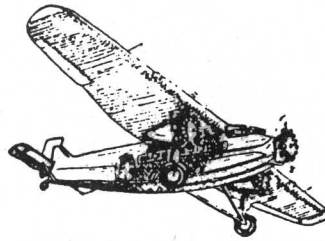




# National Smokejumper Association

1622 South Avenue West



Missoula, Montana 59801

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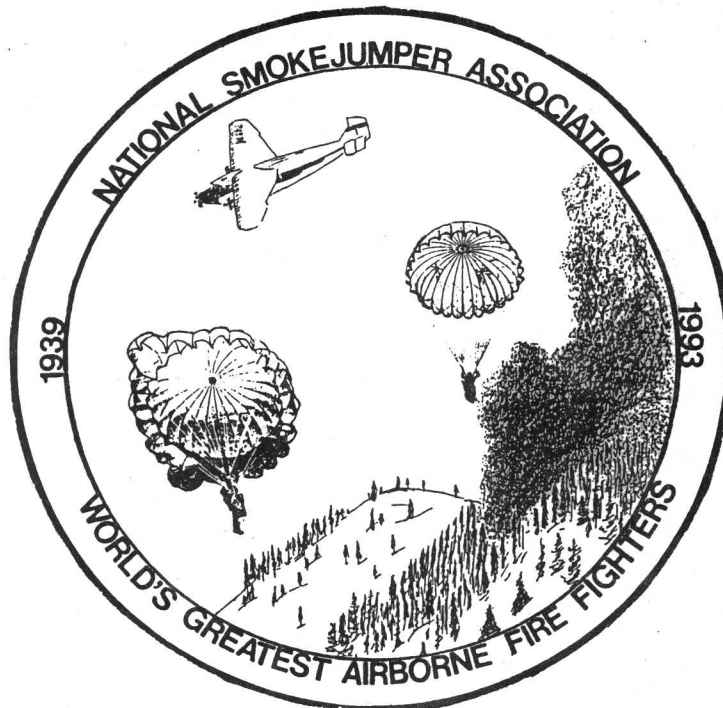
(406) 549-9938

Address Correction Requested

Volume 1

October, 1994

Edition 5



NOTE: Carl has moved from Lufkin, Texas to Boise. We were not able to get this newsletter to him in time to edit. Ed Courtney assisted with the editing.

## PRESIDENT'S MESSAGE

## Progress Report

Greetings to all 689 members in the National Smokejumper Association--as of October 14 of this year.

It is time once again to update our accomplishments and share the history that has been accumulating since the issuance of the 4th newsletter.

The committee working on the 7 & 8 July 1995 National Smokejumper Reunion, which will be held in Missoula, would appreciate receiving any information and suggestions you might have concerning plans and activities for the occasion.

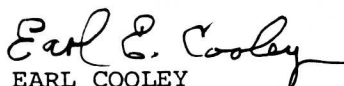
We recently purchased a computer and printer which we hope will make our work much simpler and more attractive for our volunteer help and recipients of our letters. For instance, we will be placing renewal dates at the top of the address labels. This will eliminate one more step in mailing.

A form letter has been prepared, which will be sent to all smokejumper bases, National Smokejumper Association Directors, information centers, Forest Service Headquarters, U.S. Fish & Wildlife Service, Montana Fish Wildlife & Parks Department, Bureau of Land Management, Soil Conservation Service, National Park Service, plus others who might be interested in the purposes and goals of our organization.

Please note that the form letter lists the home telephone numbers of our five Executive Committee members who can be contacted should our N.S.A. line be busy.

We very much value your cooperation and participation in the N.S.A. and hope that all of us can get together for the renewal of old acquaintances and discussions of past experiences during the 1995 reunion.

Copies of the form letter and cover letter will be included with the President's Message in the October newsletter and will be signed by myself as President.

  
EARL COOLEY  
President

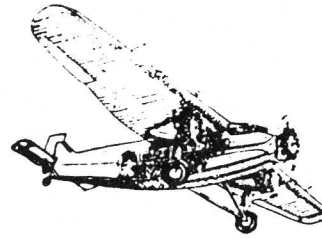
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The Obituary listings again took much space, but we feel that it is important. Demmons wishes to apologize to some jumpers who have sent in material which is yet to be published in a newsletter. In the 6th one--already being worked on--George Tranberg's (MSO 52) article will definitely be included, also the story about Gene DeBruin (MSO 58) who was a civilian POW-MIA in Southeast Asia. Possibly, there will be a story about a former B-17 bomber with a number of ex-jumpers onboard over the wastes of the Arctic. An extremely interesting story. And there are others. Please send us your stories, regardless of length. We want to thank our many members who have sent in much material. Special thanks go to Jeff Davis, (MSO 56), for the volumes of material he has forwarded. We have 3 files full of information from Jack Mathews (MSO 48) and we will include the story about his adventure with Col. Bull Simons in the 6th letter--intrigue and suspense in SE Asia

There are 2 good books out that might interest some of you. Both mention ex-jumpers in SE Asia. They are: Hamilton-Merritt, Jane, Tragic Mountains: The Hmong, The Americans, and the Secret Wars of Laos, Bloomington: Indiana University Press, 1993. Jensen-Stevenson, Monika, Kiss the Boys Goodby. How the United States Betrayed Its Own POW's in Vietnam, New York: Dutton, 1990.



# National Smokejumper Association



1622 South Avenue West

Missoula, Montana 59801

(406) 549-9938

## ORGANIZATIONAL GOALS

### EXECUTIVE BOARD

#### PRESIDENT

Earl E. Cooley  
(406) 543-6212

#### VICE-PRESIDENT

Ed Courtney  
(406) 549-7236

#### SECRETARY

Laird Robinson  
(406) 721-5546

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#### HISTORIAN

Jack Demmons  
(406) 549-9938

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(509) 997-5971

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Mike Prezeau  
(406) 523-2500

Harry Roberts  
(208) 634-2009

Jerry Timmons  
(907) 455-7195

Dick Tracy  
(916) 241-9499

Bill Werhane  
(406) 388-4469

The National Smokejumper Association has been incorporated as a public benefit, non-profit organization. The purposes will include the assembly and maintenance of a registry of the men and women who have served as smokejumpers and actively participated in fire control activities. In addition, it will promote and preserve the history of smokejumpers associated in the role of fire control in the forest lands within the United States.

The National Smokejumper Association intends to install a permanent smokejumper exhibit in the proposed National Forest Service Museum at Missoula, MT. This smokejumper exhibit will present the origin and development of the U.S. smokejumper programs from the Forest Service and BLM, other interagency organizations, as well as the Civilian Public Service Volunteers, and the 555th Parachute Battalion.

A major project will be to sponsor a national reunion every five years. The next smokejumper reunion as been scheduled in Missoula, MT, July 7 and 8, 1995. Subsequent five-year reunions will be rotated to other bases.

The National Smokejumper Association publishes four newsletters each year in January, April, July and October, about current activities and selected historical events.

## MEMBERSHIP CATEGORIES

Regular Membership includes all current and former smokejumpers from the Forest Service, BLM and Park Service, as well as Civilian Public Service volunteers and members of the 555th Parachute Battalion who were assigned smokejumper duties during WWII.

Associate Membership is available to those who have directly supported smokejumper operations. These would include pilots and crew members, hotshot crews, fire retardant specialists, and others with fireline assignments.

Affiliate Membership (non-voting) is available to those who would like to support the organization and its goals.

Dues are as follows: Regular and Associate Memberships - Annual, \$15; five-year, \$60; ten year, \$100. Affiliate Membership dues are \$20 annually. All memberships and newsletters are valid from the date and for the period of selected membership.

For further information, contact the National Smokejumper Association, 1622 South Avenue West, Missoula, MT 59801.

## MEMBERSHIP

NOTE: This listing includes those members who sent in paid applications between July 3 and October 21, 1994.

Renewal Date	Name	Address	Base & 1st Year
9/7/95	Cayou, Joe	314 Shorewood DR, International Falls, MN 56649	MSO 59
10/17/95	Dunne, Robert H.	2811 131st ST SE Everett, WA 98208-6751	MSO 58
9/8/95	Foland, Jon	PO Box 176 Grangeville, ID 83530	MSO 68
9/21/95	Fowler, Hugh	2420 S El Dorado, Mesa, AZ 85202	MSO 47
7/11/95	Gouchnour, Doug	11820 Marquette CT, Orofino, ID 83544	MYC 74
9/19/2004	Hall, Norland K.	507 Larkbunting, Fort Collins, CO 80526	MSO 65
7/18/2004	Hanson, Lowell	600 E. Central AV, Missoula, MT 59801	MSO 58
10/14/95	Harpole, George B.	623 Carlsbad DR Grand Jct, CO 81503	MSO 49
8/7/99	Haugland, Garth L.	4375 Montana Highway 41, Dillon, MT 59725	MSO 59
10/11/2004	Hilde, Bernard "Bernie"	12725 Osprey LN, Clinton, MT 59825	MSO 69
10/14/99	Huntington, Timothy	3244 Forest Hills DR, Redding, CA 96002	RDD 77
8/13/95	Jacobsen, Gerald "Jake"	104 Rolling Green, Missoula MT 59803	MSO 63
10/14/95	Johnston, Bob	1350 S 13th ST McAlester, OK 74501	CJ 51
10/14/95	Kamrud, Norm	PO Box 252 Choteau, MT 59422	MSO 64
9/23/95	Landis, Dan	3229 Ipswich DR, Plano, TX 75025	MSO 80
7/10/99	Lane, Mark	PO Box 165, Anderson, CA 96007	RDD 92
8/26/2004	Lee, Greg	PO Box 4882, 2807 Washburn ST, Missoula, MT 59806	AK 72
8/26/95	Lennon, Mark	104 Elmhurst CT, Missoula, MT 59803	MSO 67
9/14/95	Marble, Don	PO Box 725, Chester, MT 59522	MSO 60
8/16/95	Mason, Phil	6105 Longview DR, Missoula, MT 59803	LDG 76
7/9/95	Mellin, Ralph N	4500 Tumbleweed LN, Boise, ID 83713-2500	MSO 60
10/18/95	Miller, Brian Thomas	2134 Beebee ST, San Luis Obispo, CA 93401	RDD 85
7/22/95	Morris Ken	2341 Beardslee ST, Duarte, CA 91010 Assoc., USAF Para/Rescue	52
8/29/95	Mutch, Robert W.	4118 Colonial LN, Missoula, MT 59801	MSO 54
9/23/95	Nichols, John C	PO Box 601, Hot Springs, AR 71901	MSO 75
9/15/2004	Nicol, Robert	3522 S AV W, Missoula, MT 59901 Ex-jumper & pilot	MSO 52
9/20/96	Owen, David L.	1 Big Sky BLVD, Kalispell, MT 59901	MSO 51
8/19/99	Prochnau, James	PO Box 177, Albany, OR 97321	MSO 49
7/18/95	Richter, Wm Dennis, Col.	PO Box 273 Cornwall on Hudson, NY 12520-0273	NCSB 58
8/19/2004	Rieger, Ted	2917 Manhattan DR, Billings, MT 59102	MSO 51
8/15/95	Rockwell, Ronald V.	5557 Harfo ST, Churchton, MD 20733	MSO 59
7/21/95	Roos, Michael	PO Box 858 Delt Junction, AK 99737	FBX 86
9/6/95	Smith, Craig	147th Place, SE, Bellevue, WA 98006	MSO 57
7/18/99	Tag, Paul	4835 Earls court CR NW, Canton, OH 44718	MSO 60
10/17/95	Troeger, Mike	10677 Jeffrey Pine RD, Truckee, CA 96161	MYC 81
10/6/95	Wagenfehr, Joe	1956 Haywire LN, Corvallis, MT 59828 Assoc., Opns Direc AFD, 1985-94	
10/3/95	Walstad, Neil	PO Box 703 RT 2, Grangeville, ID 83530	MSO 61
10/14/2004	Wetzel, Charlie	PO Box 1071, West Yellowstone, MT 59758	MSO 92
8/12/95	Whaley, Robert	7275 Beryl LN, Missoula, MT 59801	MSO 56
10/12/95	Williams, Wayne	AFD #6, Airport, Missoula, MT 59802	MSO 77



I WANT TO KNOW WHO SMUGGLED THOSE TWO WOMEN ONBOARD THE JUMP SHIP THAT WENT TO LA GRANDE THIS MORNING! ONE WAS ACTING AS COPILOT!



Cartoons prepared by Jack Demmons through use of cartoon figures in the Naval Aviation News and Military Airlift Command magazines.

CONTINUATION OF LISTING OF DECEASED JUMPERS AND PILOTS

We have received much correspondence relating to our listing of deceased jumpers and pilots in the 4th newsletter. It is greatly appreciated.

In this newsletter we have broken the Obituary listing into two parts, Section "A" and Section "B". In Section "A" some of the names from the 4th newsletter have been repeated, where additional information came in relating to them. The new information is underlined. Section "B" contains additional names not found in the 4th newsletter.

It is possible that we might have missed several responses. If so, please write or call us again. If errors are found, please notify us also. Thanks.

<u>SECTION "A"</u>				
<u>Name</u>	<u>Base</u>	<u>1st Year</u>	<u>Remarks, to include Place of Death</u>	
Adams, Mike	NCSB	74	<u>Died near Twisp, WA. Hit by a falling snag. He was working as a contract faller on a fire.</u>	
Bevan, David W.	MSO	55?	<u>Died in Laos in 1961 in a C-46 Curtiss Commando transport that was shot down.</u>	
Blackwell, Hubert	MSO	43	<u>Logging accident in 1953.</u>	
Brunk, Charles W. (Name was misspelled.)	MSO	45	Cortez, Colorado? Year?	
Burt, David E.	MSO	47	<u>Car accident.</u> Location and year?	
Cavill, Arthur E.	MSO	60?	<u>Vehicle accident near the family ranch in Eastern Montana.</u> Location & date?	
Certain, Douglas G.	MYC	75	Nevada? Location? April 1988.	
Comstock, Donald	MSO	56	<u>Complications following surgery, 8/54.</u>	
Crosby, Harold G.	MYC	51	<u>Also became a Johnson Flying Service pilot. Later flew for the Albertson Stores. Then farmed at Caldwell, ID.</u>	
Cravens, Larry	AKA MYC	67	<u>Trailer house fire in Alaska.</u> Year?	
Daly, Patrick H.		56		
Davis, Arden	FBX	64 or 66?	Tree letdown near Fairbanks on training jump.	
DeBruin, Eugene	MSO	58 or 59?	Laos. <u>Non-military POW and MIA.</u> 1963?	
Dunn, Ronald E., M.D.	MYC	55	Moscow, ID. <u>1992 from lung cancer.</u>	
Eubanks, Darrell Allen	MYC	?	<u>Died in Laos in 1961 in a C-46 Curtiss Commando transport that was shot down.</u>	
Evans, Charles "Charlie"	MSO	52?	<u>From a massive cerebral hemorrhage in a Missoula hospital during the autumn of '61 or '62. Buried at Deer Lodge.</u>	
Fogg, Robert	<u>Johnson Flying Service pilot who flew out of McCall. McCall 1/13/78.</u>			
Gallop, Robert D.	MSO	?	<u>Air Force pilot--AD Douglas Skyriders. Vietnam, '65-'66.</u>	
Granquist, Gary W.	RAC	65	<u>Flown from Fort Yukon, AK to Seattle because of a severe infection. '83 or '84. He was a teacher at Fort Yukon.</u>	
Greiner, Sam L.	MSO	54?		
Harrison, James	MSO	48	<u>Mann Gulch Fire 8/5/49 as a non-jumper.</u>	
Hester, Billy K.	MSO	58?	<u>C-130 transport shot down over Laos. '66 or '67.</u>	
Hofer, Jerry	MSO	43	<u>WW II pilot. Flew during the Korean War also &amp; failed to return from a mission.</u>	

CONTINUATION OF LISTING OF DECEASED JUMPERS AND PILOTS

SECTION "A" CONTINUED

<u>Name</u>	<u>Base</u>	<u>1st Year</u>	<u>Remarks, to Include Place of Death</u>
Hyde, Larry	NCSB	72	<u>Truck accident in CA in 1981.</u>
Janus, Joseph J. Jr.	MSO	56	<u>From cancer in Missoula 1979.</u>
Jenkins, Hugh	MSO	49	<u>Korean combat casualty 4/25/53. Awarded the Silver Star for heroism.</u>
Johnson, Carl Andy	MYC	?	<u>Redmond, OR? 3/6/88.</u>
Julander, Rollo "Jule"	MSO	50	<u>A Marine tank sergeant during the Korean War. Killed in action winter of 1950.</u>
Kaarhus, Gudmond Joe	CJ	48	
Ladwig, Bill	Johnson Flying Service pilot. <u>Missoula, around 1958.</u>		
Lewis, John S	MYC	?	<u>Died in Laos in 1961 in a C-46 Curtiss Commando transport that was shot down.</u>
Lycklama, Lester	MYC	46	<u>First smokejumper to die in the line of duty. Hit by a falling tree while fighting fire out of McCall after a parachute jump.</u>
Martin, Bill	LGD	79	<u>Missoula base May 31, 1991. RAM air chute failed to open on test jump.</u>
Mathews, Wayne	MSO	70	?
Mattson, Matt	MSO	52?	<u>Murdered in Texas at the time he was operating a flight service. Date?</u>
McClung, Richard	MSO	42	<u>WW II pilot. Volunteered to take a mission for another pilot and did not return. South Pacific Theatre of Operations.</u>
McDonald, William	MSO	50 or 52?	<u>Died in Missoula in 1991 from cancer.</u>
Mohland, Hank	MSO	57	<u>Plane crash in Laos. C-30 or C-123? Year?</u>
Morgan, Robert S.	MSO	46	<u>Died at Helena in 1989 1 day after retiring. He had been a Forest Supervisor on both the Helena and Bitterroot National Forests.</u>
Musburger, Leo	MSO	53	<u>Bellevue, WA from cancer. Year?</u>
Neal, Harry	MSO	<u>or NCSB? 56?</u>	
Owen, Alan "Mouse"	CJ	70	<u>From skydiving at North Pole AK south of Fairbanks in 1985.</u>
Pearce, Jimmy B.	AKA	69	<u>At Alturas, CA Nov. 1978.</u>
Peterman, Dean	MSO	67	<u>Electrocuted while carrying irrigation pipe near Missoula. 1982?</u>
Piper, Leonard	MSO	49?	<u>Mann Gulch Fire 8/5/49.</u>
Rainey, Jess L.	MYC	46	
Rea, Lonnie "Curley"	MYC	46	<u>Boise, 9/29/70.</u>
Rieger, Paul (name was misspelled)	MSO	42	<u>Died in combat during WW II.</u>
<u>NOTE: WE HAD TED RIEGER DOWN AS DECEASED. HE IS ALIVE AND LIVING IN BILLINGS. HIS BROTHER PAUL IS THE ONE WHO IS DECEASED.</u>			
Rivera, Ray	NCSB	61	<u>Died from gunshot wounds. (He was gunned down near Reserve, NM around 1977.</u>

CONTINUATION OF LISTING OF DECEASED JUMPERS AND PILOTS

SECTION "A" CONTINUED

<u>Name</u>	<u>Base</u>	<u>1st Year</u>	<u>Remarks, to Include Place of Death</u>
Roberts, John	MYC	<u>46</u>	
Robinson, Barry	MSO	<u>61</u>	Helicopter crash in Alaska. <u>Year?</u>
Saltsman, David W.	MSO	<u>51</u> or 54?	Accidental gunshot wound near Eureka, MT on <u>Oct. 26, 1954. Buried at Canton, OH.</u>
Sanders, Frank C.	MSO	<u>63</u>	<u>Crash of his aircraft while on takeoff at Deer Lodge, MT airport in 1987. His passenger also died.</u>
Sayler, Kenneth N. (Name was misspelled.)	MYC	<u>53</u>	Crash of a Twin Beech out of Norton Creek <u>50 miles W of McCall 7/9/65. He was acting as a spotter. The pilot also died.</u>
Schas, David A. (Name was Misspelled.)	MYC	<u>47</u> or <u>48?</u>	Crash of Twin Otter he was piloting near John Day, OR. He was the lone occupant. <u>Survived a crash of a TBM retardant ship several years before that.</u>
Sisler, Ken	NCSB	<u>57</u>	<u>Awarded the Medal of Honor in the Republic of Vietnam on 2/7/67 as a member of the 5th Special Forces Group (Airborne). Died from wounds at a later date and different battle.</u>
Stevenson, Willard "Willie" (Name was misspelled.)	MYC	<u>47</u>	Thrown from a horse. <u>Year and location?</u>
Streich, Eldon	MSO	<u>63</u>	Mandeville, LA? <u>Date?</u>
Swift, Mick	CJ	<u>54</u>	<u>From a massive heart attack at Cave Junction, OR 10/5/93.</u>
Thol, Henry	MSO	<u>49</u>	Mann Gulch Fire 8/5/49.
Thompson, Newton	MSO	<u>49</u>	Mann Gulch Fire 8/5/49.
Tweedy, Frank (Idaho City)	MYC	<u>50</u>	<u>From a free-fall accident at Floating Feather Airport out of Boise. '56 or '57?</u>
Weisenback, Edward J.	RAC	<u>64</u>	<u>Shot down in a C-123 aircraft over N Laos in 1971 or 1972. Ed, the plane and crew members were never found.</u>

Before listing an additional 54 names that were not shown in the 4th newsletter, we would like to mention several comments Dayton Grover, MSO 55, made in his letter addressed to the National Smokejumper Association, dated 8/25/94:

"I think Billy Hester (shot down over Laos in 1966 or 1967 while in a civilian role) trained in 1958. In 1962 I roomed with him downtown (Missoula) near the University in those old barrack-type apartments. Billy was one of a kind, truly one of those great characters who passed through Missoula and went to S.E. Asia.

"I hope someday the story is told about the jumpers who went over there either as civilians or members of the military.

"If the average person could read the Obituary listing from this issue (4th newsletter) he or she would realize why we have these feelings that jumpers seem to have about life, risks and comradeship."

Dayton, we certainly echo those feelings. The additional names in the new listing which follows will also speak to your feelings, which were so very well expressed. Jumpers, past and present, are truly unique individuals. (Dayton currently resides at Edina, Missouri.)

OBITUARY CONTINUED-NEW LISTING

We were saddened to hear that Kirk Samsel (MSO 60) had died in the crash of his Piper Cub that he was piloting on Friday, Sept. 9, along with his nephew John Libcomb. The crash took place northwest of Noxon, Montana in mountainous terrain. Kirk, along with Dick Tracy, was mentioned in the 4th newsletter. They had parachuted in to rescue a downed pilot in New Mexico, and saved his life. Kirk had worked and lived in Australia and other Far Eastern areas, Alaska, and at Marana, Arizona out of Tucson. He and his wife were living near Polson, Montana in the retirement home that they had built. Kirk's two brothers, Hal (MSO 49) and Bill (MSO 61), both served for a considerable period of time as jumpers.

Friday, July 29, a Lockheed P2V Neptune reatardant bomber crashed 5 air miles north of the Nine Mile Ranger Station--west of Missoula. This was tanker 04. While both pilots got out of the ship after the crash, they died before rescuers could reach the scene. The area was heavily engulfed in flames. Randy Lynn was found 100 yards away down in a gulley and Bob Kelly was located between the right side of the fuselage and right engine. Randy was from Missoula and Bob's home was at Alamogordo, New Mexico.

On Saturday, August 13 eighty-five miles northeast of Los Angeles, Lockheed C-130 aerial tanker 82 suffered an explosion, which blew the right wing away, while on the way to a fire in Kern County, in the Angeles National Forest. All 3 crew members died in the crash. The pilot was Robert L. Buc of Lolo--10 miles south of Missoula. He was a retired US Navy pilot. The other 2 crew members were Joe Johnson of Hemet, California and Ft. Lauderdale, Florida, and Shawn Zerenba of Hemet.

SECTION "B"

<u>Name</u>	<u>Base</u>	<u>1st Year</u>	<u>Remarks, to Include Place of Death</u>
Barclay, Stanley S.	MSO	51?	Hang glider accident in Eastern Washington.
Bennett, Michael P.	RDD	85?	Colorado or Utah, Spring of 1994.
Blackerby, Alva W.			Nez Perce Forest Supervisor, 1957-59. He and 2 smokejumpers died as a result of the crash of a Tri-motor at Moose Creek 8/4/59. The jumpers listed in the 4th newsletter were Gary Williams and John Rolf. Jumper Roland Stoleson and pilot Bob Culver survived.
Bowler, Merle T. "Abe"			Former Johnson Flying Service pilot and also independent contractor. 7/9/62 at Lewiston, Idaho. He also once owned Tri-motors.
Butterfield, Larry	RDD	65	? ?
Carlman, Robert	NCSB	57	Crash of a Twin Beech out of Winthrop in the North Cascades. The pilot also died, as did smokejumpers, Gerald Helmer and Keith Hendrickson. Carlman was a former jumper who was the Winthrop district's timber sale officer--he was riding in the copilot's seat. The date was Monday, June 20, 1958.
Carter, Vic	MSO	?	? ?
Conklin, Richard	MSO	50?	Heart attack early 80's in Kalispell area.
Cavanaugh, Robert			Contract pilot who died in the crash of his Twin Beech in the North Cascades area 6/20/58 while dropping jumpers. The crash took place along the crest of Eight-Mile Ridge.
Cowan, John L. Jr.	NCSB	?	Became a Cave Jct pilot for jumpers, and Regional Air Officer in the 70's. Retired in 1980. Deceased 5/28/93, Gresham, OR.
Crain, Walter E "Bud"	MSO	42	Was working as a Missoula City Fireman. Died 12/30/51 when a brick wall fell on him and 2 others while fighting a fire.



<u>Name</u>	<u>Base</u>	<u>1st</u> <u>Year</u>	<u>Remarks, to Include Place of Death</u>
Deffenbach, Charles	MSO	56	Shot down over northern Laos 7/23/62 in a Helio Courier. Survived the crash and started walking down a trail and died alongside it.
Engstrom, Charles	RDD	?	? ?
Ferris, Cal	RDD	?	? ?
Field, Robin	MSO	63	Colorado. Cause and date?
Fielding, Earl	RDD	65	? ?
Goodman, Don			Independent air tanker operator. Died in crash of his B-26 after a retardant run near Grand Junction, Colorado. Friday, July 16, 1976. Operated out of Missoula.
Gray, Darrell	MSO	43	? ?
Hackman, Harold	MSO	46	? ?
Hackmeister, Marvin "Whitey"			Pilot of a Forest Service DC-3 from Grangeville, Idaho to Moose Creek in the Nez Perce. One engine caught fire and fell from the plane and the other malfunctioned. Attempted landing in the Selway River. Ten of twelve onboard died. 6/11/79.
Harrington, Bob	NCSB	83	Traffic accident while on a fire assignment. NY or NJ.
Higgins, John	MSO	47	? ?
Hupert, Lloyd C.	MSO	43	? ?
Johnson, Clifford R.	MSO	70	Drowned in a river near Missoula 12/71.
Knapp, Byron E.			Johnson Flying Service pilot flying out of McCall. Crash of Twin Beech in the Norton Creek area 50 miles east of McCall. Smokejumper-spotter Ken Saylor of Boise also died. 7/9/65.
Leader, Steve	RDD	?	? ?
LeRoux, Jerome G.			Black Hills Aviation pilot who died in crash of B-17G retardant tanker #10 8 miles south of Superior, Montana 7/21/79. From Corvallis, Montana.
MacGregor, Bob	RDD?	?	? ?
Murray, Arthur			A former B-26 retardant pilot and also jumper pilot out of Medford, Oregon for Rosenbaum Aviation--jumper pilot out of Cave Junction. Heart attack while jogging.
Masters, Robert B.			Black Hills Aviation pilot who died in crash of B-17G retardant tanker #10 8 miles south of Superior, Montana 7/21/79. From Prescott, Arizona.
Neilsen, Arid	MSO	42	? ?
Newton, Gideon "Gid"	AK	61?	Died in crash of a Curtiss Commando C-46 transport in NW Laos summer of 1963. Ship flown by Jerry Prudhomme hit a ridge hidden in clouds, about 20' from the top. Body found with D-ring clutched in his hand. He was trying.
Nielsen, Dick	NCSB	61	? ?
Osborne, Nathan	MSO	46	? ?
Parker, Dennis	MSO	67	Died from leukemia in the 1970's.
Regennitter, Tom J.	RDD	69?	From a broken neck when static line caught beneath his neck on exit from aircraft.
Repetto, Keith	RAC	83	Mountain climbing accident on Mt. Jefferson, OR. 1984.
Ruth, Grant	RDD	?	? ?
Schlegel, John	RDD	?	? ?
Shaffer, Brian	RDD	57?	From plane crash at Happy Camp, CA. 1990-1991?
Schenck, Ray B.	MSO	56	Bigfork, Montana 6/94.
Slingerland, John B.			Copilot of Forest Service DC-3 on flight from Grangeville, Idaho to Moose Creek in Nez Perce Forest. Plane crashed in Selway River 6/11/79.
Smith, Tommy	CJ	?	He & 3 others jumped to prepare a helispot. Crossing the Illinois River in Oregon he drowned.
Sweden, Dale	MSO	?	Injured on fire jump late 50's. Helena N.F. Neck broken on landing. Paralyzed. Died several years later.
Swenson, E. Boyd	MSO	48	Coos Bay, Oregon late 1992.
White, John K.	MSO	61	Car accident out of Pontiac, Illinois in 1962.
Wirchowsky, Leo	RDD	67	Redding, California Spring of 1992.
Elgin, Ray			Pilot of a B-17G tanker that had been modified as a turboprop. Crashed 8/18/70 in the Shoshone National Forest of Wyoming. Ray was co-owner of the operation with his brother John.
Bastian, John			Copilot of the B-17G tanker that went down in the Shoshone National Forest of Wyoming on 8/18/70. NOTE: The Forest Service designation for that tanker was A-34. John was the pilot of a B-17G that crashed after taking off at Kalispell, Montana. He and the copilot survived.

CHARLES J. VIVIANO (MSO 53)

Chuck is a retired fire department captain from one of the units in the Los Angeles area. He currently lives with his wife at Cypress, CA. He was a member of the 82d Airborne Division before joining the smokejumpers. (In the 82d he served in the same rifle company that Demmons was with several years later.) Before being assigned to the 82d at Fort Bragg, NC, Chuck went through paratroop training at Fort Benning, GA. He had several interesting jump experiences while there, and one is related here: "During my 2d training jump I landed on another trooper's chute. They had told us to exit the aircraft (C-46's) in a hurry and I did just that. After exiting the C-46 I checked my chute and at that time I felt my feet contact the chute of a fellow below me. It was alarming to see my chute collapsing while my feet were on that spongy canopy. Since we usually jumped from 1,200', I was at about 1,000' when the incident took place I grabbed a handful of slack suspension lines and bounded across that trooper's chute as fast as I could, making sure that I did not step into the apex hole at the top. I jumped clear, released my lines and my chute inflated. I landed without any further problems. I had read before, that the 2d jumps are more eventful because jumpers know what is going on, and what might be expected. My 2d jump was certainly more memorable for me!" (Landing on the tops of other canopies during mass paratrooper jumps is not uncommon.)

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MIKE E. MALONE (MSO 53)

On Monday, August 13, 1956, a lone Travel Air of the Johnson Flying Service was heading for an emergency airstrip at Elk City, Idaho. Mike Malone, smokejumper-spotter was onboard. Two jumpers had been dropped on a fire in the Nez Perce Forest a short time before. Frank W. Small, veteran pilot, was at the controls. Frank had suddenly become ill and called Forest Service officials over the radio at 1:40 P.M., saying he was going to land. He told Mike to keep his parachute on and be ready to jump if anything happened to him. The ship had been heading back to Grangeville after the completion of the drop. The Elk City strip finally came into view. Up in the cockpit Frank was fighting to remain conscious, sweat pouring down his face. The wheels touched and the Travel Air came to a stop. Frank stepped out of the ship, and collapsed. He died before a doctor could arrive at Elk City at about 2:30 P.M. Mike certainly had a very close call on that flight. Mike and his wife now live at Meridian, Idaho.

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TONY PERCIVAL (NCSB 54)

Tony has sent us stories he has written about his days as a jumper and we hope that he will publish them one of these days. His Chapter 18 has the title "Personalities/Characters," During the 1st several years of Tony's career at Winthrop, Wally Tower was the pilot, flying a Noorduyn Norseman for the jumpers. The jumpers regarded him as part of the crew, an individual with a terrific sense of humor. One story Tony tells about Wally goes like this: "Wally always flew the Noorduyn on trim and it doesn't take the jumpers long to figure out another way of picking on him. On one of our trips to N.E. Oregon, we discovered how he used the trim tabs. The 6 of us, one at a time over a period of a half hour or so, would move slowly to the rear of the cabin. We'd watch Wally's hand automatically move down and roll in a little bit more nose down trim. After awhile, we'd all be as far back as we could get, and on 'GO,' would all jump to the front. The old Noorduyn would pitch forward, surprising the hell out of Wally. We'd laugh our hindends off and Wally would threaten us with all kinds of dire circumstances. Who cared, it was a wonderful 'GOTCHA'. We thought this was so cute we pulled this on him once on the way home also.

"On our way home, we'd gotten to about Moses Lake, Washington and were detouring around Larson Air Force Base. A good cribbage game was in progress in the back. THE GODDAMN ENGINE QUITTS and the plane noses towards the ground. Jumpers are ready to get out of the plane and everyone in back grabs for the reserves stacked nearby, (We were wearing our harnesses.) Dead silence, and all one can hear is the rush of the wind and the 'click', 'click', 'click' of harness snaps. And someone starts reaching for the emergency exit handle.

"Wally starts to laugh, switches tanks, and lets the big 6' prop windmill a few turns until the 600 horse Pratt and Whitney catches hold. He resets the power and we continue to cruise towards Winthrop. At that point Wally comments with something like, 'If you're going to screw around with the bear, you had better expect to get bit in the butt.'"

Tony and his wife live at Tucson, Arizona now and Wally Tower still works in aviation. This time out of Troutdale, Oregon, a short distance upriver on the Columbia from Portland. (At the same airport where Evergreen Aviation's Tri-motor is hangered.)

## TWIN BEECH DOWN IN EIGHT-MILE RIDGE COUNTRY

Bill Moody, former Base Commander at the NCSB at Winthrop, Washington sent us material relating to this article.

During the afternoon of Monday, June 20, 1958, a Twin Beech flying out of Intercity airport, where the NCSB base was located, between Twisp and Winthrop, was dropping supplies to fire fighters in the Eight-Mile Ridge country. At the controls was Robert Cavanaugh, who was filling in for Wally Tower, the regular pilot for the smokejumpers, who was flying missions on budworm control in Oregon.

A storm had passed through and lightning started one fire on the Eight-Mile ridge. The Twin Beech had dropped 2 jumpers originally, and then 2 more parachuted in. The Beech came back over and dropped food and was making a second supply drop when the ship was caught in erratic winds. The plane first hit a large ponderosa pine tree about 40' up, and then 2 smaller trees. There was a violent explosion as the Beech slammed into the ground. One wing came to rest, upright, against a tree. The other one was torn to pieces. The fuselage was a twisted hulk. One engine was near the crash site, while the 2d one had torn itself loose from a wing and came to rest about 30' down the hillside. In addition to the pilot, Robert Cavanaugh, three others died: Alonzo Keith Hendrickson, a squad leader with some 11 years of experience (NCSB 47) from Omak and originally a native of Havannah, Kansas, Gerald Helmer, (NCSB 53) from Sweet Home, Oregon, and Robert A. Carlman (NCSB 57) a former jumper, but at the time the Winthrop district's timber sales officer, were killed instantly as their "world exploded around them." The ship was a Beechcraft C-45, similar to others of that type being use at the time by a number of different jumper bases. Some were AT-11's, produced during WW II as bombing and navigation trainers. These were the first jumpers to die in the line of duty from the NCSB base. About 7 years later, another Twin Beech, an AT-11, would crash out of the McCall base with loss of life. That is the subject of the following article.

## NORTON RIDGE DISASTER

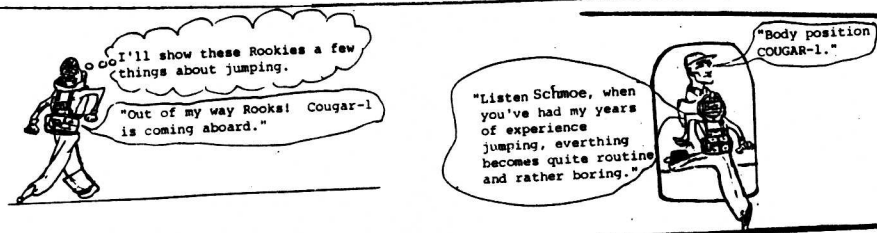
Del Catlin (MYC47) and Harry Roberts (MSO 53) gave us the information relating to this article. Both Del and Harry currently live in the McCall area.

During Friday, July 9, 1965, a Twin Beech, an AT-11, belonging to the Johnson Flying Service of Missoula and under contract to the United States Forest Service, was engaged in dropping jumpers on a small fire in the Norton Creek area about 50 miles west of McCall. The plane was stationed at McCall and the pilot was Byron E. Knapp, a former military pilot who was new to Forest Service flying and Idaho's rugged terrain.

The AT-11 had dropped 4 jumpers from McCall near the Flying B Ranch, not far from the Middle Fork of the Salmon River. There were high winds in the area. In addition to the pilot, Byron Knapp, Ken Sayler (MYC 56) was onboard. He was the smokejumper-spotter and a veteran with more than 100 jumps to his credit. He was a football and wrestling coach and industrial arts teacher at Fairmont Junior High School in Boise, and had worked for 12 seasons as a jumper

Ken and Knapp had made one cargo drop and the AT-11 swung in for a second pass. The Twin Beech bounced and twisted in the turbulent air as it circled in a pocket. Suddenly, a downdraft hit the ship and it crashed on Norton Ridge, gouging a hole 4 feet deep and 12 feet long. The ship caught fire, which spread to surrounding brush. State Aeronautics Director Chet Moulton said later that he had never seen a metal plane as completely destroyed as the AT-11. He also said, "You take calculated risks and you get caught." The burning ship set off a forest fire which made it difficult for smokejumpers to reach the scene.

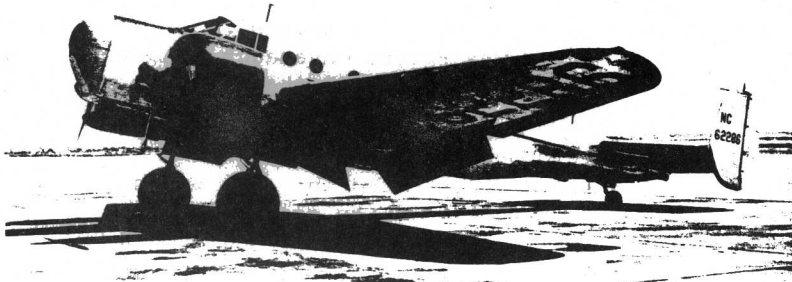
The following Sunday, July 11, the pilot, Byron Knapp, father of 4 boys, was buried near the Indian Creek Ranger Station on the Middle Fork of the Salmon River not far from the crash scene. Four smokejumpers helped act as pallbearers. Ken was the father of one youngster. He was buried at Boise on July 14.



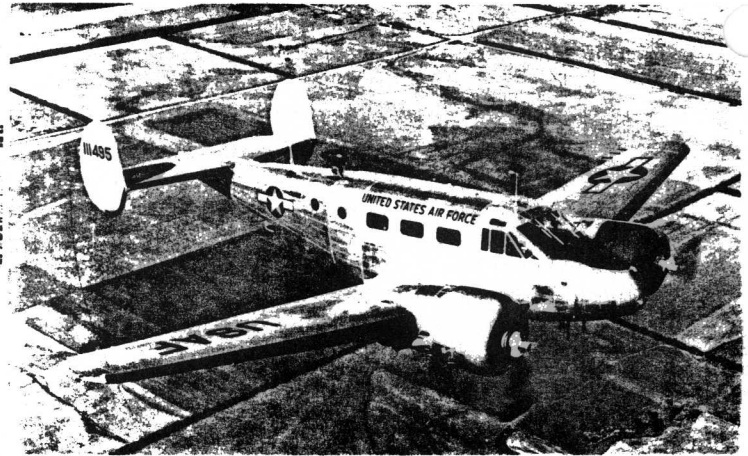
Cartoon prepared by Jack Demmons through use of cartoon figures from the Naval Aviation News magazine.

HELLLP!

FORMER SMOKEJUMPER TWIN-BEECH TYPES



AT-11



C-45

AT-11

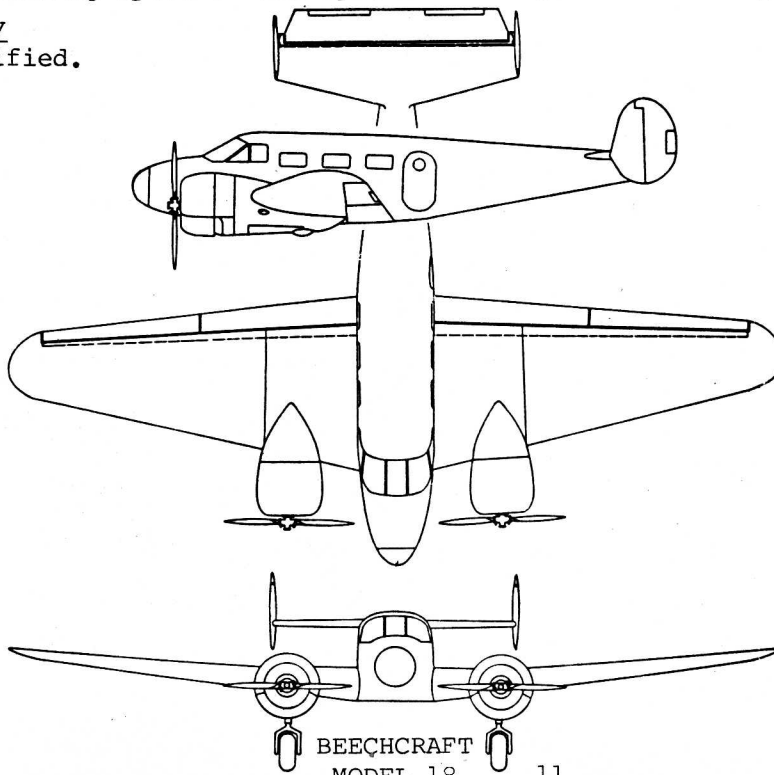
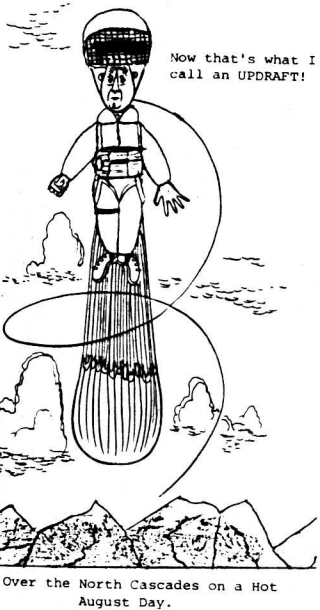
The Beechcraft D-18-S came out in 1939. From this ship the AT-11's and C-45's evolved, along with other types for service during WW II. While the D-18-S carried 7-10 passengers, the AT-11, designed as a bombing, navigational and gunnery trainer, had a crew of 4. It had two Pratt & Whitney "Wasp Junior" engines with 450 hp each. It was an all-metal plane, and 1st appeared in 1941. The Army Air Force called it the "Kansan." The Beechcraft Company of Wichita, Kansas produced 1,582 AT-11's during the war. After the war many were used by corporate owners and a good number were re-manufactured as C-45G and H transports.

C-45

This was a military transport ordered by the Army Air Force between 1943 and 1944, to include models A through F. After the war a number of AT-11's and C-45's were rebuilt as C-45-F's and H's. The types that were used by the U.S. Forest Service were basically WW II military types that had been declared surplus. Their engines were similar to those on the AT-11's, and had a cruising speed of 211 mph. Maximum speed was 230 mph.

Cartoon from Military Airlift Command--Modified.

Cartoon from U.S. Air Airman magazine--Modified



"If your 'chute opens, you can't complain. And if it doesn't, you can't complain. Get it?"

TRI-MOTOR CRASH AND DEATH - AUGUST 4, 1959

During Tuesday, August 4, 1959--exactly 10 years (minus one day) after the Mann Gulch Fire of 8/5/49, tragedy again hit the smokejumpers. A Johnson Flying Service Tri-motor was on approach to the Moose Creek Ranger Station strip along the Selway River in the Nez Perce Forest. At the controls was Bob Culver. In the co-pilot's seat was Nez Perce Forest Supervisor Alva W. Blackerby. In back were smokejumpers Roland Stoleson (MSO 56), Gary Williams (MSO 56) and John Rolf (MSO 57). The men had boarded the Tri-motor, N 8419 at Grangeville, a Missoula jumper subbase.

Roland was a Region 1 Foreman & was to drop the other 2 jumpers on a fire after they had landed at Moose Creek to check on the location of the fire to the southeast of the ranger station. The Tri-motor had supplies that were to be delivered at the station also.

A tricky wind prevented the ship from landing on the first attempt. Culver took the Ford up and around for a second try. This time the plane landed, but was shoved ahead by the wind at the end of the strip. Roland mentions: "After touchdown, Bob yelled back to us that we were going to hit. He tried to groundloop the Tri-motor. After hitting the trees, there was momentary silence. I thought we had made it. I was sitting on the floor, facing aft, immediately adjacent to the door with my back against a chainsaw box. John Rolf was seated to my right. Gary Williams was in the center of the fuselage toward the cockpit and Blackerby (Forest Supervisor) was in the co-pilot's (right side) seat. As I turned my head toward the cockpit, a blast of flame blew back through the fuselage at which time I dove out through the open door. I had to crawl through the burning limbs of a pine tree (evidently knocked down in the crash) to get away from the aircraft. Culver came running from the front of the aircraft. We were both burned and he looked pretty bad. I had him lay down and prop his legs up on a fence. I left him and headed back toward the plane. I ended up on a bed in the Ranger Station. I don't recall how I got there. I never saw the others as I was in a separate room.

"A doctor was flown in from Grangeville. Hugh Fowler (MSO 47) who was a jumper foreman with substantial medical experience from his stint with the Air Force, was flown in from Missoula on a Travel Air piloted by Dean Logan. They threw a mattress on the floor of the aircraft and flew me out to Grangeville that afternoon. Also at Moose Creek that day were Rod Snider, a helicopter pilot for Johnson and Tom McGrath, an ex-jumper who was working there as a dispatcher. Fred Brauer (former Missoula base commander) came down and visited me in the hospital (I believe that same evening). Culver was taken to a hospital in Missoula where my wife and I visited him some days later. As I recall--from talking with Bob--both he and Blackerby exited the cockpit through the sliding side windows, which was a difficult feat considering the small size of the windows.

"As you know, Williams died on site. Rolf passed away later that day in the hospital in Grangeville and Blackerby passed away several days later from what I understand to be an allergic reaction to some of the antibiotics used in his treatment. (I don't know that to be fact.)

"I attribute my survival to being seated right next to the door, a position I occupied for the first time that summer. As Foreman, I always rode in the right seat on take-offs and landings. The Forest Supervisor was given that position on this flight so he could better observe. Fate-----?"

Roland's above comments were written in a letter to Jack Demmons. They are not intended to represent the Forest Service. He was speaking for himself. Roland mentioned that Tom McGrath (MSO 57) had been an eyewitness and asked if I would have him read the letter he had sent to me. Tom confirmed what was written, and said it told the whole story. (Tom was at Missoula this summer helping out at both the loft and warehouse at the height of the fire season. A great fellow and in another newsletter we will have comments to make about Tom "Shoebox" McGrath, currently a Texas resident but staying in the Missoula area for awhile this year. He has been a college professor in the sovereign state of Texas.

Bob Culver passed away some years ago in the Flathead Valley north of Missoula. Roland still works for the Forest Service--out of Ogden, Utah. Rod Snider is retired and lives in Boise. (In addition to being both a fixed wing and rotary wing aircraft pilot, he first jumped out of NCSB in 1951.) Fred Brauer is retired and he and his wife live in Missoula. Dean Logan is also retired and resides at Lewiston, Idaho with his wife.

A memorial to the crash victims, to include those lost on the DC-3 in the Selway River on 6/11/79, was established in front of the Moose Creek Ranger Station and commemorated on 9/8/89. Fred Brauer was very instrumental in getting the memorial built. He and Roland Stoleson were among those who flew in for the services that September.

## RESCUE MISSION IN THE SOUTH FORK PRIMITIVE AREA

Researched by Jack Demmons

During Wed. and Thurs., Sept. 17 & 18, 1941, there was high drama in the South Fork Primitive Area of Montana. (That area is now part of the Bob Marshall Wilderness Area.) Two Travel Airs of the Johnson Flying Service, based out of Missoula, were standing by at the Big Prairie Ranger Station's landing strip. A rescue mission was in progress.

A call had been received in Missoula on the 17th, stating that a woman in a hunting party had been shot by another hunter--from a different party. (The call erroneously stated that the victim was at the ranger station. She was actually about 20 miles away.) Veteran pilot Bob Johnson took off from Missoula's Hale Field at 6:00 P.M. with Dr. Leo P. Martin and nurse Cathryn Ward. (The Big Prairie strip was about 75 miles northeast of Missoula.) Dr. Martin had trained at Missoula under Frank Derry and had also taken some training in parachuting at Moose Creek in the Nez Perce National Forest. He was not a smokejumper, but had taken parachute training on his own so as to be jump-qualified for rescue operations. (Medical journals in the United States referred to him as the only "Jump Doctor" in the nation at that time.) He was a native of Coram, Montana.

Upon landing, they found that the injured woman, Barbara Streit of Missoula, had been shot about 20 miles from the ranger station, in the Young's Creek region. She had been shot at a distance of 50 yards by a 180 grain soft-nosed, hollow point bullet, fired from a .30.06 rifle. The bullet had gone through both knees. Miss Streit had been preparing to enter Montana University upon her return from the hunting trip. She would have been a senior. The report received at the station said she was in critical condition, suffering from loss of blood and was in shock, and that the hunting group was moving her down the trail. Dr. Martin, nurse Ward, and several employees of the ranger station took off in the darkness to try and meet them.

In the meantime, Bob Johnson contacted Hale Field and stated that smokejumpers were needed since the injured person was a long distance from the ranger station. A 60 mile round trip had to be taken to Nine Mile west of Missoula and back in order to secure parachutes and jump gear. Very early in the morning on the 18th Dick Johnson was airborne in another Travel Air, along with Barbara Streit's father, Norman C. Streit, and smokejumpers Karl Nussbacher, Roy Mattson, Bill Musgrove and Wag Dodge. It was raining in the South Fork area and conditions were such that it was impossible to drop the jumpers. They landed at Big Prairie and shortly headed up the trail also.

In the Young's Creek area members of her hunting party had slowed the loss of blood and applied splints to both legs. Miss Streit was placed on the rump of one of Tamarack Lodge's pack horses--Old Sylvia. With a man on either side steadying her--with legs held straight out in front--they started down the long trail. Dr. Martin and others in his group met them 18 miles from the Big Prairie station. Dr. Martin administered 1st aid and once again Miss Streit and the rescuers headed to the northwest. They had to stop at the Hahn Creek Guard Station since Barbara Streit had taken a turn for the worse. Dr. Martin gave her what was called in those days a "canned-blood transfusion." This was at 3:30 A.M. during the morning of the 18th. At 7:30 A.M. the group started out again. The going was slow along a slippery trail, and they had to cross the rain-swollen South Fork River. Dr. Martin said later that Miss Streit never once uttered a single cry.

The 4 smokejumpers and Norman Streit came across the party 7 miles from Big Prairie and gave assistance. Then, 3 miles from the airstrip they met a Forest Service mule-drawn, rubber-tired cart, to which she was transferred. Arriving at Big Prairie Barbara Streit was quickly placed in Bob Johnson's Travel Air. The nurse and her father also went along. The smokejumpers boarded Dick Johnson's ship and both groups took off in the face of a cross-wind, with Dick's ship acting as escort along the route to Missoula. At Hale Field she was taken in an ambulance to a local hospital where doctors removed about 200 pieces of bullet fragments from both knees. She recovered and lives in Missoula today.

The Great Falls Tribune on the 19th commented: "The saga of a fearless girl, an intrepid doctor, dauntless airmen, and sweating rescue workers ended at Missoula's municipal airport this afternoon...Thus ended a 95 mile trip (20 by trail and 75 by air)..."

Among the jumpers, Wag Dodge survived the Mann Gulch Fire of 1949, and passed away in 1955. We do not know the whereabouts of Karl "Bear Wrestler" Nussbacher (He later changed his name to Glades.), Roy Mattson or Bill Musgrove. Dr. Martin joined the Army Air Corps in 1942 and became head flight surgeon for the base at Walla Walla, Washington. He was a captain and taking flight instructions. He and his instructor pilot were shooting practice landings. Dr. Martin's wife--along with her parents--was watching. Suddenly the cabin trainer hit a power line, exploded, and crashed in flames. Both pilots died. Dr. Leo Martin was later buried at Missoula. Dick Johnson died in March 1945 in the crash of the Johnson Flying Service Travel Air he was piloting south of Jackson, Wyoming while taking part in a game survey. Bob Johnson passed away in December 1980.

It has now been 53 years since that rescue out of Big Prairie. The Young's Creek area is still a primitive region and the Big Prairie airstrip has been closed for a long time to civilian aviation. The roar of Travel Air engines over the South Fork Primitive Area has been stilled forever.

CONTINUATION OF RUSSIAN SMOKEJUMPERS

The following is more material about Russian smokejumpers that Deanne Shulman wrote about after her trip to Russian jumper bases in 1993. (Deanne was the first female smokejumper in the history of the United States.) There will be more about the Russian jumpers in the 6th letter.

Prior to parachuting, the pulse of each jumper is taken and must be below 84 beats per minute. Their breath is smelled for any evidence of recent alcohol consumption.

The minimum number of jumpers deployed on one fire is six, or one AN-2 planeload. (The AN-2 was designed by Oleg Antonov and it first flew in 1947, with more than 2,000 being built through the years. It is a large bi-plane with a 1,000 hp ASH-62IR engine and a 4-blade prop. Cruising speed is 124 mph and with flaps down it can land at 40 mph, depending on altitude density. The top wing span is 59' 7½" and the bottom one 46' 8½". Height is 13' 7½".)

Jump height is generally 2,400 feet above ground level for round parachutes and 3,000 feet for square chutes. Standard exit speed is 100 mph from the AN-2.

There is a smokejumper union that provides for sick and injured jumpers. Labor relations are carefully spelled out in a manual that provides disciplinary penalty guidelines for performance and conduct problems. There are no clear work rest cycles during a busy fire season and smokejumpers may work months with no days off. During the winter months smokejumpers do other work. There is no temporary or seasonal employment status in the Aerial Fire Service--all employees are full time. Currently, there are no women smokejumpers. Deanne was told that there are union regulations prohibiting women from fighting fire and was also told during a different conversation that there is a law prohibiting women from fighting fire.

On the large fires, fireline explosives (FLE) are used to construct a line from which to burn. After the explosives are detonated, the line is cleaned up with shovels prior to burning. FLE has been used effectively in Russia for the past 20 years. Using FLE, 6 to 10 miles of fireline can be constructed in one day.

As mentioned above, there will be more about Russian jumpers in the 6th newsletter.

FROM CHUCK PICKARD IN FLORIDA (MSO 48)

In a recent letter from Chuck, he tells of a story, that he gives the title "Speaking of Max Allen". (Max first jumped out of Missoula in '49, and then out of McCall later. Max currently lives in Tucson

"It was a small fire, somewhere out there south of Missoula, that Max, someone else and myself jumped on in 1949. I tried desperately to avoid a hangup, but to no avail. Oh Lord, I must have been 50' off the ground when I made my letdown. That red and white chute was snagged on the side of that huge Ponderosa pine. Well, we put that fire out within 2 to 3 hours and then it came time to pack up. I had snuck back up to the clearing to check out my problem. That tree was 4' in diameter at the base and there hung that red chute like a flaming torch. I tried with my spurs, a rope and a prayer. Each time I slid or fell back down. This squad leader really had a problem. Then, along came Max with a dirty grin on his face, and both of his hands in his pockets. I can hear him now: 'What's the matter? Can't get your chute down?' That rotten devil toyed with me back and forth for 10 minutes, circling the tree, looking up and laughing. I gave in and promised him some free beers if he'd get that chute down. Max Allen could climb anything. I think he had some monkey in him. He whipped a rope around that tree and had my chute down in 5 minutes, much to my relief! Max, if you are out there somewhere, I would have bought 2 cases of beer for that retrieval!!!!!"

Yes, many of us remember Max. A tremendous sense of humor and an instigator. He could really stir up new jumpers. A tremendous fellow who went on to other positions in life, to include adventures in the Far East. We talk to him every so often at his home in Tucson.

Demmons remembers Chuck very well. "He had a big black Buick convertible with a straight-8 engine. I always thought he should have had a silk scarf around his neck as he blasted off in that Buick," Demmons commented. Chuck had served with the Marines in the South Pacific during WW II. After his jumper days he became a police detective and was involved in some extremely interesting and dangerous assignments. Now he is retired. He and his wife spend winter months at Vero Beach, Florida and summers at Grand Rapids, Minnesota. We talked to him recently just prior to his departure for the warmth of Florida.

We will have a story about Tri-motor NC7861 and the loss of its number 3 engine (tore loose from the aircraft) near Elk City, Idaho some years ago, in the 6th newsletter. Ted Nyquist was the squad leader and rode the aircraft down along with the pilot, Frank Borgeson.

There will also be more information about the National Forest Service Museum and the Museum of Mountain Flying.

FATALITY IN ALASKA

John Harper interviewed Ron Lund (AKA 64) at the Alaska base out of Fairbanks in 1984 and a written transcript of that conversation is on file at the University of Montana archives.

Among other interesting topics, Ron talked about the Death of Arden Davis during the 1966 season. Davis had started smokejumping the same year Ron did in 1964. Davis had finished his master's degree in forestry at the University of Montana and did not return to Alaska in '65, but took a job with Weyerhaeuser in Washington state instead. Davis did return to Alaska as a jumper in 1966.

A practice jump took place near the University of Alaska where there were some trees. It was a timber jump. Davis was in one of the 1st sticks out that day, and the trees where they landed were 75 to 80 foot white spruce trees. John Stewart was on the ground and was to check all jumpers after they landed to make certain they were OK. Stewart shouted, "Are you OK Arden"? Arden responded, "Sure I'm OK. I'm just starting to leave my letdown". There had been a full DC-3 load of jumpers and John went about checking on each one. The jumpers all gathered at the jump spot and then they realized that Davis was missing.

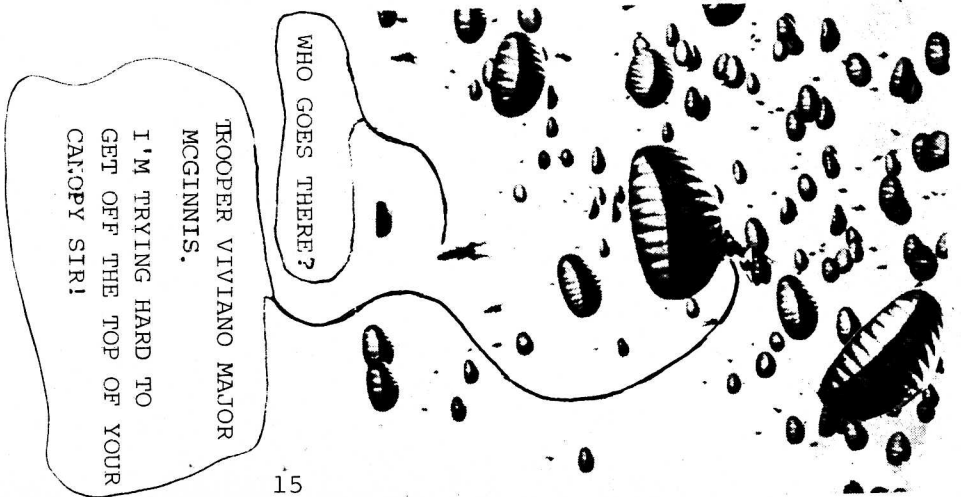
Upon checking back, the jumpers found Davis was dead. He was hanging from a tree and his feet were only several feet from the ground. He had been hanging there about 45 minutes. Several suspension lines were underneath his collar. He had removed his emergency chute and dropped it to the ground. His knife was of course attached to it. Davis had not tried to make a harness letdown. Since he was close to the ground he probably figured that if he reached up and popped the capewells he would fall free. He apparently did not realize that several suspension lines were under his neck. Davis had strangled to death.

Ron mentions that after that accident there was a changed attitude about training. Much more stringent training techniques concerning letdown procedures were put into effect. For example, part of the training involved looking for suspension lines. Jumpers were to take their gloves off and raise their masks, and then check to make certain suspension lines weren't around their collars. During all of the years of smokejumping within the United States, Davis' death by strangulation on letdown is the only one of that type that has occurred.

Ron also commented on the accident Gene Hobbs (MYC 61) had in 1973. A DC-3 was on a fire run out of McGrath and Gene was wearing the usual ~~spotter~~ backpack. Gene was having some trouble letting the pilot know where the jump spot was. He had gone up to the cockpit to talk to the pilot and upon returning to the cabin was going to drop some more streamers. Gene turned around and was facing in the opposite direction of the door. As he stooped down to pick up some streamers the pins pulled loose from the pilot chute and it went out the door. The main chute then opened and virtually pulled Gene through the door. His body essentially bent around the door and he received a broken neck and one leg was badly broken. A jumper from Winthrop who was a qualified EMT was going to jump in after Gene, but they felt that with the badly damaged door there might be problems with the static cable and line. They radioed to McGrath and a helicopter was standing by and got out to Gene very quickly. He could have been killed in that incident. (Where is Ron Lund residing today?)

After that episode several harnesses were experimented with for the spotters. In the end, Alaska jumpers came up with a harness that was something like a conventional parachute harness, with leg straps and chest strap. A chestpack was stowed near the back of the aircraft and in the event of an emergency, such as a mid-air collision or in-flight fire, the spotter would grab the chestpack and snap it to his harness and quickly exit the ship. It should be mentioned that Gordy Henson (MSO 63) also worked on the problem. (Gordy's name is spelled with the "e" before the "o". A little humor there. You will have to ask Gordy about that--"e", "i" "o".)

(The story is on page 9.)





NOTE: Please return the questionnaire to the Association, ATTN: Membership Committee. Thanks.

1995 SMOKEJUMPER REUNION QUESTIONNAIRE

The planning for the 1995 reunion is underway and you have the opportunity to help us plan the event. We would like to get your ideas on activities you would like to see offered on July 7, 8, and 9th 1995.

Plan to attend \_\_\_\_\_ Yes \_\_\_\_\_ No

Number in your party \_\_\_\_\_

Number to attend Barbecue \_\_\_\_\_

Number to attend Banquet \_\_\_\_\_

Number to attend Brunch/Memorial Service \_\_\_\_\_

I am a current member of National Smokejumper Association \_\_\_\_\_ Yes \_\_\_\_\_ No

Indicate your interest in any or all of the following activities:

Golf Tournament \_\_\_\_\_

Run or Walk 10K \_\_\_\_\_ 5K \_\_\_\_\_

Driving Tour- National Bison Range \_\_\_\_\_ Flathead Lake Area \_\_\_\_\_

Seeley Lake Area \_\_\_\_\_ Big Hole/Bitterroot Area \_\_\_\_\_

Other(indicate location of interest) \_\_\_\_\_

Raft Trip \_\_\_\_\_

Commemorative Belt Buckle \_\_\_\_\_

Other activities you would like included: (explain)

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

My real address is: (if different from that found on the front of the newsletter)

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Name \_\_\_\_\_

Will you need lodging? \_\_\_\_\_ Type lodging, if needed: \_\_\_\_\_

Number of nights and dates: \_\_\_\_\_

Cost range desired for housing: \_\_\_\_\_ (The membership committee is working on reserving blocks of rooms at local motels.)

Nametags will be available at the registrations tables on Friday, July 7th.

1995 SMOKEJUMPER REUNION QUESTIONNAIRE CONTINUED

We plan on having a prize for the oldest smokejumper present, and also the youngest, and the same applies to pilots.

Also, a prize for the one who traveled the farthest to the Reunion.

What other ideas might you have for prizes to be awarded? (They will be presented during the banquet on Saturday, July 8 at the University of Montana Ballroom.)

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Currently, we have T-shirts and caps on sale at Headquarters. The shirts come in sizes small, medium, large and extra large. One type has the word MEMBER on them and the other FRIEND. The Association symbol as shown on the front of this newsletter is the logo on each. Colors are grey or beige. The caps are white with the Association logo in front in black. Costs are \$10.00 each for shirts and caps.

If one wishes to order at this time, please include \$3.00 for shipping costs.

There will be other types of T-shirts and caps on hand and we will be working closely with the Jumper bases on items they will have available. A listing of what the bases wish to sell will be listed later in another newsletter.

Please indicate below items you might wish to see on sale besides T-shirts, caps and memorial belt buckles: Jump wings, mugs with jumper logos--plastic and/or glass, books, jackets, art prints--jumpers and aircraft of different types, etc.

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(What type aircraft on T-shirts?) \_\_\_\_\_.)

Would you like to sell items at the Reunion? If so, please specify activity and what you will need. (For example will a table and chair be needed?) \_\_\_\_\_

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What other questions, comments, etc.? \_\_\_\_\_

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1995 SMOKEJUMPER REUNION INFORMATION CONTINUED

1. The Reunion will begin at 1:00 P.M. of Friday, July 7 at the Missoula County Fairgrounds and continue there until midnight. There will be a barbeque and refreshments. Items to be sold will be on sale there. Also, services, such as knife-engraving.
2. Saturday morning at 10:00 A.M., the N.S.A. Board of Directors will meet at the university.
3. We have invited the Mountain Museum of Flying to take part in the Reunion and Stan Cohen of that organization is trying to line up an airshow for Saturday afternoon on the 8th. Evergreen Aviation's Tri-motor NC 9645 will definitely be there, with Penn Stohr Jr. as chief pilot.
4. There will be tours for relatives of jumpers Saturday to local and outlying areas. Also a bus for jumpers and relatives for a tour of the Region 1 Smokejumper Base.
5. The banquet will be held at the University of Montana Ballroom Saturday evening. (We do not have the starting time or costs at this date but that will be mentioned in the 6th letter.)
6. Sunday morning at 10:00 A.M. there will be a Memorial Service for those who will be able to stay. That location will be announced in the 6th newsletter.

NOTE: One does not have to be a member of the National Smokejumper Association to attend the Reunion. We will have a table at the entrances to the fairgrounds for the sale of memberships for those who would like to join at that time. (See page 2 for types of memberships and costs.) The Mountain Museum of Flying will be selling memberships too.

We are leaving the back of this sheet blank to accommodate the membership application blank shown below. Perhaps you know of someone who has not joined and would like to do so prior to the Reunion. (In our 4th newsletter the application blank had material on the back and one had to either mutilate that page of the letter or have a copy made on a reproduction machine.)

7. Again, we will have more information about the Reunion in the 6th newsletter. We most certainly invite your comments and suggestions concerning that event.
8. A final note: Updated copies of the Association's Master Roster will be on sale on Friday, July 7th. Cost to be mentioned in our next letter.

## National Smokejumper Association

MEMBERSHIP APPLICATION

Name \_\_\_\_\_  
Last First


Address \_\_\_\_\_  
Street

\_\_\_\_\_ City State

\_\_\_\_\_ Zip

\_\_\_\_\_ Year Trained Base

Membership category  
 Check one:  
 Smokejumper \_\_\_\_\_  
 Associate \_\_\_\_\_



Dues category

1 year \$15.00 \_\_\_\_\_  
 5 years \$60.00 \_\_\_\_\_  
 10 years \$100.00 \_\_\_\_\_

Make check payable  
 to: National  
 Smokejumper Assoc.

Return to:  
 Nat'l Smokejumper  
 Assoc.  
 1622 South Ave. West  
 Missoula, Montana  
 59801



A Training jump at Redding and high winds.



Jumper Pilot



Over the Snake River country on the way back to Redmond in a C-47 on a very hot summer's day and a 2 hour dry run.



Boise Squad Leader

Cartoons adapted from Military Airlift Command, USAF Aerospace Safety and USAF Airman magazines and modified by Jack Demmons.