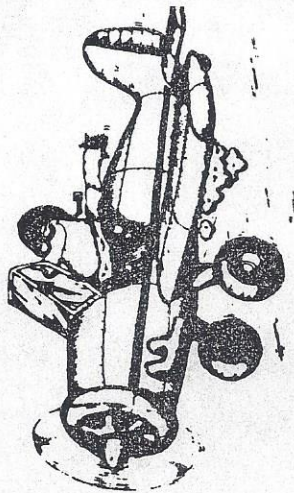


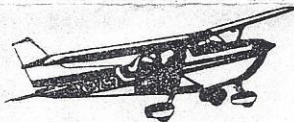
SCENIC AIRPLANE RIDES



By

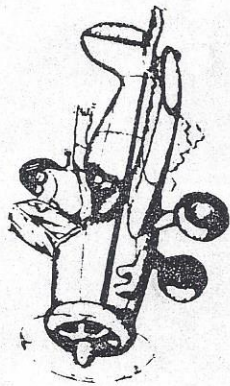
SCUBA-AIRE

Washington Island Tip O' Door County Wisconsin



Scuba - Aire

Deer Lane Road
Washington Island, Wisconsin 54246



Scuba-Aire offers:

- Scenic Airplane Rides
- Underwater Recovery Service
- People's Transit Share-a-Ride
- Fly-in Diven'
(for scuba divers)
- Cross Country Ski Trips

OR

- Plan Your own Scenic Air Tour
- Celebrate Special Occasions
- Group Programs Available

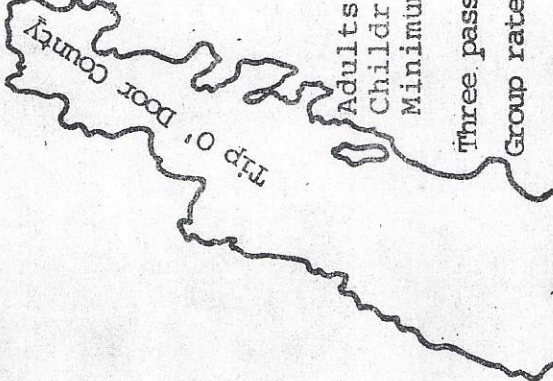


Scenic Airplane Rides By Scuba-Aire

Initiated at
Washington Island Airport
Tip O' Door County

30 minute flight over Wash-
ington Island, Rock, Detroit,
Plum and Pilot Islands.

Mid June through
Labor Day
Seven Days a week



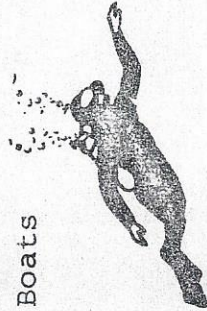
Adults: \$ 7.00
Children: \$ 4.00
Minimum \$14.00

Three passenger limit
Group rates on request

Call Vi's taxi service or
Jack's taxi service for trans-
portation from the Ferry Dock
to Washington Island Airport.

Underwater Recovery

- Fishing Tackle
- Outboard Motors
- Personal Items
wallets, glasses, etc.
- Snowmobiles
- Boats



Underwater Services

- Pier Inspection
- Water Inlet Cleaning
- Mooring Line Recovery

Your Pilot

RICHARD DAWLEY
Born May 20, 1935

Mr. Dawley is a summer resident of Washington Island and is well known and trusted by the residents of the Island. He is owner of SCUBA-AIRE, founded in 1975.

During the school year he is a vocational counselor for the Milwaukee Public Schools, where he is also Golf Coach and Scuba Diving Club Adviser.

LICENSES:

Commercial 1975
Private 1975

RATINGS:

Seaplane
Multiengine
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Your Plane



1974 Cessna Skyhawk
three passenger
Inspected every 100
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Membership of \$15.00 enables you to call a national computer center which will pair you up with pilot or driver to share expenses traveling to your destination.

Call 800-547-0933
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7-414-847-2625

For reservations call

Dennis Lindsey: 847-2052
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CB radio, KAWD 4050, Channel 11, "Fly-diver"

B 11 - F 11

Y ADVOCATE—STURGEON BAY, WISCONSIN

h Advocate files

10-21-19 88

out." The prediction jibs perfectly with a weather analysis made by Prof. Selby Maxwell, a syndicated meteorologist published in the Advocate.

Licensed to wed: Lawrence Hanson, Ellison Bay, and Katherine Kodanko, Ephraim, Nov. 5; Harvey G. Haen and Helen E. Martens, Egg Harbor, Nov. 5.

Births: a daughter to Mr. and Mrs. Franklin Struck, Sawyer, Nov. 1; and a son to Mr. and Mrs. Hollis Greene, city, Nov. 3.

Deaths: Frank Kimmel, 85, Clay Banks.

60 Years ago, Nov. 2, 1928

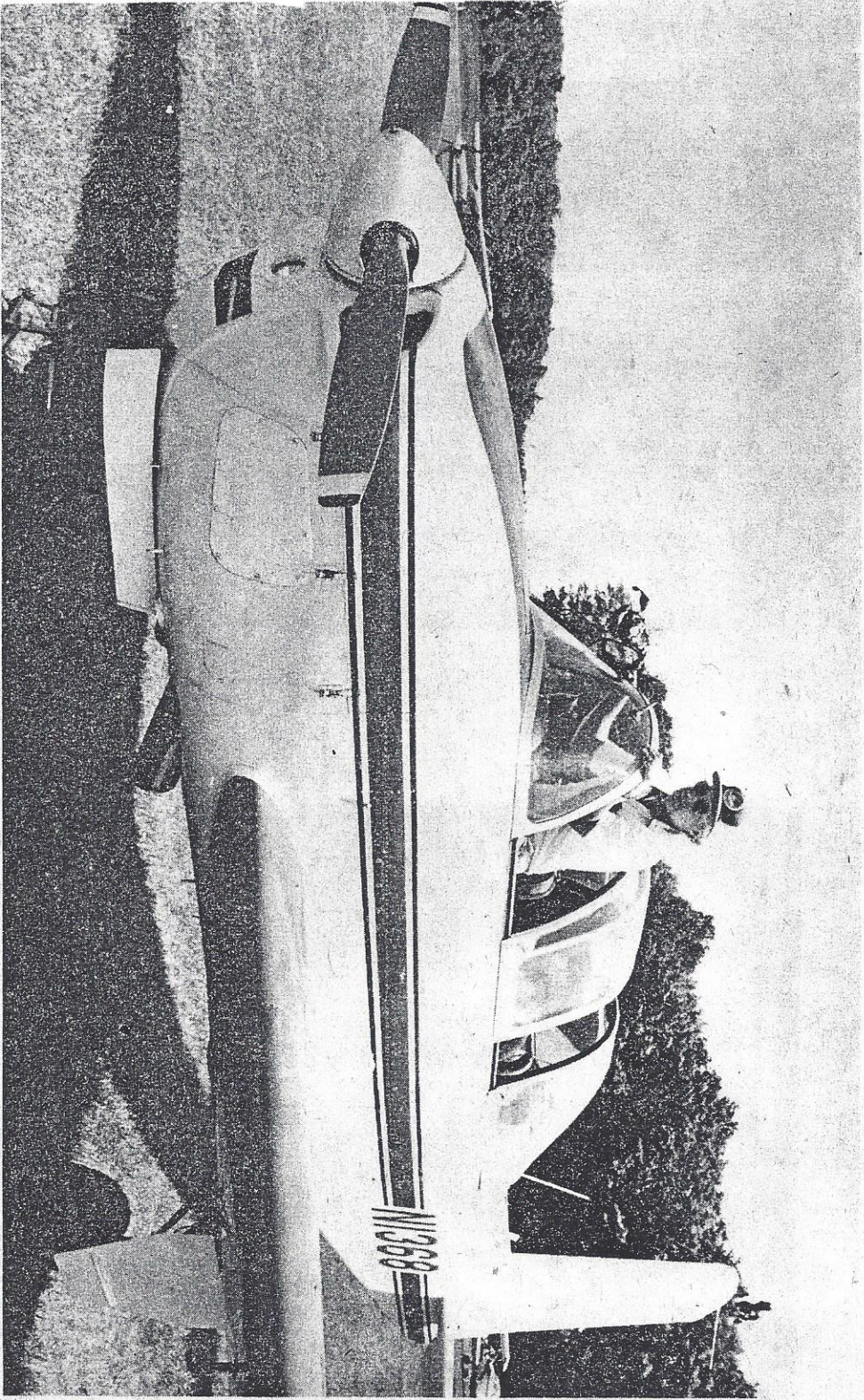
A Washington Island group headed by George Mann, William Jess and Dr. Charles Colebaugh incorporated to establish an airport on the island. With \$5,000 in capital, the group purchased a 55-acre tract about two miles from Detroit Harbor and constructed two runways of 2,600 feet. The company plans to obtain regular airplane service between the island and mainland for mail and passengers.

Fred S. Hanson discouraged efforts to visit.

Thursday, July 31, 1980

B111

DOOR COUNTY ADVOCATE



Dave Miller, the RR's ride to Washington Island, climbs into his T 34 for the return flight.

Macon Glides Over City,^{BUFF II} Visits Lake Shore Cities

The dirigible Macon, which passed over Milwaukee early Tuesday morning, went up the Lake Michigan shore to the northern peninsula and then returned, sailing over Milwaukee on the return trip at 5 p. m., heading for Chicago.

The Illinois naval reserve radio station at Chicago established radio communication with the dirigible and it was reported that the big ship is not in trouble. An earlier report from Frankfort, Mich., while the ship is over the lake, said that it was in difficulty with a disabled rudder.

Poised with her nose pointed into the northwest wind and her motors running, the Macon hung in the morning sky over Milwaukee Tuesday. From the ground no one would guess that 90 persons were aboard the very airship, some sleeping, some snacking. The ship, in charge of Lieut. Commander Alger H. Dresel, left its hangar at Akron, Ohio, Monday night, and cruised up to Detroit when it sailed through the night to Chicago. From there the Macon fol-

lowed the shore line of Lake Michigan northward to Milwaukee.

After floating over the city for some time, the big ship speeded up its many motors and cruised northward. A radio message from Sheboygan to the ship informed the commander that the state G. A. R. convention was being held there. The Macon then flew up to Sheboygan, cut over to Oshkosh and Fond du Lac and then northward. After lowering over Frankfort, Mich., it started its return trip.

The visit of the Macon to Milwaukee was unscheduled and came as a surprise to the thousands of curious folk suddenly given a look at the world's largest airship - the successor to the Akron which was destroyed recently in a storm off the New Jersey coast. The ships were built on virtually the same plans. The ship is 785 feet long and has a maximum diameter of 132.9 feet and contains 6,500,000 cubic feet of helium.

In its tanks 124,000 pounds of fuel can be carried and it can travel 10,000 miles from its base without a ground stop. Eighty miles an hour is the maximum speed but winds can either cut this down or step it up.

World's Largest Dirigible Here¹⁹³³ Twice on Test Cruise This Week^{BUFF II}

The world's largest dirigible, the Macon, recently built for the United States navy at Akron, O., soared over the Lake Michigan shore of Door county not only Tuesday morning on her way north to the vicinity of Escanaba and on her way back again to Chicago but also stole back here about one o'clock Wednesday morning, flying directly over Sturgeon Bay beautifully illuminated.

The ship, which is a sister to the ill-fated Akron that went down in the ocean off New Jersey recently, was on a 48-hour test flight, the third and last before official acceptance of the work by the government. Leaving Ohio Monday night, she cruised to Chicago and then northward over Milwaukee and Sheboygan. Radio reports said the ship was to be at the fair Tuesday, so it was with much surprise that resi-

dents here later saw the silver form hovering a few miles off the canal with her motors idling. Those at the canal watched for over an hour before she disappeared northeastward, where she speeded up considerably. The dirigible was first sighted by the Canal coast guards at 10:30 a. m. and on the return trip about 3:45 p. m. At 6 o'clock, local people listening to WGN, the Tribune station, were surprised to hear Quinn Ryan describe her flight over Chicago.

According to the papers, the ship flew over Gary, Indiana, then northwestward to Rockford, Ill., and northeast to the Fox River valley where she was sighted about midnight. The Canal coast guards saw her lighted form coming over southern Door county about 12:30 a. m. and at one o'clock she had passed.

(Continued on Page 6)

*Sailed past here June 13, 1933
Washington Island*

Island Is Marooned by Ice, but Taxes Break Through

Journal Special Correspondence
Washington Island, Wis.—

They're still marooned on Washington island, but the tax report got in on time.

This island on the tip of the Door county peninsula has been cut off from its normal access to the mainland by ice since Mar. 3. But the town's tax report was due in this week at Sturgeon Bay, the county seat.

Mrs. Sarah Magnusson, the town treasurer, beat the deadline Monday by flying to Sturgeon Bay with the report.

Ferries Stopped

Air traffic is the only remaining travel link between the island and the mainland. Normally, a ferry makes a daily trip. In other winters, the ferries may have been halted for a day or two by ice.

But this year the ice has been too much for the steel hulled crafts. The problem was solved

for a while last week when ferry crews and coastguardmen used a Jeep and a model A truck to travel the four miles across the ice.

Saturday one wheel of the Jeep broke through the ice. That ended such trips. That also ended mail deliveries.

Cutter on Way

The Sturgeon Bay coast guard said Tuesday that the cutter Mesquite, now in the southern part of Lake Michigan, was on its way to cut a path through the ice. The job should be done in about three days, although it may provide only temporary relief.

Old timers have called this year's ice formations the worst in memory. The island's 610 residents are reporting few difficulties, and thus far there have been no medical emergencies.

The island's air field is being kept in A-1 shape to handle such emergencies as the tax report.

BUFF II

Eight Airplanes on Island Last Sunday

Washington Island — A very large crowd gathered at the airport Sunday to witness some flying and stunts of eight airplanes that had come here from Escanaba and Gladstone, Mich., the day before. There are more planes expected here later on in the season.

(1962)

W. Cornell, Pioneer Washington Island Fisherman

Claude is Pioneer Airman on the Island

MR. JOHN W. CORNELL, veteran fisherman of Washington Island, has been actively engaged in the fishing business for more than fifty years. He is a true native of Washington Island, having been born on the island in the year 1865. Mr. Cornell's parents moved to Green Bay when he was ten years of age, and here he succeeded in getting a good education working during his spare hours in the cooperage trade. At the age of seventeen, in the year of 1882, he moved to the fishing grounds on the west shore of Green Bay near Barkers where he was engaged in fishing gill nets of the old cut and stone type, using a small boat to reach the fishing grounds in the Bay. Mr. Cornell fished from this location for four years and then returned to Washington Island and in 1886, where he has since been engaged in the fishing business ever since.

Mr. Cornell has lived through and has taken an active part in the many stages of the fishing industry on Green Bay and Lake Michigan, and by conscientious and diligent effort has developed a flourishing, modern fishing enterprise on the island. The first eleven years of his fishing career were spent using sail boats on the waters of Green Bay. Mr. Cornell then adopted the use of steam tugs, which were first coming into general use on the Great Lakes. During the following years he chartered and operated five steam powered fishing boats, the last of which was the *Gust* now being operated out of Two Rivers.

At the present time Mr. Cornell is the head of the modern fishing firm known as J. W. Cornell & Sons. Besides Mr. J. W.

40, and Claude C., age 37. The Cornells now operate two oil burning boats equipped with Kahlenberg engines, and have complete gill net and hook fishing rigs, as well as a fine set of fish houses located at Detroit Harbor on the south-west shore of the Island.

Having spent over fifty years as a fisherman, Mr. Cornell is one of the oldest active fishermen of Door County.

Mr. Claude C. Cornell, the youngest member of the firm, is the Island's first aviator and can boast of having the first privately owned airplane in the locality.

The younger Mr. Cornell is shown in the accompanying picture with his plane which he has appropriately named the *Washington Island*. The plane is a Stinson, four passenger cabin ship, is powered with a Kinner 125 horsepower motor, and is fully equipped including starter, lights, etc.

Mr. Cornell received his flying training from Lieutenant Walter Arntzen of the U. P. Air Associates at Escanaba, Mich. Lieutenant Arntzen is perhaps the most capable and experienced instructor and flyer in the Northwest, and his wife is also a licensed flyer, piloting her own plane.

Although Mr. Cornell has just recently taken up flying, he already has had more than 100 hours in the air and anticipates many pleasant trips in the near future.

Editor's Note: We are indebted to Mrs. Claude Cornell for the above story and picture and wish to take this opportunity of thanking her for her cooperation in assembling this material.



Washington Island's Flying Fisherman

Cornell the firm consists of his three eldest sons, William C., age 42, George H., age

this opportunity of thanking her for her cooperation in assembling this material.

Queens of Atlantic Fishing Fleets at Fair

(Continued from Page Two, Column One)

boats carry a spread of canvas whose extent is nearly 8,000 sq. ft. The *Bluenose* carries no auxiliary power and must depend entirely upon the wind for propulsion. The *Thebaud*, on the other hand, is equipped with a Fairbanks-Morse 100 horsepower Diesel engine which can be used to propel the boat during periods of calm. The origin of the famous International Fishing Race goes back to 1920, when that great old sportsman Sir Thomas Linton,

much comment and discussion. The attitude of deep sea fishermen, who were following the races with interest, was frankly scornful. They were anxious to see what they could do, and an opportunity was soon to come, for within a few weeks arrangements had been made for the holding of an international race for deep sea fishing schooners. The result of the first of these contests, held off Halifax in October, 1920, was a decisive win for the American representative, the *Esperanto*, of Gloucester, which took two straight races from the *Delawana*, of Lunenburg, representing the Nova Scotian fleet. Although the race has not been held every year, there have been

two rivals of the North Atlantic can be arranged on Lake Michigan. While as yet no definite plans have been perfected, efforts are being put forth to have such a contest materialize, and among those most anxious for this naturally are those engaged in the fishing industry.

Just as the recent trip of the *Thebaud* to Washington focused the attention of the Nation on the business of catching fish, so will these two schooners on exhibition in Chicago create widespread interest in fishing and an appreciation of it that will be beneficial to those engaged in the industry. Many of the hundreds of thousands of visitors to the Fair are for the first time see-