Dist. 3	3	2	2	7
Dist. 4	3	2	0	5
Dist. 5	0	2	1	3
Dist. 6	2	0	0	2
Dist. 8	0	0	0	0
TOTALS	15	8	9	32
Inspector	2	0	0	2
Trooper	12	8	9	29
Sergeant	0	0	0	0
Lieutenant	0	0	0	0
Captain	0	0	0	0
Rdo. Tech.	1	0	0	1
Chem. Tech.	0	0	0	0
Other	0	0	0	0



CRIMINAL JUSTICE  
 RECEIVED  
 MAY 5 1976  
 Collection

# Storkfeathers



Tpr. Edward Began and wife, Jean, welcomed their first child, Nicole Michele on March 24, 1976. Nicole weighed 8 lb. 3 oz.

Ruth & David Baldry were greeted by a son, Timothy on March 29 at 12:10 A.M. Little Timmy weighed 7 lb. 11 oz. Ruth is the typist 2 for Planning Section at State Headquarters.

Insp. and Mrs. Larry Krueger welcomed their 9 lb. son, Paul Leman, on April 12, 1976.

With the birth of Allison Marie, Tpr. Aldin Asp joined the ranks of Patrol Grandpas. She was born April 12, 1976 in Edgerton to Arden and Donna Asp.

## FLEET ACCIDENTS THEN AND NOW

As the Smokey Badger goes to press, this is the picture for 1976 fleet accidents as compared to 1975. Solid black indicates a day with more than one fleet accident.

1975

1976

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## WHO'S NEW IN THE BUREAU

Recently hired as Automotive Facility Inspectors: Donald Spangler of Sun Prairie and Jeffrey Cummings of Endeavor. Both have automotive backgrounds, Don about 20 years with various Ford agencies and Jeff approximately seven years, the last three of which were spent with Bruns Volkswagen of Madison. Working with Corky Holmquist, these men are field representatives for the Dane County Demonstration Motor Vehicle Inspection Project.

\* \* \* \* \*

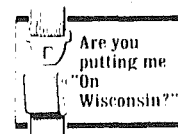
LaVonne Flynn has volunteered to return to State Service after having worked in private employment since November, 1974. She is again working in the Investigation Unit in the position just vacated by Sybil Hutchinson. Welcome back, LaVonne.

## ACADEMY CLASS REUNION

The second cadet class of the State Patrol Academy held a 20-year reunion at the Holiday Inn Tomah, on Saturday, March 20, 1976. About 50 people availed themselves of the chance to renew old acquaintances and swap never-to-be-forgotten anecdotes of the old days and also enjoy a bodacious buffet-style banquet.

Introductions were ably handled by "RC" Young. In addition to the class "regulars", were Col. Lawrence Beier (retired), Capt. Alva Rehberg, Director of training from the Academy and Lt. Arthur School from Dist. 5. Dancing and socializing continued into the wee hours.

The committee who handled the arrangements are certainly to be complimented for doing a swell job all the way around.



## THE STEERING COLUMN



Col. Lew V.  
Versnik

Of all the things that can go wrong with your vehicle, brake defects account for the highest number of accidents. However, tire failures result in more property damage than any other type of defect. Sudden tire failures -- blowouts -- are also one of the most difficult problems a driver may have to face.

Do you know how to prevent blowouts? If a blowout does occur, will you be able to keep your vehicle under control and prevent an accident? A driver must be able to give a positive "Yes" answer to these questions or else he can't be considered a real PRO.

The keys to preventing blowouts are: (1) the purchase of quality tires to begin with; and (2) keeping those tires in top shape through routine inspection and maintenance.

Every time you intend to drive your vehicle, check the tires visually to spot any obvious cases of underinflation or physical damage.

If a blowout does occur, you will have to react instantly and correctly in order to maintain control. Above all, don't jam on the brakes. Slow down gradually, maintaining a firm grip on the wheel to counteract pull. A rear tire blowout will cause fish-tailing, while a blowout in front will cause a hard pull in the direction of the blown tire. Instant correction will be required, and over correction will be almost as bad as no correction.

Avoid blowouts through tire inspection and maintenance. If a blowout does occur, avoid disaster with a cool, professional response.

### SMOKEY BADGER

Published by the Wisconsin State Patrol

LEW V. VERSNIK, Colonel  
Director, Enforcement Bureau of the  
Division of Motor Vehicles

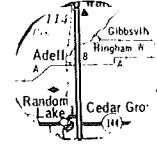
Captain Jerome J. Blied  
EDITOR

Mrs. Linda J. Schlueter  
COMPOSITOR



## SO YOU KNOW WISCONSIN?

All right, no "cheating" now, tell me in what county this location is, and what is the predominant highway? (Answer next issue)



Since we failed to recognize that the February location (near Klondike) was the boy-hood home of Sgt. George Ryan, we must report that he also correctly identified last issue's location as St. Croix County, with the primary highway as 63.

John LaBlond, Bureau of Systems and Data Processing, and Chuck Ninas of Dist. 8 both identified the mystery spot; and, we received the following note from Insp. David Woodruff, Dist. 6:

"At long last the area shown is one familiar to me. Who knows, in the next 10 years I may recognize another one."

## BON VOYAGE PARTY

About 50 friends and associates of Art and Marie School gathered at the Country Aire in Appleton on Saturday evening, April 3, 1976 to honor the couple and to wish them well on his recent promotion to Lieutenant and assignment as Dist. 5 Executive Officer.

A bodacious country-style dinner preceded the program. Emcee Jerry Koenig directed verbal traffic and the presentations. As a going-away gift they presented Art with a fine attache case bulging with good spirits. For the remainder of the evening it was mix, mingle and modulate.

## '76 FLEET SAFETY EXPERIENCE

For the first three months of 1976, our Bureau fleet has experienced 32 reportable fleet accidents. That compares to 25 in 1975 and 19 in 1974. That represents quite a slippage for us over the last two years!

## TRAFFIC DIE-GEST

This monthly summary of statistics is taken from the National Safety Council publication "Traffic Safety". This is information which you may find useful in your contacts with the public.

**M**OTOR-VEHICLE deaths in January 1976 totaled 3,140, a decrease of less than .5 per cent from the January 1975 total of 3,150. This January's total is the lowest for the month since the January 1963 total of 2,695.

Disabling injuries during the month are estimated at slightly more than 120,000. These are injuries resulting in disability beyond the day of the accident, and do not include minor injuries which probably totaled as many more.

The cost of motor-vehicle accidents for the first month of this year is estimated at about \$1.3 billion.

## **Reductions at the End of January**

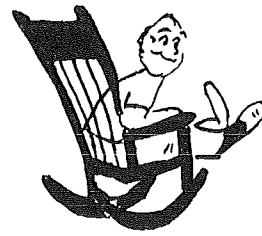
(States with one-month death reduction, 1975 vs. 1976)

States	
New Hampshire .....	83%
North Dakota .....	71%
Rhode Island .....	70%
Vermont .....	60%
Maine .....	56%
Massachusetts .....	42%
Georgia .....	39%
Nevada .....	39%
Virginia .....	25%
Connecticut .....	24%
Idaho .....	23%
Wisconsin .....	20%
Tennessee .....	1%
Delaware .....	20%
Alaska .....	20%
Texas .....	19%
Kansas .....	16%
Kentucky .....	13%
New York .....	12%
West Virginia .....	10%
New Mexico .....	10%
Arkansas .....	9%
Mississippi .....	5%
Michigan .....	2%
Oregon .....	2%

## RESIGNATION

Sybil Hutchinson's leaving the Bureau was noted on Thursday, April 22, 1976 with a potluck luncheon and presentation of a gift.

Sybil, Typist 3 for the Investigation Unit, has taken off for the hot, sunny climate in Houston, Texas, where her husband has taken a new job.



## FOR THE ROCKING CHAIR SET

\* Patricia Fitzpatrick, Clerk 2, Inspection Services Unit, Hqrs., resigned her position effective March 10, 1976.

\* John Breen, Clerk 4, Inspection Services Unit, Hqrs., resigned to take a position with the Registration Bureau, effective March 12.

\* Florian R. Kotecke has been reinstated as a Motor Vehicle Inspector I assigned to Dist. 4.

\* Trooper 1, Robert W. Pileggi, Dist. 2, has resigned his position effective March 28, 1976.

\* Trooper 2, Floyd T. Branchfield, Dist. 4, has resigned his position effective April 5, 1976.

\* Vickie M. Main, Trooper 1, Dist. No. 6, has resigned her position effective April 6, 1976.

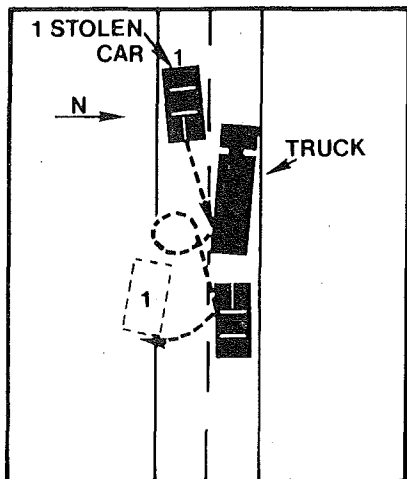
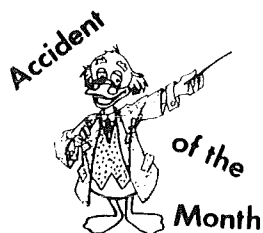
\* James B. Skaare, Jr., Trooper 2, Dist. No. 6, has resigned his position effective April 6, 1976.

\* PCO 2, Elizabeth (Weber) Cartier has resigned her position effective April 7, 1976.

\* Mardie R. Farr has been promoted from Inspector 1 to Trooper 1, District No. 3, effective April 13, 1976.

## '76 SCHOOL BUS ROADEO

The Fourth Annual School Bus Rodeo was held in Wausau on April 24th. It was a typical spring day -- rain, sleet, wind etc. with plenty of wet shoes and trousers. How did you stay so dry, Archie?



(Decision on page 6)

### The Accident

The accident involved a truck, a stolen car and a car that was following the truck. The driver of the stolen car was killed outright.

The driver of the truck stated that he was heading west on a two lane highway. He was travelling at approximately 45 miles per hour when he noticed a car approaching about 100 feet in front of him. The car started to cross the center line and veer into his path. He pulled to the right and the car missed the front of the truck, but hit the rear dual wheels. The car made a complete turn in the road and then was struck on the left front fender by the car that was following the truck. It then veered off and ended up on the eastbound lane. The driver was thrown from the car and was dead upon examination. A passenger (asleep or drunk) in the back seat was still in the car. The passenger had no visible injuries. An autopsy on the driver revealed massive injuries and the probability of drunkenness combined with drowsiness as the cause of the accident.

### PARTY LINE



Inspector Ed Pocan went out on an investigation for "No Name". Believe it or not, he found "No Name" living in Green Bay! (He did have an address)

Ask Leon Luick how his recent golf match came out. Dick Chandler (ex-Inspector 3, PCIU) returned to Madison and he and Blid teamed up. Dave Crosby asked for a handicap and got Luick.

Both Hands  
On Wheel  
Eyes on Road  
That's the Skillful  
Driver's Code

### "TRAPS" EVERY DRIVER SHOULD KNOW

Here is the second in a series of booby-trap situations that all drivers should know about - and try to avoid.

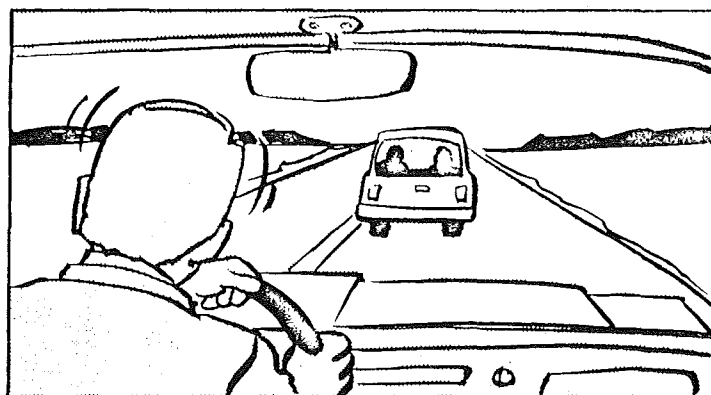
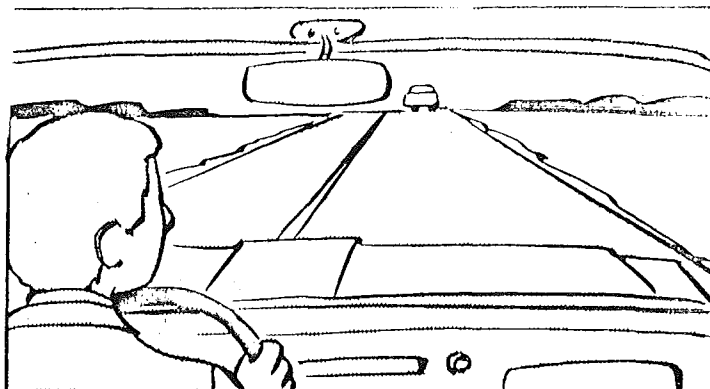
#### THE "MOVING-CAR ILLUSION" TRAP

One of the odd facts about today's fast superhighway traffic is this: any vehicle that stops in the running lanes *still appears to be moving ahead*. That's because drivers are conditioned to the idea that anything on the road is moving. When one has been driving for hours, this conditioning is so strong that it becomes a powerful illusion.

Police say a stopped vehicle on any superhighway today will *always* get hit, if it is allowed to remain unmoved for very long. The average time on one big Florida expressway is under 25 minutes.

That's why drivers today are cautioned: *Never stop in a highway lane.*

It's also why drivers on superhighways can never afford to relax their watchfulness ahead. The driver who looks away from the road even for a couple of seconds faces this possibility: He may look back to the road only to find himself on top of a stalled vehicle he thought was well ahead of him and traveling at 60 mph.



## BE CAREFUL WITH VERBAL INSTRUCTIONS

### COLONEL TO MAJOR

Tomorrow evening at approximately 10:00 P.M., Halley's Comet will be visible in the Division Area, an event which occurs only once every 75 years. Have the men fall out in full uniform and I will explain this rare phenomenon to them. In case of rain, vision would be obscured so have the men assemble in the basement under Division Headquarters to witness a film of this magnificent, unsung event.

### MAJOR TO CAPTAIN

By order of the Colonel, tomorrow at 10:00 P.M., Halley's Comet will appear above the Division Area. If it rains fall the men out in full uniform and have them assemble in the Division Headquarters basement where this rare phenomenon will take place, something that only happens once every 75 years.

### CAPTAIN TO LIEUTENANT

By order of the Colonel in full uniform, tomorrow evening at 10:00 P.M., the phenonenal, Halley's Comet, will appear in the basement of Division Headquarters. In case of rain in the Division Headquarters, the Colonel will give another order, something which occurs only once every 75 years.

### LIEUTENANT TO SERGEANT

Tomorrow at 10:00 P.M., the Colonel will appear in the basement with Mr. Halley, something that only happens once every 75 years. If it rains, the Colonel will order Mr. Halley's Comet into the Division Area and, if vision is obscured, the men will assemble in the basement, in full uniform, to view a film of it.

### SERGEANT TO MEN

Tomorrow at 10:00 P.M., the Colonel will order it to rain in the Division Area. Our unsung Colonel in full uniform, and accompanied by the phenomenal 75-year old Mr. Halley will drive his Comet through the Division Headquarters Building. The men with obscured vision will assemble in the basement to view a magnificent film of a singing group, "Halley's Comets."

Published by the Alabama Dept. of Public Safety

### ACCIDENT OF THE MONTH

#### Decision

The Accident Review Committee judged the accident NON-PREVENTABLE on the basis that the truck driver did everything he could in a limited space to prevent the accident. The driver saw the approaching vehicle veering into his path, pulled to his right and started to stop when his truck was struck in the rear by the other vehicle.

### Hitting the Road With Metric

As you know, our nation is engaged in a program to gradually convert from the English system of weights and measures to metric. To help you make the shift, we offer the following brain teasers for your consideration.

If there are 3.8 liters to the gallon, and 1.6 kilometers to the mile, what kind of metric mileage (in kilometers per liter) will you get if you're now getting 20 miles per gallon?

If you change your oil every 6000 miles now, how many kilometers can you rack up between oil changes under the metric system?

If you now need to buy 8 quarts of oil to fill the crankcase of your big diesel rig, how many liters will be required under the new system?

#### Answers

Here's a little table to give you some idea of how miles per gallon (MPG) convert to kilometers per liter (Km/L).

30	MPG	=	12.6	Km/L
25	"	=	10.5	"
20	"	=	8.4	"
15	"	=	6.3	"
10	"	=	4.2	"

You'll be able to rack up 9600 kilometers between changes, and each change will require 7.6 liters.