



JOURNAL OF PADDLESPOITS EDUCATION
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RYAN KEYES

INSTRUCTOR OF THE MONTH

ADAPTIVE PADDLING SUMMIT

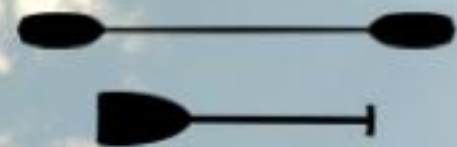
MEET OUR DISTINGUISHED SPEAKER

HIGGINS & LANGLEY AWARD

ACA ITE'S RECEIVE HIGH HONORS

RAFTING PROGRAM UPDATES

JUMP IN!



TAKING THE 'SEARCH'
OUT OF SEARCH &
RESCUE



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NEIL WOODWARD





ACA Adaptive Paddling Summit

Grand Rapids, Michigan
September 15- 17, 2014



FIND OUT MORE AT WWW.AMERICANCANOE.ORG/ADAPTIVEPADDLINGSUMMIT

ONLINE REGISTRATION WILL BE AVAILABLE IN JUNE

SPACE IS LIMITED TO THE FIRST 100 REGISTRANTS

SPECIAL PRESENTATION BY ANN YOSHIDA –

“ON THE ROAD TO RIO”

Ann H. Yoshida, is a Doctoral student in Occupational Therapy at Pacific University. Ann continues to acquaint herself with her true potential by competing in canoeing, surfing and off-road handcycling. Winning a bronze medal in 2012 at the world sprints and being the first woman to trek Nepal on an off-road handcycle in 2011, she continues to challenge her abilities. She is aiming for the summer Paralympics in Brazil, 2016. Her passion is helping people experience full community inclusion through meaningful and purposeful occupation. Ann lives by her saying: “When we focus on being normal, we exclude the possibility of being extraordinary.”

For more on Ann, click [here](#).





2014 HIGGINS & LANGLEY MEMORIAL AND EDUCATION AWARD IN SWIFTWATER RESCUE

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SWIFTWATER RESCUE INSTRUCTOR TRAINER EDUCATORS, ROBIN
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PERFORMANCE AND CONTRIBUTION TO THE COMMUNITY OF
SWIFTWATER AND FLOOD RESCUE.**

**THESE GREAT ACA AMBASSADORS WILL BE PRESENTED WITH THIS
OUTSTANDING AWARD AT THE ANNUAL CONFERENCE FOR NATIONAL
ASSOCIATION OF SEARCH & RESCUE (NASAR).**

Congratulations

KOKATAT INSTRUCTOR OF THE MONTH

RYAN KEYES OF FRUITA, COLORADO

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BETWEEN RAFT GUIDING, KAYAKING, AND WORKING AS A RECREATIONAL THERAPIST AT THE GRAND JUNCTION VA MEDICAL HOSPITAL, ACA INSTRUCTOR OF THE MONTH, RYAN KEYES IS ALWAYS ON THE GO. WE WERE LUCKY ENOUGH TO SCORE AN EXCLUSIVE INTERVIEW WITH RYAN, AN ACA RIVER KAYAKING INSTRUCTOR, WHERE HE REVEALS HIS SOURCE OF HAPPINESS ON THE RIVER.

ACA: RYAN, HOW DID YOU GET INTO PADDLESPORTS?

RYAN: I BEGAN KAYAKING IN COLLEGE, WHERE I WAS STUDYING TO BECOME A RECREATIONAL THERAPIST, WITH AN EMPHASIS ON OUTDOOR RECREATION FOR INDIVIDUALS WITH DISABILITIES.

ACA: WHAT DREW TO BECOME AN ACA INSTRUCTOR?

RYAN: WORKING AS A RECREATION THERAPIST WITH THE GRAND JUNCTION VA MEDICAL CENTER, I HAD AN OPPORTUNITY TO START A LOCAL TEAM RIVER RUNNER CHAPTER IN GRAND JUNCTION, WHICH FOCUSES ON PROVIDING THERAPEUTIC PADDLING SPORTS TO DISABLED VETERANS. AS A RECREATION THERAPIST, I UNDERSTAND THE IMPORTANCE OF CERTIFICATION AND A STANDARDIZED PRACTICE OF CARE. OBTAINING AN ACA WHITEWATER KAYAKING INSTRUCTOR CERTIFICATION HAS GIVEN ME THE KNOWLEDGE AND CONFIDENCE TO TRAIN VOLUNTEERS AND TEACH VETERANS THE LIFE-LONG SPORT OF KAYAKING.

ACA: TELL US ABOUT ONE OF YOUR FAVORITE PADDLING MOMENTS.

RYAN: MY FAVORITE PADDLING MOMENT WAS ON THE 2013 TRR SALMON RIVER CLINIC. THE 6 DAY / 81 MILE KAYAKING TRIP CONSISTED OF 13 DISABLED VETERANS FROM ACROSS THE COUNTRY, PADDLING THE MAIN SALMON RIVER IN IDAHO. IT WAS AMAZING TO SEE A GROUP OF COMPLETE STRANGERS TRANSFORM INTO A COHESIVE TEAM; NAVIGATE THE RIVER AS A TEAM, OVERCOMING PERSONAL BARRIERS AND EXPERIENCING A TRUE WILDERNESS EXPERIENCE. I AM TRULY BLESSED TO BE A PART OF SUCH A MEANINGFUL PROGRAM. IT BRINGS SO MUCH JOY AND PURPOSE TO MY LIFE.

ACA: THANK YOU RYAN, FOR BRINGING YOUR GIFTS TO OUR COMMUNITY!



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EXTEND A BIG THANKS TO
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May 2014

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TAKING THE "SEARCH" OUT OF SEARCH & RESCUE

Connecting to a constellation of satellites and rescue assets, today's modern, highly accurate GPS-equipped EPIRBs and PLBs could be your lifesaver in an emergency. Here's how they work

BY TOM NEALE

Reprinted with permission from the Boat US Foundation and author, Tom Neale.

Today's GPS-equipped personal locator Beacons (PIBs) and emergency position indicating radio Beacons (EPIRBs) are accurate, fast, and portable. Since 1982, EPIRBs and PIBs have helped to save more than 35,000 lives around the world. That's how rescue can work today, with the right equipment and the right information. Here's how a modern GPS-equipped emergency beacon reduces search time. Once activated, an EPIRB or PIB broadcasts a 406-MHz message, with your vessel's unique identification code, to two different satellite systems. The first, and original, array is the Low Earth-Orbiting Search And Rescue (LEOSAR) system, which can detect and locate 406-MHz alerts worldwide as its satellites pass over the Earth's surface. The satellite's equipment also transmits your information to special land-based terminals as soon as it comes within range (around 2,500 miles). Even if your emergency beacon does not transmit your GPS position, these satellites, in conjunction with their terminals on land, can determine your location by measuring the Doppler shift of your signal. The initial Doppler shift position can be off by many miles, but with each pass of the satellite over your distress signal, about once every 100 minutes, your position is refined. Obtaining a reliable position for a distressed vessel can take two hours or more, and that position is only accurate to a mile or more, resulting in a 4.5-square-mile search zone.



The other satellite system at work is the Geostationary Orbiting Search and Rescue (GEOSAR), whose satellites orbit with the earth and remain in fixed positions over it. As long as you're between 70 degrees N and 70 degrees S, these satellites receive your beacon's information and transmit it to a ground terminal almost instantaneously. They can't calculate a position using Doppler shift, however, because they are not moving. The only way they can provide your position information is if your emergency signal includes your GPS position.

Your Beacon Matters

Older beacons – and many models still sold today – are unable to transmit a vessel's GPS coordinates, leaving the Doppler shift as the only way to determine a position. Instead of two hours and a position accurate to a bit over a mile using the LEOSAR Doppler shift calculations, today's GPS-equipped beacons can transmit your position within five minutes directly to the satellites with an accuracy of 100 meters – just over the length of a football field. Considering visibility from search aircraft can be less than a mile severe weather conditions, that's a significant improvement.

Using older emergency beacons, not equipped with GPS, it took a long time to come to a relatively inexact location; plus, older beacons were expensive. Two decades ago, their use was limited to boats heading out to cross oceans. But today's GPS- equipped beacons cost as little as \$250, and their impressive accuracy can assist with rescue anywhere. Of the 644 emergency signals worldwide in 2011, only half came from boats. The rest were almost equally divided between aircraft and shore-based beacons carried by hikers, snowmobilers, off-roaders, and other back-country adventurers. Of the marine-distress signals in U.S. waters in 2011, three-quarters occurred within 50 miles of shore; one-third were 10 miles or less from shore. In a half-dozen emergency situations in 2011, victims already in radio contact with the Coast Guard were asked to turn on their EPIRB or PLB to assist in locating them.

Meanwhile, Back on Land

The land terminal (or terminals) to which the satellites transmit your information is essentially a big antenna with a special computer that transmits the distress information to the network of Mission Control Centers around the world (for typical U.S. situations, the MCC is in Maryland). Computers at the appropriate MCC collect and process the distress data and transmit it to the closest Rescue Coordination Center to you that has assets to handle the rescue. Coast Guard personnel assess the information, determine if it's an actual emergency, then call for the launch of a plane, helicopter, or boat. Information you provided when you registered your beacon helps rescuers verify the emergency, speed your rescue, and prepare for any personal contingencies you may have. So it's important to register your beacon when you get it (which is required by law), and keep that registration updated. Registration is free, can be done online (www.beaconregistration.noaa.gov), and takes just minutes. When you register, you provide invaluable information, including the "Unique Identifier Number" that came with your EPIRB or PLB beacon. You give your name, contact information, boat description, and special needs (any important health information about you and your crew, such as if someone aboard is diabetic or takes important medications). You'll also be asked to name at least one emergency contact person – two is even better – who'll know your whereabouts and be able to verify that the boat is in the area where the emergency signal originated. That information will confirm that the signal is a genuine distress activation rather than a false alarm.

Whenever any information changes or you're traveling beyond your normal home waters, make sure to update your contact person with your itinerary, the crew aboard, and any other details that might be helpful if rescue personnel are called in an emergency situation. Also, update the "Comments" block on the NOAA beacon registration web- site (it takes about 10 minutes) with the same information. You might submit, for example, that between certain dates you'll be traveling between Narragansett Bay and Delaware Bay. When Coast Guard personnel get your distress message, they'll go to the info you've posted online and try to reach your emergency contact. If the distress info coming from the beacon puts the boat in the same area described in your comments and/or confirmed by your emergency contact, they'll know the emergency is real and – possibly within minutes – dispatch a boat or plane.



Far left: an hour and a half after activating his EPIRB, Kevin Savage and his cat were rescued by the USCG off the coast of Georgia, after their sailboat began taking on water. Right: rowers Adam Kreek, Jordan Hanssen, Patrick Fleming, and Markus Pukonen were rescued after their 29-foot rowboat capsized, ending their trans-Atlantic attempt.

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Frequently Asked Questions

What is Doppler shift?

Imagine hearing a siren on an approaching police car. The pitch sounds higher as the car gets nearer, and lower as the siren passes — all due to sound waves. The equipment on the LEOSAR satellite senses the wave shift from the beacon's signal as the satellite moves closer to farther from the beacon, then utilizes this shift to calculate its distance from the beacon.



Can't I just use my cell phone to send emergency info?

Cell phones are no substitute for modern GPS-equipped 406 EPIRB or PIBs. They must be within range of a tower, often are not waterproof, and don't give a continuous signal that will be picked up by an RDF on a rescue vessel. However, if you have a signal, and the circumstances allow cell phone use, do it. A better alternative may be to use your properly connected, programmed, and registered VHF if in range, which will tell the Coast Guard who you are, and what boat you are on. Depending on the nature of your distress, the Coast Guard may have you shift communications to a cell phone, or activate your EPIRB or PIB, to assist in locating you and to be sure they don't lose contact if your cell phone or VHF dies or you lose the signal.

How do different countries work together on a rescue?

The entire SAR system is an international program called Cospas-Sarsat. When a distress signal is received, it's relayed to the Mission Control Center nearest to the activated beacon, regardless of the nationality of that center. The center then coordinates with the beacon's country of registry to verify the signal.

What if a commercial ship is closer to my position?

Through the worldwide automated Mutual-assistance Vessel rescue system (AMVER), Coast Guard personnel will ascertain if an AMVER-participating commercial ship is in the vicinity of the distress situation, look at the ship stats, and determine if it should be dispatched to help.

Are false activations of EPIRBs a big problem?

The registration requirement allows rescuers to verify a signal before putting people and equipment at risk. Over 90 percent of 406-MHz signals are not emergencies; 85 percent of these are resolved using registration information before any search is undertaken. Most of these false signals result from accidental activation or water triggering an automatic EPIRB, as when a vessel sinks at the dock; a few involve hoaxes. Any false signal can lead to serious injury and loss of life of rescue personnel, and draw assets away from truly distressed boaters. The FCC prosecutes misuse. Unlike cell phones and other devices, you don't "activate" your beacon until the emergency; beacons have a test feature so you can make sure they are functioning. — T.N.

New Ways of Zeroing In

As the rescue aircraft or vessel nears your vicinity, the rescue crew begins looking for your boat, or for people in the water. But even the “football-field radius” information from your beacon’s GPS still covers a lot of area in which to find a tiny target, especially in waves or poor visibility. 406-MHz EPIRBs also transmit a signal on a frequency of 121.5 MHz, and once in the vicinity, searchers home in on that using a Radio Direction Finder (RDF) to locate the vessel. But the 121.5-MHz signal is far less powerful and has a much shorter range than the 406-MHz transmission.

The U.S. Coast Guard began equipping its search-and-rescue planes with 406 MHz Radio Direction Finders (RDF), which can home in on the 406-MHz signal from your beacon, a few years ago. Retired USCG Captain Dave McBride has flown dozens of missions in search of distressed vessels in the U.S. rescue area, which extends 600 nautical miles from shore. “I could direction-find off a 406-MHz signal from 120 miles out,” he said. “But with 121.5-MHz, I might not be able to find it until I was five miles away.”

That capability turns a needle-in-a-hay-stack search into a surgical extraction. Last year, a 29-foot boat powered by four rowers attempting a record-breaking journey from Senegal in Africa to Miami, Florida, was capsized by two large waves 850 miles short of its destination. At 6:30 a.m., Coast Guard Station San Juan detected four signals, one from each rower’s ACR ResQLink PLB, about 380 miles north of Puerto Rico, confirmed the boat’s location through the registration information, and coordinated the launch of two aircraft to search for survivors. An HC-144 Ocean Sentry flying out of Clearwater, Florida, picked up the 406-MHz signal from more than 70 miles out and, just four-and-a-half hours after the EPIRB had been activated, located the life raft with all four men safely onboard. Shortly before sunset, the men were taken onto an AMVER-participating commercial vessel (see “Frequently Asked Questions”). Though the capsizing occurred hundreds of miles from shore, only a third of the time from beacon activation to rescue had been spent on the search.

A Peak at the Near Future

The number and type of satellites, equipment onboard, and other phases of the system are improving continuously. For example, SAR packages are being placed on newly launched GPS satellites called MEOSARs (mid-Earth orbiting SAR satellites). The combined MEOSAR paths will look more like a web around the world compared to the relatively narrow bands of coverage of the LEOSAR and GEOSAR satellites. This development will result in near-instantaneous position fixing and alerting because of the number and placement of orbits, and other advancements. MEOSAR is scheduled to be operational in 2018. Standards for the next generation of beacons are set to be updated by 2015, and beacons being sold today will continue to work with newer systems, according to the USCG Office of Search and Rescue.



WANT TO RENT ONE?
The BoatU.S. Foundation, in partnership with the Coast Guard and NOAA, rents GPS-equipped PLBs and EPIRBs for \$45 and \$65 a week, respectively, plus shipping. To date, through our program, there have been 30 emergency activations with more than 60 boaters rescued. The BoatU.S. Foundation collects vessel description, itinerary, and emergency contacts as part of the rental agreement, and shares this with the USCG in the event of an activation. To rent, visit BoatUS.org/Rentals or call (888) 663-7472.

ONLINE EXTRA
For more on emergency signaling options, see this story online www.BoatUS.com/Magazine

Paddlers...



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THE ACA OFFICE WOULD LIKE TO
THANK EVERYONE WHO SUBMITTED
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OUR NEW STATE DIRECTOR
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LEARN MORE ABOUT THE RESULTS.

thank you!





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Photo: Rob Hurst, 2013

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ACA PROSCHOOL HIGHLIGHT

UNIVERSITY OF MINNESOTA: DULUTH

RECREATIONAL SPORTS OUTDOOR PROGRAM



UNIVERSITY OF MINNESOTA: DULUTH RECREATIONAL SPORTS & OUTDOOR PROGRAM

LOCATION: DULUTH, MN

CONTACT: RANDY CARLSON: RCARLSO6@D.UMN.EDU

“RECREATIONAL SPORTS OUTDOOR PROGRAM IS DEDICATED TO PROMOTING HEALTHY, ACTIVE LIFESTYLES AND CONNECTIONS TO THE NATURAL WORLD THROUGH PERSONAL AND PROFESSIONAL EXPERIENCES.”

A full-page background image of a kayaker in a red jacket and yellow helmet, paddling through white water rapids. The kayaker is wearing a black life vest with 'RE-TEX' written on it. The water is splashing around the kayak, which is yellow and green. The kayaker is holding a black paddle with green blades.

Submit
An article

Want to submit an article or photo and be featured in the ACA Journal of Paddlesport Education?

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FOR ACA CERTIFIED INSTRUCTORS



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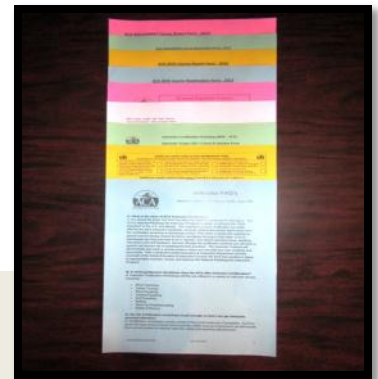


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- WHO CAN TEACH WHAT? DOCUMENT
- ESSENTIAL ELIGIBILITY CRITERIA (EEC)
- COURSE REGISTRATION & REPORT FORMS
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