

# Cape May Star and Wave

157TH YEAR NO. 37 CAPE MAY, N.J. SERVING AMERICA'S NATIONAL HISTORIC LANDMARK CITY WEDNESDAY, September 14, 2011 50¢



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## CAPE MAY

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## TIDES April 2011 Eastern Standard Time

	High		Low	
	A.M.	P.M.	A.M.	P.M.
14	9:47	10:04	3:24	3:51
15	10:21	10:39	3:55	4:29
16	10:56	11:15	4:27	5:08
17	11:32	11:54	5:00	5:50
18		12:13	5:36	6:38
19	12:38	1:02	6:20	7:34
20	1:33	2:00	7:14	8:36
21	2:39	3:05	8:18	9:37

Moon Phases  
First Quarter, Sept. 6  
Full Moon, Sept. 13  
Last Quarter, Sept. 21  
New Moon, Sept. 28  
Perigee, Sept. 2, 30  
Apogee, Sept. 18

## Council can eliminate parking fees for handicapped

By CAIN CHAMBERLIN  
Cape May Star and Wave

CAPE MAY – City Solicitor Tony Monzo told Cape May City Council his research indicates state law would allow council to create free handicapped parking in Cape May City.

Monzo conducted his research at the request of Deputy Mayor Jack Wichterman, who last month proposed eliminating parking meter fees for handicapped tag holders last month.

On Aug. 2, Wichterman said the current ordinance says individuals with handicapped tags only have to put a single

*'If you're not going to charge the handicapped the same fee, don't charge them at all.'*

—Councilman Bill Murray

quarter in the meter upon parking, in order to activate the meter. They are not ticketed if the meter time runs out. At city council's Sept. 6 meeting, Monzo said the city could modify its parking codes to make handicapped parking free.

There are presently 1,400

meters in Cape May city and 1,100 of them are the traditional models that only accept coins. The other 300 multi-meters print a receipt, which is placed in the windshield letting officers know how much money was put in and what time the driver is required to leave the space.

He said the handicapped ordinance cannot be enforced by police with the old fashioned meters, because an officer who finds an expired meter would not be able to conclude whether an individual activated the meter. Wichterman said because of this, disabled individuals should not be charged at all.

"They rarely put money in anyway," Wichterman said following last Tuesday's meeting. "We're just making legal what everybody does."

The city makes over \$1 million in revenue from its parking meters each year, and not long ago tried to expand meters into the eastside of

town to create even more revenue. Wichterman said at the Aug. 2 meeting, the city does not make that much money off handicapped parking anyway and Councilman William Murray agreed.

"If you're not going to charge the handicapped the same fee, don't charge them at all," he said.

Wichterman said Monzo has already drawn up a sample ordinance and all of council seems to be in agreement with making free handicapped parking in Cape May. He said an ordinance would be introduced at the Sept. 20

Please see Fees, page A11

## Former U.S. Marshal, CMC Sheriff, Plousis reflects on Sept. 11

By ERIC AVEDESIAN  
Cape May Star and Wave

CAPE MAY COURT Americans HOUSE – As paused on Sept. 11 to reflect upon the 10-year anniversary of the most devastating terrorist attacks in their history, law makers and law enforcement officials like wise reflected on that day a decade ago when everything changed.

Under blue skies on Sept. 11, 2001, terrorists from the militant Islamic terrorist organization Al-Qaeda hijacked four commercial airliners.

American Airlines Flight 11 was flown into the North Tower of the World Trade Center in New York City, while United Airlines Flight 175 was flown into the south tower. The suicide attacks in New York City destroyed both skyscrapers.

American Airlines Flight 77 was hijacked and flown into the western side of the Pentagon in Arlington, Va.

A fourth flight, United Airlines Flight 93, was crashed in a field in Shanksville, Pa. It's confirmed that passengers tried

storming the cabin and resisting the hijackers.

Over 3,000 people died in the attacks and initiated the United States' "war on terror," which defined the administration of then-President George W. Bush.

Though far removed physically from Ground Zero, as the site of the former World Trade Center came to be called, Cape May County responded to the aftermath of the attacks by sending emergency personnel to New York City.

Former U.S. Marshal James Plousis was Cape May County's sheriff during 9/11. He remembers attending a seminar in Atlantic City with other sheriffs throughout the northeast.

"I can remember from the podium they made an announcement that a plane had hit the World Trade Center and everybody thought it was a small plane. Around a half hour later they said another plane had hit, and everybody's beeper went off," Plousis said.

Plousis returned to Cape May County and made sure

Please see Plousis, page A2



James T. Plousis



Cain Chamberlin/Cape May Star and Wave

## Remembering 9/11, 10 years later

Above, Cape May County Freeholders Ralph Sheets, Leonard Desiderio, Dan Beyel and Jerry Thornton bow their heads at the placing of a wreath remembering victims of the terrorist attack on United States soil, Sept. 11, 2011. This 10th anniversary of the attack was remembered with great sorrow and resolve by communities across the county, the state and the nation. See more photos on page A10 and A12.

## TRACEN commander shares on 9/11

By CHRISTOPHER SOUTH  
Cape May Star and Wave

CAPE MAY – Capt. Bill Kelly grew up in Yonkers, N.Y., at the southern end of Westchester County, not far from Manhattan. He said as a boy he remembered going to the top of the World Trade Center with his family and being amazed at how far he could see.

"I had relatives in Scranton (Pa.)," he told listeners at a 9/11 memorial service held at the Cove end of Beach Avenue, Cape May, Sunday. "I used to think I could see them. As a kid I probably thought I could see West California."



Capt. Bill Kelly

Kelly grew up and eventually chose a career in the U.S. Coast Guard. On Sept. 11,

2001, he was assigned as the executive officer on a cutter home-ported in Boston.

"I was the XO on a 270-foot cutter in Boston, Mass., where a couple of the planes originated from," he said.

Kelly said it was his second day on the ship in port. He had met the ship in Barbados and it came home to Boston, where the crew had a couple days off.

"It was the second day of work, and someone said, 'XO, you've got to see this'."

He was directed to a television where they were replaying a video of a plane hitting the North Tower of the World

Please see TRACEN, page A10

## Bayshore Trixie is missing

Was Trixie stolen... or kidnapped?

By CHRISTOPHER SOUTH  
Cape May Star and Wave

VILLAS – She was steadfast and stalwart, like a Queen's Guard, unmoving in her dedication to her post. She greeting passers-by on Bayshore Road seven days a week, 24 hours a day, in good weather and bad.

According to Nancy Montgomery, "Trixie" was extremely popular with the people who passed by her house. School children loved her. Women worshipped her. And all the men wanted her.

Someone wanted her more than the other because just about a month ago, Trixie went missing – "STOLEN" reads the sign on the bench where she had been a fixture since Montgomery bought her at a yard sale five years ago.



Photo courtesy of Nancy Montgomery

Above, neighborhood icon Bayshore Trixie was stolen from her regular spot at Spruce and Bayshore Road, Villas.

Montgomery said Trixie was not a full mannequin. She was a torso with a head and

arms, and she had a pair of legs that were not attached. No one really noticed because the outfits Montgomery dressed her in covered the gap between the legs and torso. This kind of structure (or lack of) allowed for flexibility in posing the mannequin. Most mannequins are either standing or sitting, and it's difficult to make them lie down.

Montgomery would sometimes dress Trixie in beachwear and have her lie on the bench. Or she would dress her for St.

Please see Trixie, page A11



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