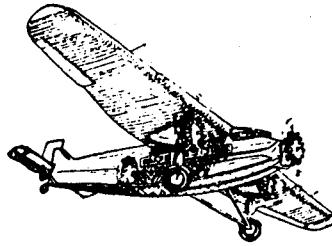




# National Smokejumper Association



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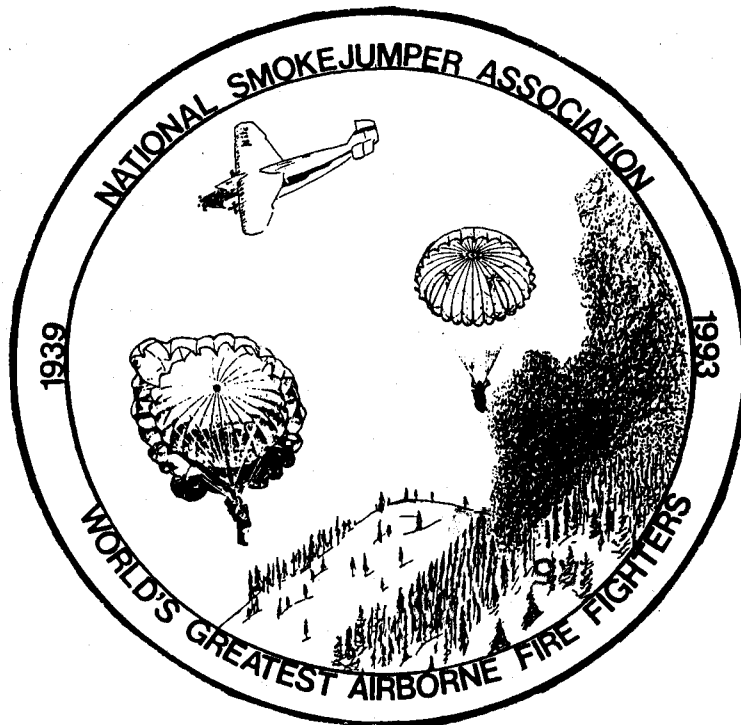
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Address Correction Requested

Volume 1

July, 1994

Edition 4



"THE STATIC LINE"

Compiled by Jack Demmons, Missoula, and Edited by Carl Gidlund, Boise, Idaho

As most of the nation and a good part of the world knows by now, 3 smokejumpers, 9 members of the Prineville, Oregon hot shot crew and 2 other fire fighters from Colorado died fighting the Storm King Mountain fire just west of Glenwood Springs, Colorado on Wednesday, July 6, 1994. The smokejumpers were: Don Mackey, 34, Hamilton, Montana, based out of Missoula, Jim Thrash 44, New Meadows, Idaho and Roger Roth, 30, L'Anse, Michigan, McCall jumpers. Two jumpers, Kevin Erickson, 28 of Missoula--Don Mackey's brother-in-law--and based at Missoula, and Eric Hipke, 32, Seattle, a member of the Winthrop, Washington jump base, received burns.

As reported in the Missoulian on Friday, July 8, Don Mackey died a hero. He saved the lives of 8 fire fighters and was in the process of trying to save others when he lost his life on Storm King Mountain, according to a survivor. We will have more information on this tragedy, one of the worst in the history of fire fighting in this nation, in the October newsletter.

NOTE: Prior to the issuance of this newsletter and after this section had been completed, information was received from both the McCall and Missoula bases concerning education trust, scholarship fund, and memorial funds. This material is found on page 8.

In our 2d newsletter, mention was made of the disappearance of Reed and Judith Harrison, along with one of their daughters, Julie, on a flight from Roosevelt, Utah to Camarillo, California on Sunday, July 25, 1993, following a family gathering. Reed (MSO 60) was piloting a Beechcraft Bonanza aircraft, which he had borrowed from a friend, since his Beech Baron was in for maintenance. The wreckage of the plane and the remains of the victims were found in the high desert country on April 30, 1994 about 26 miles northeast of Baker, California. Bob Buhrlle, a 14 year CAP pilot from Big Bear, California, along with 2 volunteers, found the crash site. Reed had flown over the route many times and had more than 2,000 hours in the air, was instrument rated and had earned an instructor's license.

The Bonanza F33A was found on a gentle desert slope near an abandoned mining site. Buhrlle decided to conduct his own search after searches were terminated. Buhrlle and volunteers Matt Brule and Steve Aguirre were driving along an old mining road when they suddenly spotted something glinting in the sun. The object looked out of place. Upon hiking to the area, the trio found the wreckage. It appeared that the Bonanza had plunged into the ground at a near vertical angle, striking the ground at high speed. At this time the cause of the crash is unknown.

Jack Mathews, (MSO 48), living at Santa Barbara, California, was the first to notify us of the discovery. Then Dan Hensley (MSO 57) from Canoga Park, California, sent us pictures of the crash site. (He had traveled to the location after hearing of the discovery.) Ted Nyquest also had information for us, including more photos. Ted (MSO 54) works for the Forest Service in the Federal Building at Missoula. Reed had been best man at Ted and Gloria's wedding some years ago. (We will have an article about Ted at another time, and his experience as a squad leader, when an engine tore loose from a Ford Tri-motor in flight near Elk City, Idaho.) We were very sorry to hear of the deaths of Reed, Judith and Julie and will provide more information in the October newsletter. Two daughters survive. Kathleen lives at the family home in Camarillo and Christina at Salt Lake City.

Several of our members wrote to tell us that there is another publication with the same name as ours. It is the "Static Line, Your Airborne Lifeline." Jack Demmons contacted Don Lassen, the editor at College Park, Georgia on the outskirts of Atlanta. Lassen said our title is not a problem, and that there are other publications with the same heading. He asked that we send him copies of our newsletters and he will advertise the N.S.A. in the airborne publication. We will do the same for his operation. In addition, they will be getting a new member, since Demmons is a former member of the 325th Abn Inf Regt, 82d Abn Div.

As you will recall, Carroll Gambrell of Walhalla, S.C., was the winner in our contest for naming the N.S.A. publication. Demmons called him after that time and found *he had* suffered a stroke. However, he is coming along fine and even wrote us a letter using his left hand. His terrific sense of humor has helped pull him through and he will be in Missoula in '95.

There is good news concerning the planned National Forest Service Museum. An agreement, signed on April 22, 1994, provides for the use of a 36-acre site west of the Intermountain Fire Sciences Laboratory and close to the Missoula jumper base. Gary Brown, who heads the group, has said that the museum could be open sometime by 1999. As you know, we wish to have a smokejumper wing in that museum to honor all smokejumpers, past and present.

Did you know that the BLM's highest priority during 1958 was to create a smokejumper installation at Fairbanks, Alaska? That base became operational in 1959 with 15 smokejumpers making 109 jumps.

The Great Basin Fire Center was authorized in 1965 by the BLM at Boise. In 1972 the name was changed to the Boise Interagency Fire Center (BIFC) and the Boise National Forest moved its smokejumpers to that area, and the BLM began building its staff.

We have some additional information relating to Bill Moody, who was one of those featured in the 3d newsletter. Bill started his Forest Service career as a ground crew member at the age of 17, while still in high school. He started jumping one week after his 18th birthday. After the very serious jumping accident that we mentioned, Bill went on to jump on fires through 1989, just prior to his retirement. He closed his smokejumping career with a total of 610 Forest Service jumps, which included 35 rescue jumps. This summer Bill is serving as the Air Attack Supervisor for Region 6. They are using FLIR (infrared) on their air attack aircraft. Bill is referred to in the article in this newsletter about Russian smokejumpers.

Barry Hicks, District Ranger for the Beaverhead National Forest, with headquarters at Dillon, Montana, is the chairman for the National Smokejumper Reunion which will be held in Missoula on 7 & 8 July 1995. (He was also the chairman for the 1984 reunion.) The 5th newsletter will contain a form, asking for specific information from those who plan to attend the reunion. This newsletter will be mailed out in October. Several Reunion Committee meetings have been held in Missoula. In the meantime, if you wish to forward information relating to your attendance, such as names, number to attend, need for housing, range of costs for housing desired, type tours you might wish family members to take part in, etc., please do so. That information can be sent at this time to the National Smokejumper Association, ATTN: Barry Hicks.

Ed Courtney, N.S.A. Vice President, has retired from education. He was Assistant Superintendent of Missoula's Public Elementary School System. He is now in charge of the video production we mentioned in earlier newsletters.

The proposed jump at Washington, D.C. during Smokey the Bear's 50th birthday in August has been cancelled.

Ken Perkins, Vietnam veteran and former smokejumper, sent us several of his smokejumper prints, which are outstanding. Ken first started jumping at Redding in 1977. He currently has completed "ALL GAVE SOME", a limited edition fine art lithograph print, showing an American soldier in Vietnam, an Air Force F4 Phantom fighter, a helicopter, and a U.S. Navy riverboat. It is a tribute to all those who served during the Vietnam conflict. Ken is a life member of the Disabled American Veterans, 1st Cavalry Division Association, and the Military Order of the Purple Heart. Currently Ken is working at the Redding smokejumper base, but is not jumping. Last year, during a proficiency jump, the wind shifted as he neared the ground, driving his body and head into a bank. He suffered 2 breaks in one shoulder and a broken humerus. Some time later it was discovered that he also had 3 compressed vertebrae in his neck. Ken said he may never be able to jump again. His Wind River Studio is located at 14683 Bollibokka Way, Redding, CA 96003 tel (916) 275-1751.

Since we have included a listing of deceased jumpers in this newsletter, we had to postpone some of the stories that had been planned for this issue. They included parts of stories by George Tranberg (MSO '52), Chuck Pickard (MSO '48), Tony Percival (NCSB '54), Jack Mathews (MSO '48), Trooper Tom Lugtenaar, (AKA ?), Roland Stoleson (MSO '56), and others. We will include the plane crashes out of McCall, Moose Creek in the Nez Perce Forest, and out of Winthrop, each of which took the lives of smokejumpers. Mention will be made of a Johnson Flying Service pilot who collapsed and died of a heart attack just after departing from his Travel Air aircraft, after dropping smokejumpers on a fire. There will be material on Eugene DeBruin that Carl Gidlund (MSO '58) sent. Gene was a POW-MIA in Southeast Asia. There will be more information about the development of Forest Service and BLM parachutes. In addition, Roger Wolfertz (CJ '48) gave us material relating to "War in Our Forests," Sunset Magazine, 1993. There is material in the article about smokejumpers. The death of an Alaskan jumper in 1966 will be covered, and more.

The Johnson Flying Service's Ford Tri-motors were seen at various times at all of the smokejumper bases. Do you know where Tri-motor NC 7861 is today? It was one of the last 2 that Bob Johnson owned. It is at Pensacola, Florida with the U.S. Naval Aviation Museum. One of the Noordyn Norseman aircraft that jumpers used out of Winthrop years ago is in Kalispell, Montana being refurbished by Ray Sanders. After leaving Winthrop it went to Canada for awhile. The other 2 Norsemen that had been at Winthrop were taken to Paraguay, where they were eventually destroyed according to Ray Sanders.

In Oct. we will mention a Travel Air that lost its prop while at about 10,000' coming into Missoula from Chamberlain Basin in Idaho. The pilot glided onto Hale Field by the fairgrounds.

## MEMBERSHIP

NOTE: This listing includes those members who sent in paid applications between March 28 and July 2, 1994.

Renewal Date	Name	Address	Base & 1st Year
3/29/99	Adams, Larry R	HC #1 Box 3896 Sterling, AK 99672-3896	MSO 67
6/1/2004	Anderson, Roland "Andy"	1609 8th ST SE East Wenatchee, WA 98802 Smokejumper and Forest Service Pilot	MSO 52
4/1/95	Beagle, Ron	RR #6 Calgary, Alberta Canada T2M 4L5	MSO 70
3/3/95	Biggs, Bradley	Lt Col Ret 134 Lake Shore DR Quay North #516 North Palm Beach, FL 33408 (Former Member 555th Pcht Inf)	Pendleton, OR 45
6/27/95	Biller, Allen C	PO Box 71545 Fairbanks, AK 99707	AKA 82
6/27/2004	Brodersen, Harry H	12 Bayberry CT Leonardtown, MD 20650	MSO 54
6/26/2004	Crockett, James B	109 Martin DR Corvallis, MT 59828	MYC 48
4/22/95	Dayton, David	3157 Paul LN Missoula, MT 59803	MSO 69
5/24/95	Dillard, Joseph H	PO Box 512 Janesville, CA 96114	MSO 66
5/23/99	Faurot, Richard	PO Box 165 Fifield, WI 54524	MSO 52
4/8/95	Hicks, William B "Barry"	PO Box 774 Dillon, MT 59725	MSO 64
4/28/95	Kautz, James L	516 Evan Kelly RD Missoula, MT 59802	MSO 74
5/16/95	Larson, Don E	PO Box 285 Seeley Lake, MT 59868	MSO 73
4/27/95	Lebsack, Jerry L	PO Box 4058 Ketchum, ID 83340	MSO 62
6/27/95	Magel, John C	3131 N 24th ST Boise, ID 83702	MYC 58
5/1/95	Mecham, Robert A	S 2103 Grand BLVD Spokane, WA 99203	MYC 56
4/23/95	Miller, Dennis L	31418 Black Dog RD NE Albany, OR 97321	MSO 52
3/28/95	Murphy, William C	PO Box 4402 McCall, ID 83638	MSO 56
6/6/95	Nova, Dale	206 Shasta AV Mt Shasta, CA 96067 U. S. Forest Service, California	Associate
4/22/99	Perkins, Kenneth F	14683 Bollibokka Way Redding, CA 96003	RDD 77
3/31/95	Peters, Larry	736 Montevino DR Pleasanton, CA 94566	CJ 63
4/1/99	Poole, Ken	601 NW 12th ST Ontario, OR 97914	RAC 77
5/12/99	Prezeau, Michael C	215 Eddy AV Missoula, MT 59801	MSO 67
7/2/2004	Rotroff, Loren C	PO Box 56763 North Pole, AK 99705	RDD 67
4/18/99	Schoenfeld, Eric T	"Eric The Blak" PO Box 182 Haines, OR 97833	CJ 64
3/28/95	Schroeder, Wes	Hidden Lake Farm 3705 County RD 19 Loretto, MN 55357	MYC 61
4/16/95	Schumacher, Ray	740 Turner #6 Missoula, MT 59802 Emergency Medical Center, St. Patrick's Hospital	Associate
6/6/95	Snider, Rod	2308 Cherry LN Boise, ID 83705 Smokejumper and Johnson Flying Service Pilot	NCSB 51
4/21/95	Stermitz, Mark	728 4th AV E Kalispell, MT 59901	MSO 82
4/13/95	Stevenson, Donald G	4528 Edward AV Missoula, MT 59801	MSO 55
6/21/99	Thompson, Dan	16510 84th ST K.P.N. Lakebay, WA 98052	AKA 87
6/27/95	Tracy, Richard "Dick"	1995 Meadow Brook Redding, CA 96001	MSO 53
5/19/99	Tripp, James W	2142 8th AV N #206 Seattle, WA 98109	MSO 49
4/1/95	Weber, Gerald R	421 Blaine Missoula, MT 59801	MSO 67
4/27/95	Williams, Victor "Vic" W	14325 Casa Linda CT Red Bluff, CA 96080	RDD 68

NOTE: Should there be errors in the above listing, please check with us as soon as possible. The same information is contained in our master roster.

As of July 2, 1994, we have a total of 653 members.

In June, the Executive Board decided to establish another membership category. That is an Affiliated Nonvoting Membership, with an annual fee of \$20.00. Cards have been produced for this category. We have had individuals ask about joining the N.S.A., although they did not qualify for regular or associate membership. Because of this strong interest and a desire to support our group, these people can now belong.

They can only join for one year at a time.

LISTING OF DECEASED JUMPERS AND PILOTS

We have had a number of requests to list the names of deceased jumpers and pilots, and to update that listing in each future newsletter.

This listing is not complete. In some instances we do not know when the individuals started jumping and from what base. We deemed it best not to give the causes of death in all instances. Deaths came from natural causes, from suicide, vehicle accidents, drownings, death in the woods, and plane crashes, to include those that took place in Southeast Asia. (Also, in French Indochina before that area was divided into the various nations that exist today.) If you wish to obtain additional information, please contact us. Should you know the answers to information lacking, as shown by question marks, please get in touch with us. You might know the names of individuals who should be added to this listing. It is important that we be as complete as possible. Jumpers and Associates comprise one big "Brotherhood."

NOTE: When a question mark is shown after the name of a city and/or state, it indicates that we are not certain if that is where the person passed away.

<u>Name</u>	<u>Base</u>	<u>1st Year</u>	<u>Remarks, to Include Place of Death</u>
Adams, Mike	NCSB	74	Twisp, Washington, 1987
Ahern, Mike	NCSB	74	?
Anderson, Roger	MSO	60	Ogden, Utah? Year?
Anderson, Roy	MSO	44	?
Anderson, W.E. (Walt)	NCSB	?	?
Anusewicz, Jack	NCSB	72	Safford, Arizona? Year?
Aquirre, Costan	MYC	46	?
Bartel, Len	MSO	43	?
Beck, Jim	NCSB	46	?
Bennett, Robert	MSO	49	Mann Gulch Fire, 8/5/49
Bentley, Larry	NCSB	60	Boise, Idaho Year?
Bevan, David W.	MSO	?	Laos, 1961
Bixby, Erwin R.	MYC	48	?
Black, Jim	MSO	58	?
Blackwell, Hubert	MSO	43	?
Brese, Elden	MSO	45	Buhler, Kansas? Year?
Brogan, John B.	MYC	?	Idaho City, Idaho? Year?
Brooke, Pat	MSO	?	?
Bruck, Charles W.	MSO	45	Cortez, Colorado? Year?
Bryan, Dennis D.	MYC	?	?
Buckner, Charles	CJ	56	Camas, Washington? Year?
Buller, Walter B.	MSO	43	Hesston, Kansas April 1991?
Burks, Harry	MSO	43	?
Burt, David E.	MSO	47	?
Butler, Walter B.	MSO	43	?
Carlson, Addison	MSO	43	?
Case, George C.	MSO	44	Phoenix, Arizona? Feb. 1990
Cavill, Arthur E.	MSO	?	?
Certain, Douglas G.	MYC	?	Nevada Location? Apr. 1988
Chapman, Charles	MSO	44	Columbus, Ohio? Year?
Christopherson, Edward D.	MSO	45	?
Claybaugh, Paul	MYC	46	?
Cochran, Robert M.	MSO	44	Clinton, Montana Year?
Comstock, Donald	MSO	?	Missoula, Montana Year?
Cook, Oscar R.	MSO	46	? 4/10/93
Cook, Weldon	MSO	45	?
Corn, Mrs. Herb L.	MYC	?	Former jumper, cook Boise, Idaho? Year?
Cotner, Harvey	NCSB	68	Twisp, Washington Year?
Cox, Bryant D.	MYC	?	?
Cramer, Al	MSO	43	Western Montana Location? 5/12/92
Cramer, Tom	FBX	62	?
Cravens, Larry	AKA	67	?
Crocker, Herbert F.	MSO	43	?

OBITUARY LISTING CONTINUED

<u>Name</u>	<u>Base</u>	<u>1st Year</u>	<u>Remarks</u>
Culver, Robert L.	Johnson	Flying Svc Pilot	
Crosby, Harold G.	Johnson	Flying Svc Pilot	?
Daly, Patrick H	MYC	?	?
Daniels, Jerrold (Jerry) D.	MSO	57	Bangkok, Thailand
Davis, Arden	FBX	66	Near Fairbanks, Alaska Letdown from tree.
Davis, Leon L.	MSO	46	?
Deal, Daniel A.	MSO	43	?
Dearstyne, Paul	NCSB	60	Boise, Idaho Year?
DeBruin, Eugene	MSO	58?	POW-MIA Laos
Delano, James H.	MSO	49	Billings, Montana 4/26/94
Derry, Chester (Chet)	MSO	40	Plane crash, Hamilton, Montana 4/20/47
Derry, Frank	MSO	40	Bigfork, Montana 8/2/68
Derry, Frank E. Jr.	MSO	48	?
Diettert, Eldon	MSO	49	Mann Gulch Fire 8/5/49
Dillon, Jim	Johnson	Flying Svc Pilot	Crash of Tri-motor near Basin, MT 7/14/53.
Dodge, Wagner (Wag) R.	MSO	41	Missoula 1/12/55
Dratz, William D.	MSO	46	?
Duffold, Richard	Johnson	Flying Svc Mechanic	Crash of Tri-motor near Basin, MT 7/14/53.
Dunn, Ronald E.	MYC	55	Moscow, Idaho Year?
Estes, Richard D.	MYC	?	?
Eubanks, Darrell Allen	MYC	?	Laos, 1961
Evans, Charles W.	MSO	52?	Deer Lodge, Montana Year?
Fernette, Windsor (Windy)	MSO	42	Oregon City, Oregon In the 1980's.
Fisher, Owen E.	MSO	43	?
Flaccus, David P.	MSO	43	Bend, Oregon 1993
Flint, Everett	MSO	41	?
Fogg, Robert	McCall	pilot	?
Ford, Jim	Johnson	Flying Svc Pilot	Crashed near Anaconda 9/8/87
Friesen, Ebner J.	MSO	44	? July, 1991
Froemming, Wallace R.	MYC	46	Alexandrea, Minnesota?
Gahler, Lester E.	MSO	43	Canby, Oregon? Feb. 1990
Gallup, Robert D.	?	?	Vietnam 1965-66 Air Force Pilot
Goering, Robert C.	NCSB	45	Wichita, Kansas? Year?
Gilmore, Robert Lee	MSO	52	?
Graeler, Marvin W.	MSO	43	?
Graham, James M. Jr.	MYC	47	Garden Valley, Idaho Year?
Grammer, Steve	RDD	70	Helicopter crash out of Redding 9/28/70
Granquist, Gary W.	RAC	65	Alaska Location and Date?
Graves, Bob	Johnson	Flying Svc Pilot	?
Greene, Ray	Johnson	Flying Svc Pilot	?
Gregory, John (Jack) R.	MSO	44	Bozeman, Montana? 1986
Greiner, Sam L.	MSO	?	?
Hachmeister, Marvin	Forest Service	Pilot	Crashed into Selway River, Idaho 6/11/79 in C-47
Harkness, Edwin J.	MSO	43	? 11/28/85
Harrison, James	MSO	47	Mann Gulch Fire 8/5/49
Harrison, Reed	MSO	60	Plane crash north of Baker, CA 7/25/93
Haver, Dale H.	MSO	64	Vietnam 1969 (Helicopter crash?)
Heikkenen, Edwin A.	MYC	?	?
Hellman, William	MSO	46	Mann Gulch Fire 8/5/49
Helmer, Gerald	NCSB	58	Plane crash out of Winthrop 6/21/58
Henault, Steven (Steve)	MSO	46	Plane crash on Mt Sanford in Alaska. Year?
Hendrickson, Keith	NCSB	47	Plane Crash out of Winthrop 6/23/58
Hester, Billy K.	MSO	?	Plane crash in Laos. 1966 or '67
Hisey, Jacob M.	MSO	45	Castle Rock, Washington? Year?
Hofer, Jerry	MSO	43	?
Hudson, Raymond C	MSO	43	?
Hughes, Jack R.	Johnson	Flying Service Chief Pilot	
Hulbert, Lloyd C.	MSO	43	? 5/23/86
Huppe, Charles	MSO	45	?
Hyde, Larry	NCSB	70	?
Jaderland, Loren	NCSB	58	Northern California Around 1971.
Janus, Joseph J.	MSO	?	?
Jenkins, Hugh	MSO	49	Korean War combat casualty 1953
Jensen, Arthur	MSO	48	Northwest Orient Airlines crash, DC-4 Near Nine Mile House, Montana 10/28/60
Johnson, Robert R.	Owner of Johnson Flying Service		12/15/80
Johnson, Dick	Brother of Bob Johnson		Travel Air crash Jackson Hole Country, near Moos Flats south of Jackson, Wyoming 3/2/45
Johnson, Carl A.	MYC	?	?
Johnson, Dean	RAC	74	Oregon (Location?) Year?
Johnson, James E.	MSO	45	?

OBITUARY LISTING CONTINUED

<u>Name</u>	<u>Base</u>	<u>1st Year</u>	<u>Remarks</u>
Julander, Rollo P.	MSO	?	?
Kaarhus, Gudmond J.	?	48	?
Miller, Lee	NCSB	46	?
Miser, Ray	Johnson Flying Svc Pilot	Staggerwing Beech	crash, Warm Springs, MT 4/10/43
Kelly, Ralph G.	Johnson Flying Svc Pilot	6/18/58	
Kern, Albert Wesley	MSO	43	?
Kerr, Ted	Johnson Flying Svc Pilot	Location and Date?	
Klose, Herbert O.	MSO	45	Bertram, Texas? Year?
Knapp, Skip	McCall pilot	Crashed near Norton Creek out of McCall in Twin Beech 7/9/65	
Knudson, Maurice K.	MSO	52	Location? 1954
Kramis, Walter F.	MSO	46	Missoula 10/10/90
Kreider, Clarence	MSO	45	Location? 1950's
Kroger, William	RDD	73	Boise 10/93
Krout, Leonard	MSO	46	Missoula 4/17/92
Ladwig, Bill	Johnson Flying Svc Pilot	Missoula Year?	
Lehman, Allen Dean	MYC	44	Palm Desert, California? May, 1991
Lehman, Mike	CJ	58	Hines, Oregon? Year?
Lehman, Richard	MSO	45	Chelon, Washington? Year?
Lewis, John S.	MYC	?	Plane Crash in Laos 1961
Lockhart, Edwin C.	MYC	46	?
Lundrigan, Merle E.	MSO	40	Missoula 2/4/92
Lycklama, Lester	MYC	46	Fighting fire out of McCall as a Jumper 1946
Lynch, Richard	MSO	40	?
Mackey, Don	MSO	86	Fighting fire on Storm King Mountain, Colorado East of Glenwood Springs 7/6/94 Died a hero.
Maracich, Bob	Johnson Flying Svc Pilot	Died in crash of Travel Air Nez Perce Forest 7/15/40	
Martin, Bill	LGD	79	?
Mathews, Wayne	MSO	?	?
Mattson, Matt	MSO	?	Murdered in Texas Year?
McClung, Richard	MSO	42	?
McDonald, Charles	MSO	47	Helicopter crash Location and Year?
McDonald, William	MSO	50?	Missoula 1991
McLaughlin, John	MSO	?	?
Mey, Philip	MSO	48	Mann Gulch Fire 8/5/49
Miller, Emerson	MSO	45	?
Moffett, Richard	MSO	42	Kamiah, Idaho 10/12/82
Mohland, Hank	MSO	57	Plane crash in Laos? Year?
Montague, John	NCSB	86	?
Morgan, Robert S.	MSO	46	Helena 1989 (One day after retiring)
Morris, Orvil	NCSB	46	?
Moyer, Allen J.	MSO	43	Deer Creek, Oklahoma? Dec. 1990
Mummery, William	MYC	45	Location? Year? (Prior to 1980)
Musburger, Leo	MSO	53	Bellevue, Washington Year?
Nash, John (Jack) E.	MSO	42	Missoula 12/20/90
Navon, David	MSO	49	Mann Gulch Fire 8/5/49
Neal, Harry	MSO	?	?
Neely, Ron	NCSB	74	Near Concunully, Washington Fighting fire as a ground crew member Year?
Nelson, Elwood (Swede)	Johnson Flying Svc Pilot	Missoula 5/26/87	
Odom, Frank L.	MYC	?	Aircraft shot down over Africa Year?
Oertli, Herbert (Herb) M.	MSO	48	Florence, Montana 1992
Olin, Bertel J.	MSO	43	Location? 9/74
Olson, Jim	MSO	54	Littleton, Colorado 9/28/93
On, Danny	CJ	46	Skiing near Big Mountain out of Whitefish, MT 1980?
Osborn, Joseph C.	MSO	43	?
Ost, Otto	MSO	46	?
Owen, Alan (Mouse)	CJ	70	Alaska Year and Cause?
Paris, Bruce	MYC	?	?
Pearce, Jimmy B.	AKA	69	California Year and Cause?
Peterman, Dean	MSO	?	?
Peterson, Larry C.	MSO	67?	North of Anchorage, Alaska Boating Accident 5/29/94
Phibbs, Raymond C.	MSO	44	Brewer, Maine? Year?
Phillips, Everett (Slim) A.	Johnson Flying Svc Pilot	East Missoula Area 12/4/87	
Piper, Leonard	MSO	?	Mann Gulch Fire 8/5/49
Pitter, Dick	Johnson Flying Svc Pilot	Crash of TBM Retardant Aircraft New Brunswick, Canada Year?	
Pratt, Rich	NCSB	66	Vietnam Circumstances and Date?
Putnam, James	NCSB	48	?
Ratigan, David G.	MSO	43	Missoula 2/26/93

OBITUARY LISTING CONTINUED

<u>Name</u>	<u>Base</u>	<u>1st Year</u>	<u>Remarks</u>
Rainey, Jess L.	MYC	?	?
Rawlings, Robert M.	MYC	?	?
Rea, Lonnie (Curley)	MYC	46	Location? Mid-1980's
Reba, Stanley	MSO	48	Mann Gulch Fire 8/5/49
Reider, Clarence	MSO	?	?
Reiger, Paul	MSO	42	?
Reiger, Ted I.	MSO	?	?
Ritzman, Michael E.	MYC	44	?
Rivera, Ray	NCSB	61	?
Roberts, John	MYC	?	?
Robinson, Barry	MSO	?	Alaska Helicopter crash Year?
Robinson, Rufus P.	MSO	40	Orofino, Idaho Year? Made 1st smokejumper Jump
Rolf, Jon A.	MSO	57	Crash of Tri-motor at Moose Creek, Nez Perce Forest, Idaho 8/3/59
Roth, Roger	MYC	?	Storm King Mountain Fire near Glenwood Springs, Colorado 7/6/94
Rumsey, Walter	MSO	49	One of 3 survivors of Mann Gulch Fire. Died in plane crash in Nebraska 1978
Saltsman, David W.	MSO	54	Accidental gunshot wound near Eureka, MT Year?
Sanders, Charles	NCSB	46	?
Sandvig, Hardy	Johnson Flying Svc Pilot	TBM	Retardant crash near Lost Trail Pass, Montana 7/24/64
Sanders, Frank C.	MSO	63	?
Saylor, Kenneth N.	MYC	53	Crash of Twin Beech out of McCall near Norton Creek 7/9/65
Schass, David A.	MYC	?	Crash of Twin Otter near John Day, Oregon. He was pilot and lone occupant. Crash of TBM earlier. Year?
Schellinger, Robert K.	Johnson Flying Svc Pilot		Killed in crash of helicopter he was piloting on Rescue Mission Trout Creek, MT area 5/4/81 East Lakeshore, Bigfork, Montana 6/7/94
Schenck, Ray B.	MSO	56	
Severy, Robert	MSO	44	?
Sherman, Marvin	MSO	49	Mann Gulch Fire 8/5/49
Simons, Bill	NCSB	60	?
Sisler, Ken	NCSB	57	South Vietnam Year and Circumstances?
Small, Frank	Johnson Flying Service Pilot		Stepped off Travel Air at Elk City, Idaho, collapsed & died after having dropped jumpers on a fire.
Smith, Glenn (Smitty) H.	MSO	40	Tucson, Arizona Year? (One of the first jumpers and riggers.)
Smuker, David L.	MYC	45	?
Spangler, James A.	MSO	44	Floyd, Virginia? Year?
Sparkman, Jerry T.	MYC	46	?
Spicer, Ralph	MSO	44	?
Stephenson, Willard (Willie)	MYC	47	Thrown from a horse around 1989 Location?
Stohr, Penn W.	Johnson Flying Service Pilot		and famed Idaho & Montana Bush Pilot. Crash of Tri-motor out of Townsend, Montana while spraying. 6/19/57
Stratton, Merle W.	MSO	?	There is some question as to whether he is deceased
Streich, Eldon	MSO	?	Mandeville, Louisiana? Year?
Sullivan, Michael J.	MSO	49	Missoula 3/30/87
Swift, Mick	CJ	54	Location? 10/5/93
Sykes, Stanley O.	MSO	46	Livingston, Montana 6/4/93
Sylvia, Joseph B.	MSO	48	Mann Gulch Fire 8/5/49
Teichert, Clarence D.	MYC	55	Middleton, Idaho? Year?
Thol, Henry	MSO	?	Mann Gulch Fire 8/5/49
Thompson, Newton	MSO	?	Mann Gulch Fire 8/5/49
Thompson, Silas	MSO	48	Mann Gulch Fire 8/5/49
Thornton, Del	NCSB	66	Oroville Washington Year?
Thrash, Jim	MYC	?	Storm King Mountain Fire near Glenwood Springs, Colorado 7/6/94
Tuininga, Gene A.	MSO	53	Plane crash near Condon, Montana while acting as an aerial observer. Year?
Tweedy, Frank	MYC	?	?
Unsoeld, William (Willie)	?	50	Mountain climbing in Asia Year and Location?
Vallance, Robert L.	Johnson Flying Svc Pilot		Crash of Tri-motor out of Townsend, Montana while spraying 6/19/57
Wayers, Lou	CJ	66	San Rafael, California? Year?
Warren, Ronald C.	MSO	64	?



OBITUARY LISTING CONTINUED

<u>Name</u>	<u>Base</u>	<u>1st Year</u>	<u>Remarks</u>
Watkins, Norman A.	MSO	45	Spokane, Washington June, 1993
Weisenback, Edward J.	RAC	64	Shot down over northern Laos 1972
ger, Florence	MSO	43	Camp Dietician Wife of Roy Wenger who was Camp Superintendent
White, Jim	NCSB	53	?
Williams, Gary	MSO	56	Crash of Tri-motor at Moose Creek, Nez Perce Forest, Idaho 8/3/59
Wise, Clifford	MYC	47	?
Yaggy, William	MSO	41	Former smokejumper and then Johnson Flying Svc Pilot Crash of Travel Air out of Dixie, Idaho while spraying 2/21/46
Yoder, Dale R.	MSO	43	?
Zander, Ray D.	NCSB	55	Drowned? Detroit, Oregon? Year?
Zebarth, Gerald E.	MSO	46	?
Zehner, Ward	MSO	41	?
Zook, Sam E.	MSO	44	Location? 7/14/83

Again, should you have any information relating to the questions shown in the listing, or have information about other jumpers and pilots not show, please contact Jack Demmons at the N.S.A. headquarters. If there are discrepancies in names, dates, locations, etc., please contact us also. Thanks.

MEMORIAL TRUSTS & FUNDS

Since first beginning work on this newsletter, additional information has been received from the McCall Base concerning contributions for memorials for Jim Thrash and Roger Roth.

1. The Idaho Outfitters & Guides Association have established The Ginny & Nathan Thrash Education Trust, to help provide for the higher education of Jim and Holly Thrash's children.

Donations can be made by mailing checks to: Idaho Outfitters & Guides Association PO Box 95 Boise, ID 83701 (208) 342-1438.

2. McCall jumpers expect to create a permanent scholarship fund in the memory of Jim and Roger. It will be the Jim Thrash/Roger Roth Scholarship Fund. It will be used to make specific scholarship awards, grants and donations to support higher education of deserving children of McCall smokejumpers. The jumpers have decided to forward all initial contributions to The Ginny and Nathan Thrash Education Trust. Contributions to the Jim Thrash/Roger Roth Scholarship Fund can be made by sending a check or money order to: McCall Smokejumpers PO Box 931 McCall, ID 83638.

(208) 634-0390. In addition, memorial accounts have been set up to benefit the immediate families. The respective accounts are: Jim Thrash 110002196204; Roger Roth 110002196190 West One Bank P.O. Box 903 McCall, Idaho 83638. If you have any questions, please contact Dan Pierson Box 391 McCall, ID 83638 (208) 634-0390

There is the Don Mackey Memorial Fund, First Bank, P.O. Box 4787, Missoula, MT 59806 and the same fund, Ravalli County Bank, P.O. Box 113 Hamilton, MT 59840, for the use of Don's children and family. Also, checks can be sent to the base where Don jumped from: Don Mackey Memorial Fund Aerial Fire Depot, Box #6, Airport Terminal, Missoula, MT 59802 (406) 329-4934.

In addition, there is the Storm King Memorial Fund, Alpine Bank, account # 1211931, 2200 Grand Avenue, Glenwood Springs, CO 80601, which will be used for the construction of a monument near Glenwood Springs in memory of the fallen firefighters. Mike Mottice, BLM Area Manager, is coordinating this project.

Tom Boatner, Base Manager for the Alaska smokejumpers out of Fort Wainwright, sent us information about 2 veteran jumpers who have retired. They are Eric Schoenfeld--known as "Eric the Blak" (We have to check & see where the term "Blak" came from.), who rookied at Cave Junction in 1964. He jumped out of both C.J. and La Grande, Oregon before moving north to Alaska with the BLM in 1974. Tom mentioned that Eric retired at the end of 1993 as one of the saltiest and most experienced Alaska jumpers in the business. He had a total of 391 jumps, of which 172 were on fires. Gary Dunning rookied in Alaska in 1966, and then jumped out of Cave Junction from 1969 to 1974. He was at West Yellowstone from 1975 to 1986, and then returned to Alaska in 1987.

has 415 jumps, with 177 being on fires. "Two damned good smokejumpers," Tom said. Here in Missoula, Steve Clairmont retired on Dec. 31, 1993. He too was one of the most outstanding jumpers through the years. He started at Missoula in 1962 and had 503 jumps, with 120 on fires. Steve also had a number of rescue jumps. Jumpers gave him the name "Buttercup," which is the name of his favorite drink, a mixture of Lemon Hart Rum and tequila. Stories abound about Steve continuing on with his ignitable concoction while other jumpers had "crashed and burned." Three great fellows, who will be deeply missed, but never forgotten.



INCIDENT AT TELEPHONE CRÉEK, PAYETTE NATIONAL FOREST, 1949  
MCCALL JUMPERS

During an interview with Max Graves by Kathy Root on July 22, 1984, the following account was reported.

He and others shown in the cartoon had jumped on a fire in Telephone Creek, in the Southeastern part of the Payette Forest. (Telephone Creek gets its name from early days when virtually all U.S. Forest Service cabins, ranger stations and lookouts in the Frank Church Wilderness Area had telephones. One line ran up Telephone Creek, a tributary of the South Fork of Rush Creek. Larry Kingseury, archeologist for the Payette National Forest, supplied me with that information.)

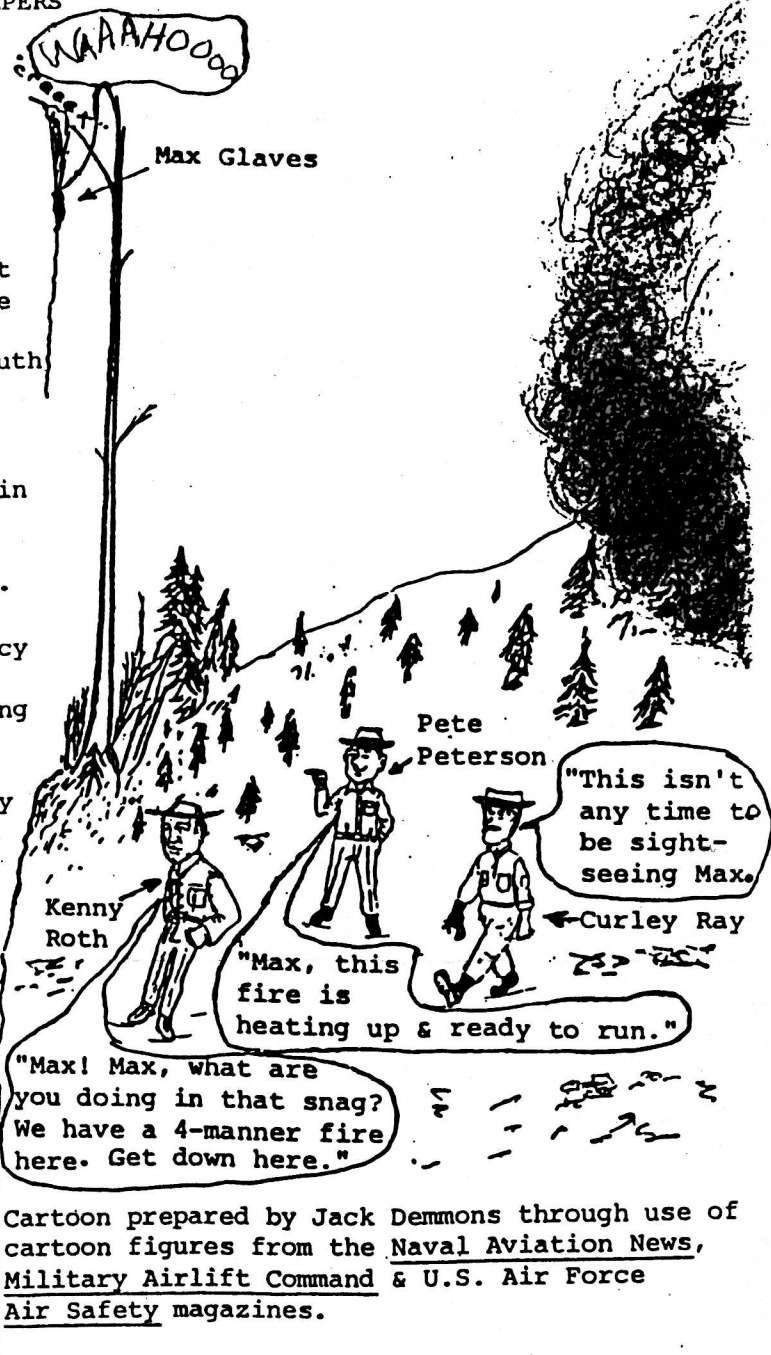
Max mentioned he was hung up 80' from the ground in a yellow pine, with rocks below him. He shouted to Kenny that he thought he was going to fall out of the tree. Kenny said, "Ahhh, let's get to work. Come on down," Max was working up a real sweat. Max took out his jump rope, unfastened his emergency chute and fastened the rope to it. He then began swinging the chute towards the tree and a protruding limb. In the meantime, his main chute began to gradually slip out of the tree. Max said he was never so scared in his life. Finally the emergency chute swung over the limb and Max was able to pull himself into the trunk and hold on to the limb. His main then fell out of the tree at that moment. Through the use of his jump rope he was finally able to get down to the ground.

Max went through an ordeal out of McCall when a C-47 was brought in from Missoula to drop cargo on a large project fire. Max was helping push cargo out. They had some large packets known as "elephant bags" that were full of canned food. They kicked one out at low altitude and it caught on the tail of the C-47. Three hundred pounds of weight were pulling the plane down. Max said the pilot was going crazy. He managed to get the nose up and they headed for a ridge. Max and others, including the pilot, were afraid they were going to crash. The ship did clear the ridge and they flew back to the McCall strip. As they sat down the elephant bag exploded as it hit the runway and canned goods were flying in all directions. Max said it took 3 hours to get the chute unwrapped from the tail since both the chute and all of the shroud lines were wound around the tail section. That certainly was a close encounter with death. Bob Johnson's pilots were outstanding flyers though, and performed amazing feats with their mountain flying.

Max grew up at Ontario, Oregon and started working for the Forest Service while a sophomore in high school in 1945. Upon graduating from high school in 1947, he was accepted as a smokejumper at McCall. On his 5th training jump he broke a leg, but came back to work in August of that year to help rig chutes and pack cargo. He returned to jumping during the 1948 season.

In 1949 he was on an 8-man fire jump on a fire on the brink of the Snake River in Hell's Canyon. Del Catlin was spotting. Max and Carl Roselli jumped together. Max bounced off a rock and his shroud lines are all tangled around him, and he heard a rattlesnake nearby. He struggled to get out of the lines and then figured the snake couldn't bite through the canvas suit anyway. They had a terrible fire and a whole valley full of rattlesnakes he said.

Max lives at Escondido, California. Kenny is in Missoula and Pete had been living at Grangeville but is moving to Weiser, Idaho. Curley Ray is deceased.



Cartoon prepared by Jack Demmons through use of cartoon figures from the Naval Aviation News, Military Airlift Command & U.S. Air Force Air Safety magazines.

DEFINITIONS FOR ABBREVIATIONS FOUND BEHIND NAMES IN THE PAID MEMBERSHIP ROSTER IN THIS  
NEWSLETTER AND THE PAST THREE

<u>U.S. Forest Service</u>	<u>Abbreviations</u>	<u>Explanations</u>
Region		
1	MSO	The designation for the Missoula airport. Smokejumpers with this abbreviation behind their names on the paid membership rosters jumped out of Missoula and its satellite bases located at Grangeville, Idaho and West Yellowstone, Montana.
4	MYC	This is the designation for the McCall, Idaho airport. This base is located 90 miles N of Boise & 70 miles S of Grangeville.
	IDC	Idaho City, Idaho. This base is no longer operational and was located 35 miles NE of Boise.
5	RDD or RED	Redding, California. The base is located 150 miles NW of Sacramento and 110 miles S of the Oregon border.
6	NCSB	North Cascade Smokejumper Base. It is located in the Winthrop, Washington area 100 miles NW of Moses Lake and 35 miles S of the British Columbia border.
	LGD	La Grande, Oregon. The base is no longer operational and was located 45 miles SE of Pendleton, Oregon.
	RAC	Redmond Air Center. It is located 100 miles NE of Eugene and 20 miles NE of Bend.
	CJ	Cave Junction, Oregon. It is no longer operational and was located 10 miles N of the California border and 25 miles SW of Grants Pass.

U.S. Dept. of Interior  
Bureau of  
Land Management

BIFC	Boise Interagency Fire Center. It is now known as the NIFC, or National Interagency Fire Center and is located at Boise.
AKA or FBX	Located at Fort Wainwright, Alaska at the former WW II Army Air Force Base that was known as Ladd Field. is several miles south of Fairbanks in the interior of Alaska. Originally, the jumper base was located next to Fairbanks.

BASE STATUS REPORT - 1994

<u>Operation</u>	<u>Base</u>	<u>Total Jumpers</u>	<u>No. of Rookies</u>	<u>Female Jumpers</u>	<u>Russian Jumpers</u>
BLM	AKA	65	4	Sandy Ahlstrom	Andrei Klevsky & Igor Karmazhin
BLM	NIFC	53	0	Kasey Rose	0
USFS	MSO	62	0	Allison Cushman Marge Phillips Andy McQuade Sarah Doehring	0
USFS	MYC	72	6	Karen Morrow Brenda Guenzeler Amelia Scissons	0
USFS	RAC	31	0	Kelly Esterbrook Margo Freeman Marge Kuehn Kara Rorthwell Renaee Tripp--On a 1 year's leave of absence	0
USFS	RDD	44	9	Dana Lucus	0
USFS	NCSB	18	0	None	0

In the 3d newsletter we mentioned that Dick Tracy took over as head of the Redding, California operation in 1968. He started his smokejumping career in Missoula in 1953. He then made a permanent transfer to Silver City, New Mexico in the Spring of 1960.

On Saturday, May 18, 1963, The Missoulian paper wrote about an event that took place on Friday, May 17 of that year. The title of the article was: TWO JUMPERS HONORED. "Two Forest Service smokejumpers - Gaylord Kirk Samsel of Missoula and Richard Sidney Tracy of Stevensville - were honored Friday for heroism parachuting to the rescue of an injured pilot. Samsel, the son of retired Lolo District Ranger William K. Samsel, and Tracy received superior service awards from Secretary of Agriculture Orville Freeman in the Agriculture Department's 17th annual awards ceremony. Vice President Lyndon Johnson was the principal speaker... They were cited for "heroic action in parachuting under extremely hazardous conditions" to the crashed plane and "saving the life of the critically injured pilot." The pilot was injured in an airplane crash in the Black Mountain Range near Hillsboro Peak in the Gila National Forest in New Mexico while flying a spotting aircraft in the rugged mountain country near Silver City... Tracy and Samsel volunteered to parachute to the scene of the crash and jumped around 6 P.M. and administered first aid until a ground party with a physician arrived around 2 A.M. the next morning... Medical authorities said the critically injured pilot would not have survived the night had not Tracy and Samsel made the dangerous parachute jump and administered first aid... The pilot recovered and is flying again for the Forest Service in California. High winds and rough terrain in the 10,000-foot mountains made the parachute jump especially hazardous." (The rescue jump took place during June, 1962.)

Dick was raised on ranches in Montana and North Dakota. He went into the military service from 1950 to 1952. During the winter of '52-'53 he applied for the smokejumpers and was accepted in March 1953.

He mentioned that the first two jumps didn't really bother him, but he was somewhat scared, since it was an entirely new experience for him, but stated that the 3d, 4th, and 5th jumps were the worst. It was during the 3d jump that he began to realize what could happen if things went wrong. However, after the 5th one he began to enjoy jumping, even though he wasn't all that experienced yet.

In 1953 he was a squad leader out of Missoula along with Roland "Andy" Anderson (now retired at East Wenatchee, Washington), Bob Nicol (who became, and still is a pilot flying smokejumpers), and Harry Roberts, who is retired at McCall, Idaho. (Bob Nicol calls Missoula home.)

During the winter of '56-'57 he worked falling timber and scaled logs in the Ovando, Montana area of the Blackfoot Valley Northeast of Missoula. He said it got down to -40 and -50 that winter, and that is why he is in California now.

In 1957 he went to New Mexico as a squad leader but was shipped back to Missoula early because of an accident. He almost cut his leg off with a pulaski on a fire. It was around 9 or 10 P.M. and he was chopping manzanita, and the pulaski glanced off and hit his leg just above the boot. He didn't even know it had happened until a short while after when his leg and foot felt very warm. He looked down and his left leg was almost gashed in half. The jumpers gave him a shot of Demoral and he was in a hospital the next day, and he almost lost his leg. After arriving back in Missoula he recuperated and then began exercising and running to the point he was able to get several more fire jumps during the autumn.

Dick mentioned that jumping on fires in New Mexico was different from that in many other places where smokejumpers operated. Fires were fought anywhere from 8,000' to 10,000', whereas in Montana for example, the elevations were from around 4,000' to 8,000'. Much of the timber where they operated in New Mexico was smaller than other areas of the West and Northwest, but they worked in wilderness areas and before the use of helicopters, walks out from fires were often long hikes.

Dick was in charge of the Redding, California base from 1968 until he retired in 1982. On May 11, , he was at work at the jumper base when it sounded like a bomb had gone off. He found out that a twin-engine Beechcraft Baron, which belonged to the Forest Service, had crashed into the opposite end of the building from his office. All 4 on the ship died. The building was the home base of the Redding smokejumpers and the Redding hot shot firefighting crew. Fire destroyed the entire facility and all records on hand. Luckily no one on the ground was injured. If the plane had hit the other end of the building Dick and others with him would have been killed. We will return to Dick in future newsletters. One grand fellow.

Deanne Shulman was the first woman smokejumper in the history of the United States, to include the U.S. Forest Service and Bureau of Land Management. She first began fighting fires on an engine crew on the Los Padres National Forest out of Santa Barbara, California. She worked on a helitac crew during 1975 and '76. Deanne was part of a hot shot crew for the 1977 and '78 seasons and then applied to be a smokejumper in 1979, but was underweight. She then worked as a patrolman at Lake Tahoe in 1979 and on a helicopter rappel crew out of Oak Ridge, Oregon during 1980. Then in 1981 she earned a Bachelor of Science in forest management from Northern Arizona University. That same year she became the first woman smokejumper, and went on in that position for another 4 seasons.

She mentioned that the smokejumper training at McCall was very hard, which other women and men have said through the years about such training at all of the jumper bases. Her only problem at first was running, but she mastered that part of the program.

When Deanne applied to be a smokejumper in 1979, the requirements were that one be at least 5' 5" and weigh no less than 130 pounds. When she showed up at the jumper base she only weighed around 128 and was disqualified the 2d day even though she had passed the physical fitness test. In 1981 she weighed in at around 132 pounds and passed. (Later the government came to realize that only about 40% of the women in the general population met the height and weight requirements at that time. A big meeting was held and Deanne was invited to attend and express her views. Governmental officials from Washington were there and in the end the weight limit was reduced to 120 pounds.

During her first year of jumping she jumped on fires in 5 different states, and the following year was fighting fire in Alaska for three weeks. That first season everyone stared at her when she would get off the aircraft. She remembers a flight to Winthrop--NCSB base. Her legs were cramped on the ship and they had gone to sleep. After setting down at the base she was getting off the plane--no step on it--and fell flat on her face in front of the base manager, Bill Moody. Bill laughed and made her feel at ease. She said the McCall jumpers with her were rolling on the ground laughing.

Deanne mentioned one of the most exhilarating aspects of being a jumper. In 1983 she was sent to Alaska and made 6 jumps in 3 weeks. She met a lot of people and saw country she had never seen before. She said, "You never know where you'll be. You might be in a motel one night or you might be out digging fire line all night."

There was a time when some Forest Service personnel voiced a concern about jumpers who were quite light. They thought they would float away with the wind Deanne mentioned, and have less control over where they landed. She has not had any such problem and has used "slipping" and "planing" techniques, pulling on the front risers to mis-shape the canopy, which causes it to lose air, making it drop faster. (During the past several years Jack Demmons has watched the three Missoula base women jumpers make parachute drops, and they have not had any problems in getting down to the jump spot. The three, Marge Phillips, Andy McQuade and Sarah Doehring do an excellent job. He has watched them toss 85-90 pound packs on their backs and take off as if on a Sunday stroll.) Deanne had mentioned that she was scared of heights--as are a number of jumpers. But as she stated, "There isn't any sensation of height when you jump and being in an aircraft makes a difference from being on top of a tall dam, or on top of a high building looking down."

Deanne has been asked if there is a psychological profile that fits jumpers. She said, "No, but there is that common experience that makes it easy to be around another jumper." She also said that one of the biggest thrills in jumping is during the first few seconds out of the door of an aircraft, a time of free fall, and a sort of out-of-control feeling, and then the opening of the chute, followed by the challenge of getting down to the jump spot.

She made another observation that is very true. She would be nervous prior to jumping, but came to terms with that feeling. It was not the kind of feeling where one wonders if he or she will survive or not, or break a leg. It is simply a different feeling. "It is simply not normal for a person to jump out of an aircraft," she said.

And so Deanne met many challenges in life from 1974 through her jumping days in 1985. She now has close to 20+ years fighting fires and working in other aspects of the Forest Service. She is Assistant District Fire Management Officer for the Greenhorn Ranger District of the Sequoia National Forest at Kernville, California. She was in Russia last year on a United States-Russia Fire Management Expert Exchange and she is mentioned in the article about Russian smokejumpers.

## DID YOU KNOW?

This section is devoted to stories told by former and present-day jumpers. Selections have been made at random. We have many more to tell in future editions. Please do not feel discouraged if your story did not appear this time.

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JEFF R. DAVIS MSO '57

Jeff, currently living in the Silver City, New Mexico area, sent us a collection of very interesting stories from his past. The story related below concerns one of his flying adventures while serving as a smokejumper.

The incident involves a Beechcraft AT-11. Many of these ships were used after WW II at jumper bases. They had been designed as advanced bombing and gunnery trainers and had two Pratt & Whitney "Wasp Junior" engines rated at 450 hp each at 2,300 r.p.m. They were low-wing all-metal monoplanes that originally carried 3 to 4 military crew members. The one Jeff was in at the time of a near crash was ex-military and was known as "75 Charlie" and "Jumper Two" by the jumpers at Silver City. It was under contract to the Forest Service from its owner and chief pilot, Tuck Grimes of Silver City. His partner in the lease arrangement was Thurman Yates.

This particular aircraft at the time had what Jeff called a "character defect." The needle on one of the fuel indicators for a main tank would hang at 2/10's when the fuel was actually dropping below that level towards empty. Yates at the time did not know about the malfunctioning system.

On the day of the incident, Jeff was a squad leader with a load of 4 jumpers, heading for an "8-man fire" on the Gila National Forest. Another Twin Beech was ahead of them and had dropped 4 jumpers. Prior to dropping his jumpers, Jeff was contacted by the spotter on "Jumper One" and asked to see if Rivera was OK, since the wind had blown him off the jump spot. "Jumper Two" made a low pass and found that Rivera was OK. (Jumper One had left the scene because it was low on fuel.) Jeff then proceeded to drop his men, and followed up making cargo runs at low levels over very rough terrain, dropping to 30-40 feet "above the deck". It was a very hot day and there was extreme turbulence. Jeff said, "If the engines had quit, we would have crashed, since the Twin Beech had a glide-angle similar to that of a 'sewer lid' and would not maintain level flight on one engine."

On the way back to Grant County and about 5 miles out from the airport, the engines suddenly quit. The fuel tank they had been operating on had run dry although the malfunctioning fuel gauge showed 2/10ths of a tank of gas. Jeff said it became mighty quiet in the noisy old ship. Thurm Yates' hands were flying across the instrument panel like a pair of "spiders on Speed." They were over the huge stacks of Kennicott's mining operation and Jeff had no desire to bail out at that location. "Thurm switched to the 2d tank," Jeff said, "but the engines refused to fire."

With the airfield in sight, Thurm yelled, "Hang on! I'm going to dump the gear!" Jeff mentioned that they were flying too fast to lower the landing gear, but figured Thurm knew his business. The gear thumped down and the Twin Beech lurched some more. It had been lurching and weaving all over the sky after the engines quit. It now felt like an unmanageable wagon full of lead, Jeff said. The stall-warning horn was shrieking in their ears. "I can't make the tarmac. I'm going to try for the dirt diagonal!" Thurm yelled. He figured they would not have time to hold the ship in the air and go around to line up with the main asphalted strip.

They caroomed down over the jumper base and the parked fleet of Forest Service aircraft that was directly in front of their unplanned approach. They swooped right over "Jumper One" which had already landed. Its spotter, Tom Uphill, was walking across the ramp towards the jumper shack with his emergency parachute slung over one shoulder. "When Tom looked up," Jeff said, "we both locked eyeballs at that point as "Jumper Two" stood on its right wing." Tom knew something was really wrong because he had never seen that type of approach. Jeff said they were at an altitude of 10' and he braced himself for a crash. Then, the engines suddenly caught, roared, and held. They went around and came in for a normal landing. He & Thurm said only a few words as they parked and shut the ship down. There were other fires and soon he and Thurm were airborne once again.

## RUSSIAN SMOKEJUMPERS

In the article about Deanne Shulman, mention was made of her trip to Russia in 1993 to smokejumper bases, as well as other fire fighting operations. At the time, Deanne held the title of Suppression Specialist, Sequoia National Forest, Region 5. She was accompanied on the trip by Tom Goheen, Fire Operations/Planner, Chugach National Forest, Region 10, and Dennis Hulbert, Aviation Specialist, Tahoe National Forest, Region 5.

This report on Russian smokejumpers will be presented in part only in this newsletter, with more information to follow in succeeding newsletters.

Deanne sent us a copy of the comprehensive report that was made after the completion of the trip. It was in 1947 that the Soviet Union established the Aerial Fire Service, comprised mainly of smokejumpers. She mentions that the rappelling program was initiated in 1961 to augment their aerial suppression capabilities. During 1993 the Aerial Fire Service employed 686 pilot observers, 2,640 smokejumpers, 3,284 helicopter rappellers and contracted 336 fixed wing aircraft and 290 helicopters. Deanne's report states that with an average of 30 jumps each year per smokejumper and 30 rappels each year per rappeller, the Russians have a history of extensive experience with aerial firefighter delivery systems.

The Russian Aerial Fire Service headquarters is located in Pushkino, near Moscow. It provides national level coordination and management for the smokejumper, rappeller, and aircraft programs. There are 20 regional airbases throughout Russia that are divided into geographic subdivisions. Each subdivision usually has 5 airbases within its geographic boundaries. There are 352 airbases in the Aerial Fire Service.

The report states that the Irkutsk Region is the most active fire region in Russia and has the largest smokejumper program. The protection zone covers 269 million acres with 22 airbases and the region employs 500 smokejumpers and 200 rappellers. The region contracts 32 aircraft and 17 helicopters. (Irkutsk is located in southern Siberia along the Angara River about 40 air miles northwest of the southern tip of Lake Baykal. The city is at a latitude of 52.18N, which is equal to the latitude of a point halfway between Calgary and Edmonton, Alberta. Irkutsk is situated on the Trans-Siberian Railroad. Lake Baykal is the deepest lake in the world, with a maximum depth of 5,714'--previous comments in parenthesis were made by compiler Jack Demmons.)

Smokejumper primary parachutes, called the Lesnik 2, are square parachutes which have been in use for the past 10 years. The Lesnik 1 is a circular chute used for training and first year smokejumpers. All of the main chute deployment is activated by a static line pilot chute that stabilizes the jumper while in free fall. The deployment of the pilot chute also activates an "automatic deployment device" that will deploy the main parachute within 5 seconds if the smokejumper fails to pull the ripcord during that period of time. (All smokejumpers, to include beginners, must pull ripcords. Static lines do not deploy the main parachutes.) The Lesnik 2 is 26 meters square and they now have a newer one, 70 meters square with a descent rate of 9-18 feet per second, for jumpers weighing more than 220 pounds--the PTL-12 chute.

Smokejumper trainees must be at least 21 years old. They must have had a season of helicopter rappelling before being accepted into the smokejumper training program. A physical fitness test and exam are also required prior to acceptance in the program and first year jumpers can not weigh more than 220 pounds. There are no other height or weight requirements. The report mentions Irkutsk trains approximately 60 jumpers each year in groups of 30 each. There, smokejumper training takes place in the winter with the first 12 training jumps being made in snow to ensure soft landings. Each group makes an additional 5 jumps in the spring for a total of 17 training jumps. Simulator equipment at Irkutsk includes an exit tower, free fall simulator, let down practice bar, landing simulator, and an old aircraft for exit simulation. The training period is 2 months and includes 60 hours of fire behavior.

Medical exams are required annually for all smokejumpers. Returning jumpers make 12 practice jumps prior to the fire season. Currency jumps are required twice each month during the fire season. The average smokejumper makes 30 parachute jumps per season.

It was mentioned that some smokejumpers and rappellers brought dogs with them to fires, either for hunting or companionship. Some dogs jump suspended by small harnesses attached to the harnesses of the smokejumpers. Other dogs jump by themselves using cargo chutes.

Deanne has mentioned that Bill Moody, NCSB 57, wrote up a report U.S. - U.S.S.R. Technical Technical Exchange Program Report after his visit and work in Russia. He made jumps with the Russians. Deanne said every Russian jumper knows his name and they greatly admire him.