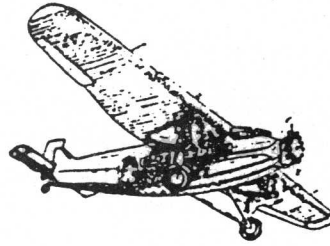




# National Smokejumper Association



1622 South Avenue West

Missoula, Montana 59801

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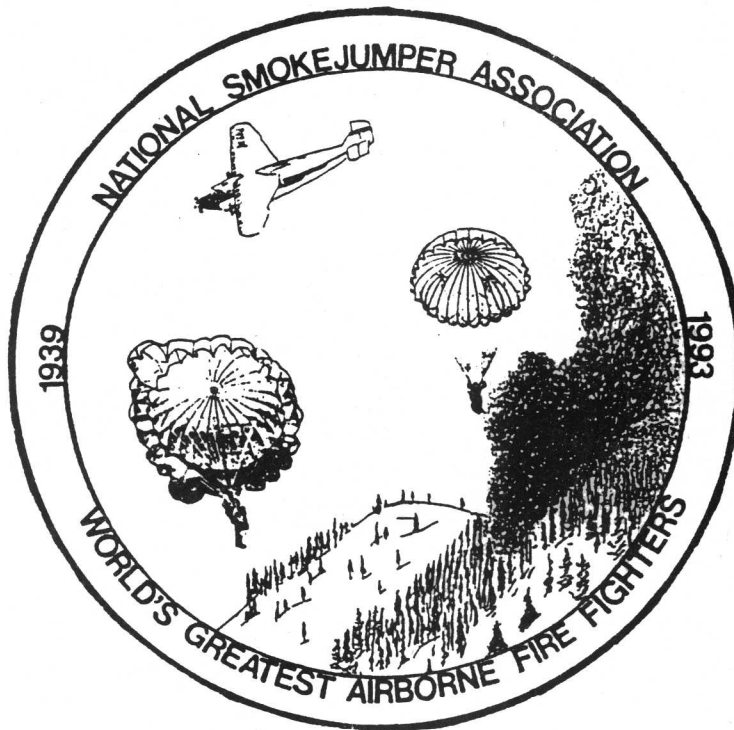
(406) 549-9938

Address Correction Requested

Volume 2

January, 1995

Edition 1



It is gratifying to see the response to our initial effort to establish a National Smokejumper Association. We currently have more than 850 members and more are joining each week. The Association was an idea long overdue.

The goal of the N.S.A. is to build the kind of comradship and spirit among present and former jumpers that prevailed and prevails, when a crew answered or answers a fire call. And not just among personnel at specific bases or during certain years, but among all bases, and from the very beginning of the operation, through to today. We want to bring old buddies together again either in person, by means of reunions, by mail or telephone. We want to share the history, adventures and accomplishments of those who have served, and are serving in one of the world's truly unique organizations.

Work is underway, planning for the Smokejumper Reunion set for July 7, 8 & 9 in Missoula this summer. A preliminary survey of attendance was sent out with the 5th newsletter. More details about lodging, activities and so on will be forthcoming as the reunion committees continue to refine their plans.

We are continuing to upgrade our list of present and former smokejumpers. Among other things, we recently mailed letters to 1,750 former jumpers who are eligible for membership, but for whom, in a number of cases, we have erroneous or incomplete addresses. We plan to publish again the names of those who join as members; moreover, we plan to publish the names of those whose letters were returned because of outdated addresses. We hope those reading this 6th newsletter will be able to furnish us with correct addresses. So, if you recognize an old buddy among the list of "the lost," write or call us and we will update our records and invite those individuals to join us.

When you receive a newsletter, note that your membership expiration date is on the mailing label. You should receive 4 newsletters each year. If you forget to renew, we will notify you by mail. It has been decided that members who are delinquent in dues will not receive further newsletters until they are once again current. We felt we had no choice in this matter.

On behalf of the Executive Committee and Board of Directors, I hope you have had a fine Christmas and will have good fortune in the coming year. Let's all work toward a National Smokejumper Association that we will be very proud of.

Sincerely,

*Earl E. Cooley*

Earl E. Cooley, President

National Smokejumper Association

# National Smokejumper Association

## MEMBERSHIP APPLICATION

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

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

City State

Zip

Year Trained Base



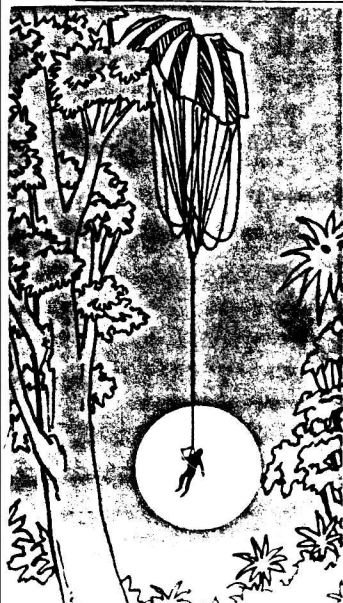
Membership category
Check one:
Smokejumper _____
Associate _____

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

Help Mike! I lost my letdown rope!  
(Boise Jumper drifted 5 miles in a high wind. It is now after midnight.)

Adapted from USAF Aerospace Safety, June '67



### DISTRIBUTION OF N.S.A. MEMBERS BY STATE AND AREA

- AZ-20; AK-33; AL-0; AR-2; CA-99; CO-16; CT-3; DC-1; DE-0; FL-10; GA-9; HI-0; ID-108; IL-6
- IN-8; IA-2; KS-7; KY-2; LA-0; ME-0; MD-3; MA-1; MI-6; MN-15; MS-0; MO-5; MT-182; NE-2; NV-7;
- NH-1; NJ-2; NM-19; NY-4; NC-12; ND-3; OH-11; OK-6; OR-67; PA-7; RI-0; SC-3; SD-1; TN-3; TX-15;
- UT-16; VT-1; VA-19; WA-92; WV-0; WI-8; WY-9; Alberta-2; British Columbia-2; Yukon Territory-1;
- Norway-1; Republic of Seychelles-1.

## MEMBERSHIPS

See top of page 6 for base designation explanations

This listing includes new members whose applications were received between Oct. 22, 1994 and Jan. 27, 1995. Applications received after Jan. 27th will be included in the 7th newsletter. If mistakes have been made in data shown below, please contact us as soon as possible and corrections will be made in our files. Expiration dates for memberships are shown on the address labels. We have 853 members as of Jan. 27th.

Name	Address	Base Year
Abbott, Bob	2947 E Parkview Circ Littleton, CO 80121	Assoc.
Ainsworth, John	706 N 47th AV Yakima, WA 98908	MSO 43
Anderson, George	PO Box 656 Ferndale, CA 95536	MSO 44
Archibald, Roger W.	4618 Spruce ST Philadelphia, PA 19139	RDD 84
Armstrong, Larry	1006 121st SE Bellevue, WA 98005	MSO 47
Aylsworth, Aaron	Thunderbird Campus Box 1047 15249 N 59th AV Glendale, AZ 85306	MSO 88
Badraun, Stephen "Steve" N.	928 N 4th ST Coeur d' Alene, ID 83814	MSO 66
Barker, Monte F.	5831 Greybull Hwy PO Box 1445 Cody, WY 82414	MSO 68
Bates, Scott "Master"	155 Armory RD Whitefish, MT 59937	MYC 69
Bay, Dr. Roger R.	6931 Mogollon DR Bozeman, MT 59715	MSO 52
Beagles, Philip "Phil"	2725 Moulton Butte, MT 59701	MSO 47
Beals, David "Skinny"	1845 NE 6th Redmond, WR 97756	MSO 45
Beck, Jim	805 Kern ST Missoula, MT 59801-3504	MSO 75
Berg, Clayton	PO Box 4845 Valley Nursery, Berg Landscape, Helena, MT 59604	MSO 52
Berg, Lewis "Lew"	7720 NW Eastside DR Parkville, MO 64152	MSO 44
Betty, Howard	423 Webb LN Twisp, WA 98856	NCSB 48
Boeck, Michael "Mike" D.	6691 Hwy 2 Sandpoint, ID 83864	IDCTY69
Brollier, C. Philip "Phil"	1105 Federal Way Boise, ID 83705	BIFC 71
Brondum, Mark	26969 Lofall RD Poulsbo, WA 98370	MYC 81
Brown, Raymond "Ray" F.	1036 W Boston Ridgecrest, CA 93255	RDD 74
Browne, James "Jim" F.	232 Rippling Waters Bigfork, MT 59911	MSO 49
Buhaly, Joseph "Joe"	1716 49th ST NE Tacoma, WA 94822	NCSB 47
Callum, David "Dave"	Box 2429 RR 2 Box 2429 Lake Dunmore #62 Brandon, VT 05733	MSO 61
Carlson, Wilmer	1286 Rocky Point RD Polson, MT 59860-9441	MSO 43
Chehock, Scott W.	2657 26th "A" ST Clarkston, WA 99403	MSO 82
Clarke, Conald "Bud" L.	18005 Hwy 93 N Missoula, MT 59802	MSO 64
Clawson, Tom	953 Gorman AV West St Paul, MN 55118	MSO 50
Compton, Leo	6506 Arlington DR Boise, ID 83709	MYC 47
Congleton, Walt	1725 Rockydale RD Cave Junction, OR 97523	CJ 68
Covey, Bill	265 Tetrault RD Kalispell, MT 59901	MSO 47
Cox, Roger	23295 Wapiti Huson, MT 59846	MSO 69
Coyle, James "Jim" E.	1971 E Falcon Hills Circle Sandy, UT 84092	MSO 71
Cramer, William "Bill" H.	651 Gold Vein RD Fairbanks, AK 99712	BOI 90
Cummings, Robert "Bob"	12634 NE Russell Portland, OR 97230-1851	CJ 48
Dalzell, Cliff	381 W Ridgeline DR Boise, ID 83702-6504	MSO 61
Davis, Berle	Mont State Center for the Aged 800 Casino Circ DR Lewiston, MT 59457	MSO 48
Deeds, Jimmie	11505 Mallard CT Missoula, MT 59802	MSO 64
Derry, Robert "Bob" L.	170 NW 23 RD East Wenatchee, WA 98802	MSO 43
Deward, Carl J.	3213 Meadowlark DR Lewiston, ID 83501	MSO 51
Difani, Philip "Phil"	6000 Apple RD Polson, MT 59860-9708	MSO 67
Diller, Kenneth "Ken"	2742 RD R Bluffton, OH 45817	MSO 43
Dinkle, Charles "Chuck"	RR 2 Box 145 Long Prairie, MN 56347 (Wife Linda jumped also)	MSO 80
Donnelley, Bob	2324 Poleline RD E Twin Falls, ID 83301	MSO 52
Duel, Thad	PO Box 164 131 Mather McCall, ID 83638-0164	MYC 56
Duffey, William "Bill" F.	3027th ST Belgrade, MT 59714	MSO 70
Eisenman, Larry K.	327 Rose Crest DR Missoula, MT 59801	MSO 58
Ekman, Dale	12202 SW Riggs Powell Butte, OR 97753	BIFC 78
Elms, James "Jim"	120 NE 32d AV Hillsboro, OR 97124	MSO 59
Elyans, Robert "Bob"	6024 E Wendrew LN Tucson, AZ 85711	IDCTY52

Name	Address	Base Year
Evatz, Ed	3115 Cory DR Reno, NV 89509	MSO 51
Fallini, Peter "Pete" T.	341 San Clemente Santa Paula, CA 93060	IDCTY64
Fitzjarrold, Don G.	PO Box 60 Crescent, OR 97733	NCSB 62
Fleming, Robert "Bob"	RT 6 Box 4666 Porter, TX 77365	NCSB 54
Flink, William "Bill" T.	301 Preston Missoula, MT 59801	MSO 42
Floate, Ed	6154 Deer CR RD Selma, OR 97538	NCSB 73
Ford, Bruce	18344 Stone AV N Seattle, WA 98133	MSO 75
Foss, Lee	365 Gold Creek PO Box 349 Hamilton, MT 59840	MSO 72
Garner, Ron	175 Beaver Meadows RD Cave Junction, OR 97523	MSO 67
Giles Jerry	683 Marina DR #49 Boulder City, NV 89005	MYC 56
Gore, Randy "Doc"	2888 Vale CT Lake Oswego, OR 97034	MYC 67
Grijalva, Emmett	661 E Deodar LN Lemoore, CA 93245	CJ 66
Guy, John E.	847 Samish Island RD Bow, WA 98232	MYC 53?
Hagemeyer, James "Jim" L.	5250 Elk Ridge RD Missoula, MT 59802	MSO 57
Hale, Kirk	29213 Salo RD Mulion, OR 97042	LGD 79
Hall, Steven "Steve" J.	7233 Ticonderoga RD NE Albuquerque, NM 87109	MSO 70
Hall, Warren	550 Reuben Boise RD Dallas, OR 97338	MSO 49
Hanks, Richard "Dick"	1237 Sage ST Evanston, WY 82930	IDCTY56
Harmon, Jerry	PO Box 745 Mt Shasta, CA 96067	RDD 65
Hartley, Ernest "Ernie"	934 Trestle Glen Way Sacramento, CA 95831	MSO 62
Hasse, Jack	Box 452 Sun Valley, ID 83353	MSO 54
Hawley, Clyde	HC 61 Box 91A Salmon, ID 83467	MYC 48
Hayes, Andrew "Andy" M.	RT 2 Evaro Missoula, MT 59802	MSO 79
Heinicke, Don	2110 Ione Wenatchee, WA 98801	MSO 51
Heinrich, Vaughn	3116 Magnolia Caldwell, ID 83605	MYC 63
Helle, John "Jack"	2427 O'Day DR Juneau, AK 99801	MYC 54
Hilty, Calvin	19029 RD 168 Strathmore, CA 93267	MSO 43
Hopkins, Steve	PO Box 574 Cumberland, WI 54829	ASSOC
Hoylman, Arthur "Art" S.	PO Box 4434 Gettysburg, PA 17325	MSO 45
Hronek, Bruce B.	3317 Rolling Oak Bloomington, IN 47401	MYC 55
Hutcheson, William "Bill"	2 Starview CT Missoula, MT 59802	MSO 73
Hutson, Mark	PO Box 52 Twisp, WA 98856	NCSB 75
Inglis, Alan	784 Woods RD Richmond, IN 47374	MSO 44
Jackson, George	127 Dearborn Missoula, MT 59801	MSO 74
Jernigan, Howard Paul	2410 Kendrick DR Charlotte, NC 28214	MSO 43
Johnson, Carl D.	822 Skyline DR Fairbanks, AK 97712	NCSB 57
Johnson, Thomas "Shep"	2215 7th AV W Vale, OR 97918	MYC 56
Johnston, Byron	14020 Bayport Landing Terrace Midlothian, VA 23112	MSO 59
Kibbee, Frank E.	PO Box 165 Alberton, MT 59820	MSO 60
Kellog, William "Bill" W.	1801 9th AV San Francisco, CA 94122	RDD 76
Kinderman, Jeff	365 Curlew Orchard RD Victor, MT 59875	MSO 75
Klinger, Mark	1912 N 23rd ST Boise, ID 83702	AKA 79
Knuckles, Milt	1107 Madison AV Helena, MT 59601	MSO 61
Korkalo, Roy	PO Box 517 Livingston, MT 59047	MSO 61
Lafferty, Jim	PO Box 1206 McCall, ID 83638	IDCTY52
Langley, Wes	2304 Valley View DR Missoula MT 59803	MSO 68
La Plant, Larry	711 Lafonda Roswell, NM 88201	MSO 62
Larkin, Jim	7216 McMullen ST Boise, ID 83709	ASSOC(Pilot)
Larson, David "Swede"	200 Joseph ST #602 Leavenworth, WA 98826-1350	NCSB 71
Leisz, Michael "Mike" P.	7930 Sims CR RD Casper, WY 82604	MSO 82
Lindell, Jim	1822 Fairmount AV St. Paul, MN 55105	MYC 64
Looney, Larry	3100 Crescent Rim DR #102 Boise, ID 83706	MYC 54
Loudon, Wally	1020 Lindy ST Wenatchee, WA 98801	NCSB 52
Lufkin, Francis B.	Box 38 Winthrop, WA 98862	NCSB 39
Lyman, R Sean	PO Box 55622 719th North Pole, AK 99705	AKA 93
Manuelito, Joseph "Joe"	273 PA ME LN Bishop, CA 93514	MYC 89
Martin, Robert "Bob" L.	Box 87 Swan Lake, MT 59911	MSO 41

Name	Address	Base	Year
Martinson, Jeff	PO Box 320 Choteau, MT 59422-0320	MSO	87
McBride, Jon H.	11197 Longwood Grove DR Reston, VA 22094	MSO	54
McNeil, Gary R Sam	3511 7th ST E Lewiston, ID 83501	MSO	57
Mitchell, Andrew "Andy" B.	Box 484 Yellowstone National Park, WY 82190	BIFC	88
Mohr, Francis R.	1555 Fourteen ST Baker City, OR 97814	MYC	63
Moilanen, Daniel "Dan" A.	34108 30th AV SW Federal Way, WA 98023	MSO	64
Newman, Larry H.	4820 Duncan DR Missoula, MT 59802	MSO	60
O'Rourke, Daniel "Danny" J.	2098 RD U. 75 Cedaredge, CO 81413	MSO	46
Orr, Conrad	2406 Woodland AV Missoula, MT 59802	MSO	53
Painter, Robert "Bob" H.	10350 Orchard LN Lakeview, MI 48850	MSO	44
Pera, Roland	13115 W 77 ST Lexexa, KS 66216	MSO	56
Petty, Philip "Phil" D.	16902 E Belmont Mica, WA 99023	MSO	68
Poppie, Bill	20717 SE 276th ST Kent, WA 98042	MSO	58
Price, Jack E.	1116 Willow Green DR Newport News, VA 23602	MYC	50
Primm, Joe	5600 Belaire DR Klamath Falls, OR 97603	NCSB	60
Pursley, George W.	43 Cedar ST Millburn, NJ 07041-2001	MSO	44
Putnam, Chet	7719 E Parkview DR Mesa, AZ 85208	NCSB	52
Rath, Richard "Dick"	606 Bluebird LN Livingston, MT 59047	MSO	73
Rath, Thomas "Tom" L.	308 Willow DR Spearfish, SD 57783	MSO	71
Rember, William "Bill" C.	305 Lauder #404 Moscow, ID 83843	MYC	64
Riser, Lawrence "Larry" L.	1875 NE Cliff DR Bend, OR 97701	MYC	54
Rose, Jack A.	PO Box 1537 214 Sunrise Sun Valley, ID 83353	MSO	49
Ruskin, William "Bill"	8320 Bluffview Way Colorado Springs, CO 80919	CJ	58
Saleen, Steve	3753 Manchester ST Boise, ID 83704-4340	AKA	85
Samsel, William "Bill" K.	20900 Coriacan LN RT 2 Evaro Missoula, MT 59802	MSO	61
Sanders, Bradford "Brad" M.	Box 1187 McCall, ID 83638	MYC	88
Satterwhite, Neil E.	1776 Churchill Downs Pocatello, ID 83201	MYC	65
Schilling, Fred "Fritz" P.	HC 84 PO Box 15 Silver Gate, MT 59801	MSO	49
Schmidt, Jerry	Box 771167 Steamboat Springs, CO 80477	CJ	62
Schmidt, Jerry	W 126 SO 6480 Chesterton CT Muskego, WI 53150	MSO	68
Scott, Randolph "Toby"	HCR 4 Box 991 Burnet, TX 78611	MYC	57
Sharpes, Lowell V.	RT 3 Box 66 Broadway, VA 22815	MSO	44
Siepert, Terrell K.	1556 W Main Rexburg, ID 83440	MYC	47
Smith, Donald "Don" L.	1136 Coronation DR Dunwoody, GA 30338	MYC	47
Steele, Larry D.	PO Box 7076 Bozeman, MT 59771-7076	MYC	71
Stephens, James "Jim"	PO Box 8261 Missoula, MT 59807	MSO	79
Stucky, Carroll "Buck"	5855 Swamp RD Belgrade, MT 59714	MSO	57
Sweaney, James "Jim"	Box 246 Yellowstone National Park, WY 82190	MSO	67
Sweeters, Mark A.	2930 Fuhrman AV E Seattle, WA 98102	MSO	68
Thomas, William "Bill" A.	806 Poplar Missoula, MT 59802	MSO	75
Turner, Stephen "Steve"	67 Londonderry DR Greenwich, CT 06830	MSO	59
Tyson, Robert "Bob"	4577 Colonial DR Martinez, GA 30907	NCSB	57
Van Waxterdonk, Jan W.	PO Box 42 El Portal, CA 95318	CJ	60
Versteeg, Ron	929 NE Croxton Grants Pass, OR 97526	CJ	78
Warford, Roger P.	PO Box 329 Polson, MT 59860	MSO	?
Wehking, Leonard	2782 S 2475 E Salt Lake City, UT 84109	FBX	85
Weirich, Harry D.	13272 C.R. 20 Middleburg, IN 46540-8810	ASSOC	
Weldy, Gilbert R.	2212 E Cape Code DR Bloomington, IN 47401	MYC	44
West, Russell "Russ" B.	66769 Hibbard RD Imbler, OR 97841	MSO	78
Whited, Rollin H.	PO Box 666 Omak, WA 98841	RDD	66
Whitesitt, Eldon	3316 NE Avery Newport, OR 97365-1501	MYC	44
Whittaker, Perry A.	9869 West Edna Boise, ID 83704	MSO	71
Wildman, Richard "Dick"	4419 Bellows RD Ontario, OR 97914	NCSB	61
Williams, Jerry T.	1522 Scandia CIR Reston, VA 22090	RAC	72
Wilson, Gerald "Jerry"	1327 Prospect Lewiston, ID 83501	ASSOC PILOT	
Woffinden, Brent L.	34 Gough ST San Francisco, CA 94103	AKA	89
Wright, Clay	8888 Sherman RD Chesterland, OH 44026	MYC	77?
Wroder, Floyd F.	1015 Juniper AV Kalona, IA 52247	MSO	43

More memberships have been received since the Jan. 27th cutoff date. They will be included with the 7th newsletter.

## HELP US FIND THESE FORMER SMOKEJUMPERS

A recent mailing to all non-members of the National Smokejumper Association resulted in the following letters returned as undeliverable. If any of you should have a current address for any of these people, would you please share that information with us? The Base and Year trained are listed and the base trained code is listed below. MSO-Missoula, MYC-McCall, IDC-Idaho City, RDD-Redding, NCSB-Winthrop, LGD-LeGrande, RAC-Redmond, CJ-Cave Junction, BIFC-Boise Interagency Fire Center, AKA or FBX-Fairbanks.

Abbs, Ward	?	?	Carter, Ray	MSO	54	Farinett, Chris	AKA	79
Acosta, Marco	MYC	79	Castillo, Greg	MSO	92	Farrell, Tim	MYC	?
Alban, Jerry	NCSB	?	Castillo, Frank	MSO	92	Fenno, Mark	NCSB	?
Albert, Thomas	CJ	64	Cherry, James	MSO	57	Ferguson, Bill	MYC	88
Aldridge, Kent	MSO	77	Chris, Paul	NCSB	?	Fieldhouse, Terry	CJ	47
Amoss, Harold	MYC	?	Clark, James	MSO	64	Fields, Tom	?	?
Anaker, Thomas	MSO	77	Clark, Ted H.	CJ	77	Fitzjarrald, Jack	NCSB	64
Andersen, Ted	MSO	63	Click, Alviene	CJ	53	Forbes, Pete	RDD	69
Anderson, Bruce	MSO	?	Cockeville, Jeff	NCSB	?	Fournier, Bill	MSO	?
Anderson, Neil	MSO	?	Cole, Francis	MYC	?	Fredenberg, Milton	MSO	?
Andrews, Howard	MSO	77	Cooley, Fred	NCSB	76	Freese, Mark L.	NCSB	70
Arndt, Robert	MSO	65	Cooney, Jim	?	?	Galbraith, Art	NCSB	61
Ault, Larry	RDD	73	Cooper, Glenn	RDD	66	Gale, Leon	NCSB	59
Austin, James	MSO	52	Cooper, Howard D.	RAC	73	Gall, Barry	MYC	?
Axelrod, Alfred	MSO	69	Corak, Orrin L.	RAC	73	Gardner, Ronald S	MSO	71
Baily, Pat	RDD	79	Corbet, Mark	LGD	74	Gastineau, Orval	MSO	63
Baker, Douglas	MSO	65	Cornycy, Glen H.	?	?	Gearke, Don	?	?
Barnett, Clifford	MSO	65	Courtway, Scott	BIFC	87	Geiger, Daniel	MSO	?
Barry, Richard	MSO	69	Cox, Stephen	MSO	75	Geving, Dennis	MYC	89
Bartlett, Herbert	NCSB	47	Cramer, Jim	CJ	57	Gibney, William J	MSO	69
Bassette, Paul	MYC	81	Cromwell, Richard	MSO	68	Gipe, Ron	?	?
Beal, Clay E.	NCSB	?	Crosby, Harold G.	MYC	?	Goetz, Steve	MSO	79
Beandin, Joel	FBX	63	Cross, Gean	BIFC	88	Gomez, Miguel	MSO	80
Beck, Douglas	CJ	70	Cross, Sean	AKA	88	Gould, John	AKA	88
Beebe, Grant S.	BLM	90	Cross, Steve	RAC	84	Graff, Dale E.	MSO	60
Belvill, Tom	NCSB	69	Cupp, Cecil	RDD	68	Graham, Joseph P.	MSO	?
Bennett, David	MSO	61	D'Andrea, Dana	MSO	76	Graw, John	NCSB	61
Berg, Eric	RAC	88	Dalen, Clay	MYC	88	Graybeal, Herman	?	?
Betlach, Steve	LGD	74	Daniels, Jack	MSO	?	Harrison, Ames	MSO	54
Bittenbender Brett	MYC	?	Darchuck, Paul	MSO	46	Harrow, William	?	?
Bjorenson, Robert	?	?	Daughterty, Mike	RDD	65	Harter, Jack	CJ	52
Black, Ozro	MSO	46	Davies, Keith N.	RAC	71	Hartgrave, Larry	RDD	76
Black, Thomas	MSO	46	Davis, Dennis	MSO	?	Hartman, William	MSO	?
Block, Paul	CJ	48	Deeds, Jack L.	MSO	65	Hartzell, Marty	MYC	?
Bloms, Rod	AKA	88	Denham, Jon	?	?	Hawkins, John	RAC	87
Bohming, Dave	RAC	68	Denney, Richard	MSO	66	Hawley, Pete	CJ	76
Boles, John "MAC"	MSO	69	Derry, Virgil W.	NCSB	39	Hayes, Harlan L.	MSO	52
Borg, Ken	NCSB	64	Dettmann, Robert	MSO	73	Hechler, Phillip	MSO	?
Bowles, Bill	RDD	57	Diaz, Manuel C.	?	?	Henbest, Michael	NCSB	74
Bradley, Watson	MSO	74	Dickerson, Frank	MSO	?	Henderson, Larry	MYC	?
Brennan, Wesley	MSO	47	Diederich, James	RDD	70	Herrod, Day A.	MSO	46
Breslin, Chuck	?	?	Dierkin, Roland H	MYC	?	Hickerson, Jesse	?	55
Briggs, Jeffrey	MYC	?	Doll, Larry	?	?	Hicks, Cecil	NCSB	62
Brinkerhoff, John	MSO	47	Downing, Conrad	MSO	45	Higbee, Art	NCSB	46
Brown, Ray	MYC	?	Duncan, Robert W.	?	?	Hildner, Richard	MSO	67
Browners, Carl	MYC	?	Duncan, Scott	NCSB	75	Hinman, Leslie S.	?	92
Brownlee, Craig	NCSB	76	Eckert, Stephen A	RDD	76	Hinojosa, Leonel	?	?
Buchert, Wayne	NCSB	51	Edmonds, Shawn	NCSB	?	Holden, Harold	MSO	44
Buck, Billy	CJ	53	Edmonds, William	NCSB	?	Holmes, Tom	MSO	61
Buker, George	MSO	77	Elder, Steven T.	MYC	81	Hotalen, Edward	MSO	?
Buzzard, Baynard	NCSB	65	Eller, Nielford H	MSO	45	Holter, Robert M.	MSO	53
Campbell, Don A.	RAC	?	Elmore, Gary E.	MSO	71	Houck, William R.	MYC	?
Carstens, Stephen	MSO	?	Englehart, Debbie	NCSB	?	Hough, Bob	NCSB	51

Houston, Everett	MYC	?	McKay, John R.	MSO	75	Sittner, Freddie	RDD	76
Hull, Charles	MSO	67	Mewhinney, Terry	CJ	64	Slagle, David	CJ	59
Hunter, Ernie L.	MYC	?	Miller, Ralph M.	MSO	45	Smith, Dwight	MSO	?
Hunter, Jerry J.	RDD	75	Monroe, Tom	NCSB	58	Smith, Ed	RDD	?
Ingraham, Stephen	RDD	76	Mooman, Jay	?	?	Smith, Linda E.	?	?
Jackson, Bruce E.	RDD	69	Moore, Mick	MYC	?	Smith, Theodore M	MSO	62
Jansen, Robert L.	MSO	71	Moore, Rick	MYC	?	Smith, Wm Patrick	BIFC	79
Jaquish, Delmar	CJ	49	Morrison, Arthur	MSO	68	Solf, Frank	MSO	67
Jelinek, Mark A.	MSO	?	Mueller, David	BIFC	88	Stauff, Russ	MSO	?
Jellar, Thomas E.	MSO	69	Mumaw, Lowell	MSO	45	Stewart, Fred J.	MSO	?
Jenne, Tim	NCSB	75	Mundt, Jim	MYC	?	Stewart, John W.	MSO	69
Johnshoy, Ron E.	BHC	88	Nalley, James M.	MYC	?	Stewart, Michael	MSO	79
Johnson, Dennis	MSO	73	Navarro, Tony	RAC	83	Stockman, Robert	FBX	67
Johnson, Gary R.	RDD	69	Naveaux, Cliff	MSO	85	Stone, Gene M	BLM	?
Johnson, Jim	RDD	66	Nebeker, Carl	RDD	86	Straw, George	CJ	?
Johnson, Mike	NCSB	?	Nelson, Mark J.	MYC	60	Stroyan, Jerry	NCSB	74
Johnson, Paul D.	MSO	?	Nelson, Mickie	AKA	83	Sundt, Nick	RAC	80
Johnson, Stephen	MSO	73	Nevarez, Roberto	MSO	77	Swift, Dennis D.	MSO	50
Johnston, James S	MSO	64	O'Brien, Daniel M	MSO	64	Tackman, Jamie	NCSB	75
Jolley, Steve	LGD	74	O'Dell, Steve	CJ	66	Taylor, Ted	RAC	75
Joslin, William	MSO	?	Olsen, Wilford Ole	CJ	50	Terrell, Bob	CJ	76
Kamm, Wendy	MSO	?	Owens, Gary G.	MSO	69	Theios, Alex	?	?
Kartevold, Rick	NCSB	75	Oxborrow, Steve	RDD	75	Thorton, Robert W	MYC	?
Kauffman, Norman	MSO	45	Paris, Lawrence P	MYC	54	Thybonny, John R.	BIFC	76
Keefe, Kenneth W.	MSO	60	Parkins, Jesse G.	MSO	48	Tomich, Richard R	MYC	67
Keller, Neal	MYC	?	Payne, Ken	?	?	Torkelson, Norman	?	?
Kelly, Allen F.	MSO	53	Pennington, Jack	MSO	68	Totten, Robert M.	MYC	71
Kersch, Dick	LGD	76	Pepion, Mike	MSO	62	Truckner, John D.	MSO	?
Kimberlin, Richard	RDD	68	Peterson, Dan	AKA	80	Trujillo, Ernest	MSO	82
Kinney, Bruce	MSO	68	Peterson, Kent A.	MYC	68	Tucker, Jim	?	?
Kinyon, Bob	NCSB	73	Pettit, Timothy J	RDD	76	Turner, Mark	NCSB	75
Kirchner, Sheryl	NCSB	58	Polansky, Don	AKA	87	Turner, Robert F	?	?
Klingel, Jon T.	CJ	65	Price, Ron	CJ	56	Twiss, John C.	RDD	67
Kolb, Arnold	Pilot		Quinones, Mike	NCSB	83	Ueland, Jon	MSO	?
Kurth, Troy	RDD	62	Ranson, Jim	NCSB	65	Underwood, Stanley	MSO	67
Lackner, Dale	MSO	?	Rath, Richard	MSO	73	Vergari, Greg	LGD	75
Lane, Rodney	MSO	?	Rau, Ralph	NCSB	?	Villa, Warren	CJ	75
Lanthier, Ivy J.	MSO	80	Rehfeld, Robert	MSO	45	Villagran, Urbano	MSO	79
Lewis, Denny	NCSB	68	Reister, Louis	NCSB	70	Vittum, Stephen C	MSO	?
Lewis, Kent	MSO	62	Renshaw, Richard	MYC	52	Vlier, Thomas E.	MSO	?
Lewis, Mark	LGD	75	Ried, Ryan	MYC	?	Wagner, Paul	NCSB	52
Light, Dick	CJ	58	Roberson, George	MSO	?	Walder, Mike	LGD	76
Limberhand, Faron	MSO	?	Robinson, Joseph	?	82	Walkup, Robert H.	MSO	50
Limeberry, Charles	NCSB	48	Robinson, Walt	RDD	?	Waltermire, Robert?	?	?
Lindh, Jan L.	MSO	66	Romanello, Tom	AKA	88	Wapato, Sherman	NCSB	53
Lipka, Mike	MSO	77	Rosenberg, Hugh	CJ	?	Warren, Vance	MSO	54
Lueck, Dean	MYC	?	Rosenberg, Ken	CJ	?	Wassard, Jack	LGD	77
Lukes, Richard	?	?	Rucker, Ron	RDD	76	Welch, Bernie	CJ	61
MacDonald, Glen	NCSB	62	Saphra, Irene	RAC	86	Weyermann, Gary	MSO	63
Madden, Mike	RDD	80	Schaeffer, Lea	CJ	75	Wheeler, Paul	NCSB	62
Maryott, Doug	MSO	71	Schmidt, Gregg	CJ	73	Whitaker, Floyd E	MSO	?
Matlack, Dale	?	?	Schmidt, Larry	MSO	62	White, Donald E.	MSO	63
Matson, Wesley A.	MSO	45	Scholberg, John	CJ	?	Whitney, Michael	MYC	?
Mattson, Burke W.	MYC	?	Schow, Chris	MYC	?	Whitt, Charles R.	NM	46
Mauck, Robert	FBX	79	Scott, George	MSO	68	Wight, Stephen W.	NCSB	65
McCabe, Terry	NCSB	58	Scott, Leon A.	?	91	Wilcox, Robert	RDD	63
McCarty, Harry J.	?	?	Scudero, Daniel R	BLM	?	Will, Edward D.	MSO	?
McClellan, Larry	NCSB	62	Seigris, Steve	LGD	79	Wilson, Donald D.	MYC	57
McComb, David	?	?	Shaw, Craig	NCSB	73	Wilson, James E.	MYC	?
McGehee, James L.	MSO	?	Shaw, Darby	MSO	92	Wold, Alex	CJ	68
McIver, Roderick	MSO	64	Siemens, Roger	MSO	59	Wright, Jack C.	NCSB	58

CONTINUATION OF LISTING OF DECEASED JUMPERS AND PILOTS

We will again break the Obituary listing into two parts, Section "A" and Section "B". In Section "A" some names from newsletters 4 & 5 are repeated, since additional information has been received. The new information is underlined. Section "B" contains additional names that were not mentioned in newsletters 4 & 5.

It is possible that some information given is still erroneous. Please continue to supply us with information you might have relating to deceased smokejumpers and pilots. Thanks. (If you sent in information and we failed to print it, please get in touch with us.)

Ken Sisler, NCSB 57, was mentioned in both letters 4 & 5. Since that time Chuck Viviano (MSO 53) was able to obtain a copy of the U.S. Army citation relating to the Medal of Honor that was bestowed on him posthumously. A portion of that citation is shown below.

FIRST LIEUTENANT GEORGE K. SISLER, UNITED STATES ARMY

First Lieutenant Sisler...5th Special Forces Group (Airborne), 1st Special Forces, distinguished himself by conspicuous gallantry and intrepidity at the risk of life above and beyond the call of duty in the Republic of Vietnam on 7 February 1967...Laying down his wounded comrade, he killed three onrushing enemy soldiers...and silenced the enemy machine gun with a grenade... Lieutenant Sisler picked up some grenades and charged single-handedly into the enemy onslaught... This singularly heroic action broke up the vicious assault...Lieutenant Sisler was moving about the battlefield directing air strikes upon the fleeing force when he fell mortally wounded. His extraordinary leadership, infinite courage, and selfless concern for his men saved the lives of a number of his comrades..."

Chuck was also able to obtain a photo of Ken from a relative in Missouri and we have reproduced several copies, showing him in his Special Forces uniform. (Ken was born at Dexter, Missouri. He left a wife and 2 sons who were living at Dexter at the time of his death.)

Name	Base	SECTION "A"		Remarks
			1st Year	
Cavill, Arthur	MSO		<u>60</u>	Died in an auto accident near <u>Ryegate, Montana--NW of Billings--in 1976</u>
Butterfield, Larry	RDD		<u>65</u>	<u>Died in a motorcycle accident in '70 or '71. He was working for the Plumas NF at the time.</u>
Culver, Bob	Johnson Flying Service	Pilot		<u>Deceased 8/20/85 in Flathead Valley of MT.</u>
Engstrom, Charles	MSO		<u>54</u>	<u>Died from injuries in a plane crash near Red Bluff, CA in early 1963. He was one of the initial RDD jumpers.</u>
Eubanks, Darrel Allen	MYC		<u>54</u>	<u>Died in crash of a C-46 transport in Laos-'61.</u>
Ferris, Cal	RDD			<u>Forest Service pilot for Region V. Mid '80's.</u>
Fielding, Earl III	RDD		<u>65</u>	<u>Drowned in the Sacramento River in '68 or '69 near Redding, CA. He had been a door gunner on UH-1 helicopters in Vietnam.</u>
Gallup, Robert D.	MSO		?	<u>Air Force pilot--AD Douglas Skyraiders. Vietnam, '65-'66.</u>
Hester, Billy K	MSO		<u>58</u>	<u>Shot down in a C-130 transport over Laos on April 10, 1970.</u>
Julander, Rollo "Jule"	MSO		<u>50</u>	<u>We had Jule as having died in the Korean War. Another source states that he died in a plane crash in AZ or NM (from Herman Ball MSO 50.) Herman states that he was on a fire detection flight. Jule was the pilot. Happened in the 60's or early 70's. The passenger was killed.</u>
Lewis, John S. "Tex"	MYC		<u>53</u>	<u>Crash of a C-46 aircraft in Laos 8/13/61.</u>
McGregor, Bob	RDD		?	<u>Forest Service pilot for Region V. Started as a jumper pilot in '60. Died of cancer '80's</u>
Regennitter, Tom J.	RDD		<u>65</u>	<u>Died from a broken neck when static line caught beneath his neck during a fire jump in 1970.</u>
Robinson, Barry	MSO		?	<u>Dan Tomich (MSO 61) states that Barry was piloting a helicopter that crashed near Cook Inlet by Anchorage-'68 or '69. His body was not recovered. Co-pilot was found on the ice.</u>



## SECTION "A" OBITUARY LISTING CONTINUED

<u>Name</u>	<u>Base</u>	<u>1st</u>	<u>Year</u>	<u>Remarks</u>
Ruth, Grant				Region V Forest Service pilot. Died at home '68 or '69.
Saylor, Kenneth "Moose" N.	MYC	54		Died in crash of a Twin Beech out of Norton Creek 50 miles W of McCall on 7/9/65. He was the spotter. The pilot, <u>Byron "Skip" Knapp</u> , also died.
Schlegal, John	MSO	54?		<u>Died in a house fire at Redding on 12/5/94.</u>
Shaffer, Brian	RDD	58		Died in <u>his plane</u> that crashed at Happy Camp, CA on a <u>Christmas Day--'90 or '91?</u>
Stevenson, Willard "Willie"	MYC	47		<u>Bruce Egger (MYC 46) sent us Willie's obituary notice. He died as a result of being thrown from his horse near Dietrich, ID on Apr. 6, 1986. He was the mayor of Dietrich at the time.</u>
Sweden, Dale	MSO	61		<u>Dan Tomich (MSO 61) states that Dale broke his neck on his first firejump--in the Helena N.F. Probably in July of '61. He was in Dan's training class in '61. He became paralyzed. Died several years later.</u>
Swift, Mick	CJ	56		<u>Forrest R. "Buster" Moore (CJ 57) states that Mick and he graduated from high school together in 1957. Mick was 17 when he first jumped--between junior and senior years in high school. Died 10/5/93. Location?</u>
Weissenback, Edward J.	RAC	64		Shot down in a C-123 over N Laos in '71 or '72. <u>MIA.</u>
Wirchowski, Leo	RDD	not	'67	Deceased at Redding during the Spring of '92. Cause?
Zander, <u>Rey Dee</u>	NCSB	55		<u>We received a very nice letter from his widow, Shirley J Zander of Lostine, OR. She said Rey passed away as a result of an accident while snorkeling at Westport, WA on May 31, 1986. Rey had moved to Detroit, OR from Silver City, NM in '76. He had been proud of the 33 years he put in the F.S. she said and really enjoyed his years as a smokejumper.</u>

## SECTION "B" NEW LISTINGS

Brady, Patrick "Pat"	RDD	58		Died from drowning in a river after making a free-fall in the '60's. Happened in WA or AK.
Cising, Dan	?	?		Died at Fresno, CA in 1989. Cause?
Daniels, Dan	?	?		He died in an auto accident near Missoula. Year unknown. Bruce Ferguson (MSO 52) said he was a friend of Dan's, and his brother Jack (We do not know where Jack is now.) Bruce was at West Yellowstone with Dan in 1955.
Foxworthy, Leonard H.	?	?		Died December of '91 at Cody, WY.
Garber, Aubrey	MSO	44		Aubrey died of a heart attack while on the way to teach a square dancing class at Grundy, VA on 3/7/94. His widow wrote to us about his death.
Kittell, Ira "Ted"	MSO	49		Died in the 80's near Redding. He was working for the F.S. in the Trinity NF at the time.
Lepley, Tom	MSO	42		Passed away at Butler, WI on 12/17/94. Cause?
Marshall, Cliff	CJ	46		One of the early smokejumper foremen. We understand that he passed away at his place of retirement--El Centro, CA in 1994. We have few details.
Moisio, Walfred J.	NCSB	?		Passed away at Warrenton, OR?
Oro, Max	MSO	60		Died at San Diego, CA in 1988.
Pilgeram, Allen	MSO	60		Allen was a Delta Airlines pilot and died from a heart attack while on a lay-over at Houston, TX in 1991.
Vogt, Cornelius	MYC	44		Passed away at Redwood City, CA on 11/10/89. Cause?
Demers, Louis Hoyt	Johnson Flying Service			pilot from 1938-1942, 1945-1959. Served as a flight instructor and transport pilot during WW II. He was once a test pilot. Died at Spokane, WA November 11, '94.

CONTINUED ON NEXT PAGE

SECTION "B" NEW LISTINGS CONTINUED

Stuart Allen Roosa (CJ 53)

Several jumpers, Delos (Dee) Dutton (MSO 51) and Jamie Floyd (CJ 79), sent us information concerning the death of Stuart Roosa on Dec. 12, 1994. He had been visiting one of his children at Washington, DC when he was stricken. He passed away at Fairfax Hospital in Falls Church, VA at the age of 61. The National Aeronautics and Space Administration said the cause was complications from pancreatitis.

He had been an APOLLO ASTRONAUT and served as the Command Module Pilot for the Apollo 14 mission to the moon from Jan. 31 to Feb. 9, 1971. He was the pilot who remained in orbit while two other astronauts, Alan B. Shepard Jr and Edgar D. Mitchell, walked on the moon, exploring a region of lunar landscape known as Fra Mauro. The command module was named "Kitty Hawk."

Stuart was born on Aug. 16, 1933 in Durango, CO and grew up in Claremore, OK. He had been a smokejumper beginning in 1953 at Cave Junction, OR. He then earned a bachelor's degree in aeronautical engineering from the University of Colorado in Boulder.

He later graduated from the Aerospace Test Pilots School after joining the Air Force, and was an experimental test pilot at Edwards Air Force Base, CA. He was also a fighter pilot, flying such aircraft as the F-84F and F-100.

Stuart was one of the 19 people selected as part of the astronaut class of 1966. Following his flight in Apollo 14 to the moon, he served as backup command pilot for Apollo 16 and Apollo 17. He had been assigned to the Space Shuttle program until his retirement from the Air Force as a Colonel in 1976. NASA Administrator Daniel S. Goldin said he exemplified the talents that all of the NASA strives for--service to our nation, technical know-how and an unbridled creative spirit.

Among other accomplishments, Stuart earned a PMD from Harvard Business School and an LL.D from St. Thomas University, Houston.

After graduating from the Aviation Cadet Program at Williams Air Force Base, AZ, he went on to log more than 5,500 hours of flying time and 217 hours in space.

Stuart had been a long time resident of the Mississippi Gulf Coast and at the time of his death was president and owner of Gulf Coast Coors, Inc., Gulfport, MS.

He is survived by his wife Joan, sons Christopher, Jack and Allen and one daughter, Rosemary. Services were held at Arlington National Cemetery.

Should any of you jumpers or pilots have any other information relating to Stuart, we would like to see it.

We certainly want to thank the many members who sent in new and updated information relating to our Obituary listings. Special thanks go to Dan Tomich (MSO 61), Bruce Ferguson (MSO 52), Dee Dutton (MSO 51), Jamie Floyd (CJ 53), Bruce Egger (MYC 46), Forrest R. "Buster" Moore (CJ 57), Herman Ball (MSO 50), Bill Bull (MYC 64), Pat Daugherty (Pendleton, OR--WW II), and Walter "Walt" Pilkey (MSO 54). Walt sent us much information relating to those who died in Asia from 1947 to 1975 as air crew members and ground support personnel of Civil Air Transport, Air America, Air Asia, and Southern Air Transport. He also provided information about the memorial at the McDermott Library at the University of Texas at Dallas, which has a plaque with some 240 names on it; individuals who made the supreme sacrifice.

As we prepare this 6th newsletter for print, other information relating to deceased jumpers and pilots is coming in and will be mentioned in the 7th newsletter, and that includes more about Southeast Asia.



Some former jumpers w/service in the Far East will relate to this. (Adapted from USAF Airman magazine Feb., '78.)



Alaska jumpers on winter vacation in southern California. (Adapted from USAF Airman magazine, Aug., '78.)



"Three sleek-lined, graceful, streamlined beauties ... by golly, you're right, Elrod; they sure are!"

An Alaska jumper finds the fire 3' below the surface after a spongy landing in the ALASKA tundra. From USAF Aerospace Safety, Nov. '62.

JULY 1995 REUNION UPDATE

The members of the Reunion committees state that work on the program is well underway. There is some of the preliminary information that will help you plan your attendance and activities.

Date	Time	Activities	Location
Friday, July 7	Afternoon	Registration	Missoula County Fairgrounds
	Evening	Socializing--No formal program planned. Group Photo Sessions.	
NOTE: Activities at the Fairgrounds will run from 1:00 P.M. to 12:00 midnight on the 7th.			
Saturday, July 8	Variable	Participation in one or more of the following: a. No-host breakfast--put on by the Museum of Mountain Flying b. Golf Tournament c. 5 K Fun Run/Walk d. Silk Story Swap (No-Host Hospitality Room) e. Tours 1. Smokejumper Center 2. Nine Mile Historical R.S. 3. National Bison Range 4. Rocky Mt Elk Foundation	Variable          University of Montana
	Evening	Banquet. preceded by a no-host cocktail hour  Dance	
Sunday, July 9	Morning	Memorial brunch	University of Montana

Specific costs and details will follow in future newsletters. In the 7th newsletter there will be a map showing the location of events in the Missoula area.

We suggest that you contact Susan Liane of Boardwalk Travel as concerns information shown below. She is located at 2700 Paxson Plaza, Missoula, MT 59801. Telephone (406) 549-8028 or U.S. Toll Free 1-800-284-8028, or Fax (406) 549-8545.

She has arranged special reunion rates with local motels, car rental agencies and major airlines serving Missoula. She can also help you plan any of the following Pre-Reunion activities:

- |  |                                  |
|--|----------------------------------|
| Fly Fishing                            | Glacier Park in-a-day            |
| Native American Tour                   | Whitetail "Dude" Ranch in Ovando |
| Salish Kootenai Tribe Pow Wow in Arlee |                                  |

Post-Reunion activities can also be scheduled with Ms. Liane.

Please call Ms. Liane as soon as possible as availability may be limited in all categories of accommodations.

One should also mention that the Museum of Mountain Flying is working on an airshow for Saturday, July 8. Evergreen Aviation's Ford Tri-motor NC 9645 will be at the airport in conjunction with the National Smokejumper Association Reunion.

BE SURE TO CONTACT MS. LIANE AS SOON AS POSSIBLE.

## BEAR MAULING AT BIG HORN PASS

By Bob Boyer RDD 67

We have been in touch with Bob at Cody, Wyoming from time-to-time. Bob has done an excellent job of recording the events that happened during late June, 1977 at Big Horn Pass, which is about 25 miles southwest of Mammoth Hot Springs in Yellowstone National Park. Bob is critically ill with cancer, but has been forging ahead and is maintaining his great sense of humor. From this point on the story is told in Bob's words. We were not able to include all of the material, but most of the story is intact. Outdoor Life in January 1978 had an article about the bear mauling and subsequent jumper rescue mission. Bill Craig (MSC 66) also gave information.

On June 27, 1977 I was back on the jump list following back surgery in '76. I was in the process of training the new dispatcher as the noon hour approached. We picked up radio traffic from Yellowstone National Park about a back country emergency. "Bear mauling" and "Big Horn Pass" tuned me into the excitement unfolding.

From the tower I could see the jumpers headed for the parking lot and a typical "crew action" drive to town for lunch. I realized there would be a need for helicopter evacuation. I remember turning to the new dispatcher and saying, "Don't ever blow the whistle unless you have a confirmed request. However, I'm going to break that rule because our jumpers and pilots are leaving the base and I know YNP's second helicopter isn't in place for its contract."

As jumpers began suiting up the Park dispatcher came over the radio, requesting 6 jumpers, especially those with emergency medical training. Ed Leritz (MSO 70), assistant foreman, assumed communication with the Park.

The flight to the mauling site was short. Our survey of wind/terrain conditions was hasty and when all was said and done, there were 6 parachutes scattered over a large sidehill meadow and bordering timber.

During the interim time since dispatch, Tom Black (MSO 62), EMT-trained and a focal part of Yellowstone Park's emergency action plan, had made the trip to the mauling site in a Bell helicopter.

By the time the jumpers had regrouped on the ground, Tom was with the victim, and had established radio communication with our squad leader. It was probably less than an hour between dispatch and the time we reached the injured man. It wasn't a pretty sight...his face was literally gone. The grizzly bear had inflicted the majority of its wrath on the head and face after knocking the biologist down and biting his thigh. He had lost an eye, most of his teeth were broken or missing. The flaps of skin later took some creative surgery to put back in place.

Tom Black deserves the lion's share of the credit for appropriate first aid and the evacuation effort. The attack had occurred on a ridge top, and the closest the helicopter could get was to another lower elevation ridge separated from us by a stand of timber. One of the jumpers held the IV bottle and monitored the tubing and saline solution flow as we left the site of the attack. Another monitored Dr. Gilbert's airway and breathing, because he was inadvertently swallowing blood, as well as taking some down his windpipe. The blood was coagulating in his stomach and he was coughing to clear his throat. CPR possibilities weren't discussed because both cheeks were gone and intubator tubing was an unknown process to us then. Tom maintained a level head, and that calmed the rest of us. First aid completed, we needed all available manpower to carry the stretcher down through the timber and up the smaller ridge where the helicopter was waiting. All of us breathed a sigh of relief as Dr. Gilbert, Tom, and the pilot took off for the highway some 12 miles away where the ambulance was waiting. Once there, ambulance paramedics began additional IV's, then drove to the West Yellowstone airport, and a connecting flight to Salt Lake City, where more sophisticated medical help was waiting and ready. (Dr. Gilbert, who was an assistant professor at Utah State University, along with undergraduate Bruce Hastings, had been involved in a study of grizzlies in Yellowstone National Park at the direction of the National Park Service. It took 11½ hours to sew his face together. Gilbert estimated the doctors put nearly 1,000 stitches in his head alone. He recovered and went back to his original work as a biologist.)

This may have been the first YNP rescue involving jumpers from the West Yellowstone base. Missoula jumpers had had a major role in the rescue operation resulting from the 1959 earthquake when campers were killed in an avalanche and Quake Lake was formed as a result of the rock slide north of the Park.

In addition to myself, the other jumpers on the rescue mission were: Bill Craig (MSO 66), Rob Putzker (MSO 74), Gary Dunning (RAC 69), Ed Leritz (MSO 70) and Roger Cox (MSO 69). Bill Werhane was base manager and spotter on that mission.

That was a great story Bob, and we will continue to keep in touch with you.

George wrote a story for the American Survival Guide, The Magazine of Self Reliance, which was published in April 1944. His story appeared under the section "Personal Survival Stories." George has given us permission to include the article in this newsletter.

"Into a Burning Tree"

In the summer of 1955, I was a Smokejumper on the Gila National Forest in New Mexico.

At 3:50 p.m., July 4, 1955, a jumper named Max Allen and I were dispatched to a fire on the North Fork of the Mimbres River in the Gila Wilderness Area.

As our old DC-3 with its fabric-covered control surfaces rumbled down the dusty blacktop strip of the Grant County Airport, the cargo and crew almost sliding out of the open door, I thought of my previous fire jump. I had "stacked-up," spraining my ankle severely. There were no helicopters capable of picking me up, so I had to endure a painful three-day horseback and truck trip out of the back country to a hospital in Silver City.

For nearly three weeks I had to limp around the parachute loft waiting to heal and get back on jump status.

I was ready!

At 4:40 p.m. we were over the fire. The "Doug," as we called the DC-3, jinked and danced in the high, hot air of the Mimbres Mountains, where the elevation often reaches 10,000 feet or more.

On our first pass I could see that the fire was confined to the top of a gigantic yellow-pine snag with branches that reached out like some prehistoric monster. Herb Oertli, our spotter or jumpmaster, gave Max his instructions. "Land on the north side of the ridge that the tree is on, in the dense willow thicket." Max was to jump on the first fly-over and I on the second. Max jumped and landed. He signalled back that his landing site was a bad one. Herb told me to try the south side of the ridge, which looked good from 1,000 feet up in the air. Herb told the pilot of the changes. The plane circled wide and came back in on a new tack. I stepped into the open door and felt the rush of cold air. My gloved hands were on the sides of the door, one foot was back and the other tested the wind. Over the jump site Herb told the pilot to cut the engines. There was a moment of quiet. A slap on the back of my leg and I stepped out into the smell of avgas exhaust that had become so familiar.

"Hut thousand-one, hut thousand-two." "Hut thousand-three" was driven from me by the opening shock of the parachute. I looked up saw I had a fully inflated canopy, tugged on the right guide-line and began my descent. About half-way down I realized that the landing "spot" that had looked so good from the air was strewn with rocks and boulders hiding in tall grass. I made the decision to try to cross the ridge and land in the north side willows. I did not know that at that very moment a weather front would choose to hit. As I turned my chute to cross over, I realized I was being blown into the burning snag. I was caught in the outer limbs.

As I hung there I remember thinking, "I've got a problem." Chunks of burning bark, hot pitch and "widow-makers" (large dead branches) were whistling by my head. Were it not for the design of the jumpsuit, with its high, wide collar and padding, I would have been seriously burned.

Instinct and training took over. I started a "let-down," a procedure that enables jumpers caught in trees to escape by means of a rope. Into the pocket of the right leg of my jumpsuit went my right hand. Out came the snake coiled rope.

Quickly I threaded it through the "D" rings of my "let-down" belt, now up to the risers, the webbing that holds the parachute lines to the harness, then under my jump boot. I released the safety strap and turned the single-point mechanism--the device that releases the parachute harness--to the open position and punched. The straps of my harness swung free and I was suspended 50 feet in the air on my rope. My descent was flawless until part way down when a line from my hung-up chute caught in my gear and brought me to a sudden stop. With the fire heating up things were looking rather grim. Struggles only tightened the line. More burning chunks whizzed by and landed in a spray of sparks in the tinder on the ground. If it went up I was fried! I hung on with one hand and clawed for my folding belt knife, desperately groping for it under the folds of the heavy jumpsuit. I found it. I opened it practically one-handed, slashed the offending line and was free. On the ground I used the "let-down" rope to keep the harness and reserve chute from burning. Max ran up and asked how I was. "Fine," I said. "Let's get busy and knock this sucker (the fire) down."

We fought the fire for two days.

That fire was one of the most dangerous that I ever fought. Max and I could not get close enough to the tree to bring it down with the crosscut saw, as "widow-makers" were constantly falling and could have killed or injured us. After the tree burned and fell we were able to ring the fire and put it out.

Wearily we began a walk out that took us through country that was as wild as the day when Billy the Kid and Pat Garret roamed the badlands of New Mexico.

We returned to our base in Silver City. I had been able to save all of my jump gear except the main parachute. I do not think my foreman was too happy when I dropped the riser webbing on his desk and said "Here's your chute."

George Tranberg served a U.S. Border Patrolman in Washington State for many years and is retired in the extreme northwestern part of that state at Blaine.

INCIDENT OVER ELK CITY  
By Ted Nyquest MSO 54

In Grangeville, Idaho, Sept. 9, 1963 at the smokejumper base, Foreman Tom Uphill readied the 8-man jumper request and map case for the Trilby Lakes fire. The smokejumper base, referred to as the "loft," consisted of sleeping barracks for 16 jumpers, a small dispatch office, parachute loft, and gear storage, all in a small white frame building at the airport. Ford Tri-motor NC 7861 was parked within yards of the front door. Tom speculated that the fire had smoldered among the high rocks and sparse fuels at length before flaring up. Trilby Lakes is located high in the Sabe Creek drainage of the Nezperce National Forest and the creek flows about 10 miles south into the Salmon River.

The first 8 jumpers, Dave Bennett, Tom Schroeder, Dave Lancaster, John Scott, Barry Robinson, Richard McElroy, Dave Hess, and Bill Locklear were assigned from the rotating jump list and immediately began to suit up. I was to be the spotter and so I studied the large mosaic wall map in the office, then began to assist the jumpers in attaching their main and emergency parachute packs.

Pilot Frank Borgeson started up the #1 and #2 engines of the Ford and after we entered he fired the #3 right engine next to the fuselage doorway. This was a process of activating the electric starter motor which wound up with a high pitched whine, finally reaching momentum to engage and start the engine. It was always accompanied by 10 seconds of hacking and irregular firing, a swirl of pungent white exhaust smoke, mixed with the smell of raw gas.

Shortly, we began rolling down the taxiway. The Ford Tri-motor, like most traildraggers, was rather awkward on the ground with the fuselage at a steep uncomfortable angle. Further, a stifling runway heat built up for the jumpers in full gear. Reaching the end of the runway Frank ran through a short pre-flight check and taxied into takeoff position. He grasped the brake handle with his right hand and then put his left forearm over the control wheel, drawing it back while extending his left hand to thrust full throttle. The tail bobbed slightly when we surged forward, the engines created a great roaring, vibrating, unsynchronous beat of noise. I checked my watch and recorded takeoff time at 1415 hours (2:15 P.M.) in my pocket diary, aware of our efforts to reduce elapsed time from fire request to takeoff. The tail came up, leveling the fuselage, then we lifted off with a cooler breeze quickly improving the comfort level as helmets came off. The Ford Tri-motor was a slow, lumbering, huge-winged, corrugated metal beast dubbed "The Tin Goose". Normal cruise speed was close to 100 m.p.h. The sound in flight was utterly distinctive and immediately recognized by every jumper within earshot.

I glanced back from the co-pilot's seat to see the tidy patchwork of yellow and green Camas Prairie grain fields fading from view. Ahead lie the rugged, forested Nezperce National Forest as we slowly gained altitude and crossed over the South Fork of the Clearwater River and headed directly toward Elk City, an old mining town.

One of the more difficult jobs of a spotter in those days was to always know your location. I felt increasingly confident in this due to accumulating experience and Frank's excellent knowledge of the area. As we approached the Elk City checkpoint, a slight turn to the south would put us in line with Trilby Lakes. Some of the jumpers were dozing while others watched the terrain.

Then, a sudden, abrupt, startling explosion shook the aircraft, followed by a choking cloud of hay dust dislodged from all the nooks and cracks of the fuselage. The dust had been deposited by transporting bailed hay into Moose Creek Wilderness station. The cloud cleared itself quickly and I noticed my left hand bleeding from a piece of shrapnel.

Our attention was captured immediately by a violent, noisy, shaking of the entire aircraft, as if inside a jackhammer. It seemed to come from #3, the right side engine, and as I glanced out the window, searching for some understanding of what was happening, I noticed the forward engine cowling come loose, thrusting itself into the propeller with a shower of sparks. This repeated itself several times as the whole engine slowly shook loose from its mountings and gradually arched downward, but remained retained to the wing. My alarm increased as I saw the exposed fuel line break, spraying fuel over the rear of the engine and into the slipstream.

Frank's full attention was focused on recovering control and trim of the aircraft. I shouted over the noise and motioned toward the severed fuel line. He reached behind me to a small valve while I turned for a quick look at the jumpers in time to see the last 3 exiting the doorway. A helmet rolled into their traffic and was kicked aside, but went out the door ahead of the last jumper.

Dave Bennett had witnessed several metal parts fly by the door. Scott heard someone shout, "We're going down, get out, get out!" Schroeder and Bennett assisted each other hooking up static

lines, then began their exits. Bennett's wild ride was not over as he glanced back to see the Ford gently bank to the north, with a trail of gas vapor spewing behind as he descended. He hung up in a tree briefly, but caught a foot strap on a dry limb, and swung around to hang upside down as his parachute collapsed. He suddenly broke free, falling end over end, grasping for branches, then landed upright and safe. Scott hung up, did a rope letdown, then placed an orange crepe "L", signaling jumper ok. Dave Lancaster and Tom Schroeder left their helmets behind. Several of the jumpers found their gloves on top of their emergency parachute packs as they descended.

The spray of gas subsided, the engine folded further down, then completely wrenched itself free and fell away. I noticed the newly exposed sublayer of our right front tire. The propeller must have chopped the rubber off the tire. Apparently, the prop contact with the wheel was the final assault that broke the engine free.

I strode back to the overhead rack and took down my spotter's emergency parachute and buckled the snaps, then glanced back toward the cabin. Frank was looking directly at me, face ashen white, eyes large, as he gave a commanding, imploring shout, "Move the gear back!" My decision was automatic, instinctual, and took perhaps 2 seconds. The spotter pack came off and I pulled the twisted mass of static lines back inside the plane, then moved some gear toward the rear and then jumped back into the co-pilot's right seat. The noise and vibration had ceased and Frank was frantically preparing for a landing at a small airstrip surrounded by a busy sawmill and logyard. I seized the "air net" microphone, which was reserved for all aircraft operations throughout Region One, and with deliberate composure said, "Grangeville Jump Base, this is Ford 61." Foreman Uphill answered, "This is Grangeville Jump Base, hold one." I did not know that a weather forecast was being broadcast from the Nezperce National Forest Supervisor's office at the same time. I repeated the call, with no answer. I turned to the "Forest Net", a frequency used by all work stations and vehicles on the forest. "Mayday, Mayday, Mayday, this is Ford 61, we've lost an engine, all jumpers have bailed out. Will try to land at Elk City."

Frank was gauging his altitude and completing the 1st portion of a 270° turn for our one chance approach and landing at the strip. After completing 180°, I was amazed to see a Forest Service vehicle stopped, with the door open, and the driver running for the airstrip with the car fire extinguisher in hand. He had acted immediately after hearing us overhead and the Mayday transmission on his radio. We came in low on the 2 remaining engines, just over the driver's head and barely cleared a barbed wire fence. We touched down to an immediate, violent bursting of the right tire, coasted very shortly, then ground-looped on top of the distorted, blownout remnants of the right tire.

A momentary silence ensued, then Frank and I grabbed and shook each other by the shoulders in joy, just long enough to realize that danger and uncertainty were still hanging heavy in the tilting Tri-motor. We ran out the door and stood staring from a short distance, still grasping for some reason and understanding. Our restraint was short-lived as we cautiously approached, then began intently inspecting, first the gaping, vacant hole where the missing engine had once been positioned, then a sharp, elongated 9-inch cut entering near the bottom of the fuselage just behind the cockpit seats. On the opposite side of the fuselage, but higher up on the wall, another hole of the same dimensions showed evidence an object had exited. It subsequently hit the woven wire cables that control the tail, forming sharp "V"-shaped creases in the cable. Frank then came to the realization that a piece of the propeller had broken off and flew through the airplane with explosive force. Further inspection revealed the piece had continued its rising angle to cut completely through the left wing, leaving a small indentation 1" long and 1/2" deep in the wing fuel tank, but not big enough to create a hole.

Bill Locklear was the last jumper to exit the Tri-motor and could see where we had landed, so steered his parachute very close to the landing site. Soon a millyard employee and operator of a log transporting machine arrived to tell us his observations of seeing the plane's engine fall into a mud and gravel bank of the creek, creating an impressive crater near his machine.

The Nezperce Forest Supervisor, John Milodragovich, arrived enroute to Grangeville, having seen the Ford and wondered why it had landed on the American River Sawmill airstrip. He found pieces of the Tri-motor's engine on the road.

Gradually, the jumpers arrived at the airstrip with their gear. They inspected the plane, then Locklear stated that he had been leaning against the chain saw box, inches from the prop fragment's path. A powerful elation and relief settled over us as we began to comprehend our good fortune. I place all due credit with Frank Borgeson for the skillful piloting of the disabled Tri-motor under great duress.

We had a warm summer night's ride back to Grangeville with time to ponder the hard-to-imagine twists of fate and fortune. Tom Schroeder pulled out a cigar with some pomp and circumstance and said, "I smoke one of these when things are going my way."

Today Ted lives 6 miles east of Missoula and works in the USFS Region 1 office. Frank is retired at Lewiston, Idaho.

Jack has lived in Whitefish for many years. During WW II he served as a tail gunner on B-29 heavy bombers in the South Pacific. At the end of that conflict he worked in the woods for the J. Neils Lumber Co. and the Potlatch Lumber Co., as a choker setter and sawyer.

He had a partner while logging, a fast-talking Irishman by the name of O'Boyle. They finally decided to quit falling timber before they got killed. Both dropped in at the Regional office in Missoula to look for work and O'Boyle went in first for an interview. He came out and said to Jack, "It's all taken care of, we've got our jobs. We'll go to work in about 2 weeks. In the meantime they will take us out to Miller Creek to work on a lookout and do a little brushing around the place. By the way, we are going to be smokejumpers." Jack replied, "I don't like the sounds of that. Not that I have done any, but I have seen aircraft shot up and shot down and everything else, and lots of parachutes all over the place." However, after undergoing training at Nine Mile, Jack changed his mind.

After the war years, the Nine Mile camp at Menard was like a country club. "...It was quiet, genuine, with quality people and quality food. I wasn't used to pork chops with gravy and potatoes for breakfast, but we ate it and got by just fine. It was a good life...They worked us hard and we made hundreds of miles of fire trails up over the hills and down into the valleys. For the first time in years some of us finally felt comfortable. It was nice."

Jack said most of the jumpers were veterans--ex-army and marine paratroopers, marine raiders, former aircrew members and navy personnel as well as merchant seamen. (There was one who had served in the Spanish Civil War of the 1930's.) He said, "Had a marine raider and 82d paratrooper met earlier, they probably would have beaten the hell out of each other, but in the smokejumpers they got along fine. A number of the ex-service men were still keyed up, and in some instances, a little 'punchy.'" Jack said that there was a great amount of humor among these individuals, which he felt was a carry-over from the military days.

One night during the training phase at Nine Mile west of Missoula, a shot was fired late at night in one of the barracks. It was followed by a high-pitched scream. Men were jumping out of windows and running through the screendoors, heading for the brush. After about 10 minutes they came back. No one would admit to the joke, but a number thought it had been Max Allen.

And then there was another day. Jumpers were sitting around at the Nine Mile airstrip, waiting for the Ford Tri-motor to take them up on training jumps. Each time the Ford landed and taxied up to them, a gopher would pop up out of its hole and start chirping away, thoroughly agitated by the noise. One southerner said, "You know, we're doing all of the work and that '\_\_\_\_\_ ' is over there complaining." He proceeded to take off a bootlace, made a loop out of it, and then placed the lace over the hole. After the Ford returned again, the gopher once more scurried up to voice its displeasure, and the noose was pulled tight. The southern gentleman had gloves on to keep from being bitten. The jumpers decided to tie the gopher to a drift chute and drop it near its home. They cut a sandbag from its chute, made a make-shift harness and attached the gopher to it. In a few moments it was airborne in the Ford. The pilot circled over the spot marking the animal's abode and out it went, protesting. Surprisingly, the gopher landed near the spot. Jumpers in heavy gear waddled over to check out the situation. The gopher was lying on its stomach with its legs spread out, looking around. The harness was cut away and the jumpers got out of the way as the animal got to its feet stiff-legged and started for them with a mean look on its face. It got back to its hole as the Ford once again taxied in, refusing to come up for a look. Was this the only gopher to ever make a parachute jump? Probably so.

After training, some of the jumpers would be taken to Hale Field near the Missoula County Fairgrounds where they would be nearby for fire calls. (Sentinel High School is now located where that airfield once existed.) One day a carnival came to town, along with a group of elephants. Jack and another jumper went over there late one evening and found a baby elephant--about 4' tall and 5' long--tied to a post in a field. They untied it and led it back to their barracks. Jack said the elephant came along very willingly, like a friendly dog. They took it inside the building and tied it to a doorknob and turned the lights off. Before long, 2 jumpers who had been out on the town were heard approaching, loud and boisterous. One opened the door and said, "My God, what is this?" "I don't know," replied the other, "but it's alive, yeah it's alive." They were feeling around the animal and found that the "tail" on one end was longer than that on the other. One of them said, "Hell, I'm going back downtown for awhile." Jack said the following year they tried to use a donkey for the same stunt, but it almost kicked them to death.

Yes Jack, jumpers have always been noted for their sense of humor. It was and is a very important part of a jumper's personality. Jack has been retired for some time and lives at Whitefish, Montana.



OVER THE SE KHONG RIVER

By Jack Mathews, MSO 48

The April 1985 edition of Gung-Ho magazine carried an article by Jack Mathews, who was a former senior CIA official and ex-smokejumper. The full title of the article was "Bull Simons Over the Se Khong River." A portion of that story is printed below with Jack's permission.

In early 1959 Jack met Col. Bull Simons in Vientiane, Laos. Both has been assigned to the same U.S. Assistance Group as advisors to the Royal Lao Army. Jack was a member of a Special Forces unit at the time.

During March, 1960 a battalion of the Royal Lao Army's best trained and equipped paratroopers, the Second Parachute Battalion, became lost while operating against several large groups of Pathet Lao & Viet Minh (The name at the time for the North Vietmanese Forces.) guerrillas near the southern tip of Laos, along its border with Cambodia.

The Second Battalion had actually crossed the Se Khong River into Cambodia and was hotly pursued by communist guerrilla forces.

On March 9, 1960 A Lao Army officer from the Lao Army General Staff Headquarters contacted Jack and told him that General Ouane Rathanacone, Chief of the General Staff, was willing to allow the Second Battalion to be overrun by the guerrilla forces since its commander, Capt. Kong Le, had refused to become involved in the opium trade Ouane was engaged in with hill tribes in northern Laos. Capt. Long Le had received training from Col. Simons and his Special Forces team in 1959 in Vientiane.

Col. Simons did his best to get the General Staff to mount a rescue effort to get the Second Battalion out of the trap it had fought its way into, without success. At that point, Col. Simons shouted at Jack, "To hell with formality and diplomatic games! We will have to mount our own god-damn unilateral rescue mission and try like hell to get supplies to the battalion before it is destroyed by the guerrilla forces!"

They began to gather rice and canned food, purchased at outrageous prices, plus ammunition and cargo parachutes. Col Simons was finally able to induce an Air America pilot who worked with a small charter airline to fly them and the cargo in his C-47 transport to southern Laos to look for the lost battalion.

From the time Jack had been alerted regarding the plight of the missing unit until they were airborne, heading south, only 6 hours had elapsed. Col Simons jokingly shouted at Jack, "We are on our way to becoming either lucky bastards or corpses, and regardless of how this caper turns out we will never get any accolades for it except perhaps in the eyes of their Buddha!"

As they drew near the Se Khong River the plane took several hits in the tail section from guerrilla gunfire.

Capt. Kong Le and his paratroopers heard the C-47 droning overhead and put out smoke grenades to pinpoint their location. The pilot brought his plane down over the drop zone at less than 500', drawing heavy gunfire. Hot lead ricocheted around inside the ship. Two passes were made over the surrounded troops and the plane and crew then headed back to Vientiane.

Col. Simons and Jack received considerable official flak over the impromptu mission, but their "Vest Pocket" rescue mission had been a smashing success. They did not have to fire a shot, and thanks to Buddha, they were okay and the aircraft was only slightly damaged.

The lost battalion, after receiving the air-dropped supplies and ammunition was able to fight its way back into Laos. Later, Capt. Kong Le became a Royal Lao Army general, after helping pull a coup d'etat that deposed General Ouane and other corrupt Lao Army and Air Force officers. In June 1964 Gen. Kong Le's picture appeared on the cover of Time magazine.

Jack met Col. Bull Simons several times through the years later, with the last occasion being in 1967. Col. Simons commanded the U.S. Army Special Forces unit that conducted the bold and unprecedented commando raid on the Son Tay prison camp in North Vietnam in 1970. Unfortunately the POW's they had planned on rescuing had been moved out earlier.

Col. Simons retired in 1971 but in 1979 he and a small team, made up largely of former military personnel, secretly pulled off a highly dangerous and unconventional rescue mission in Iran in the middle of a revolution, rescuing 2 executives of the Texas-based Electronics Data System, who were being held in Tehran prison. That story is the basis of the book On Wings of Eagles, which was a best-seller for 6 months in 1983.

Jack said that Col. Simons passed away from a heart attack on May 21, 1979. There was little media coverage reporting his untimely death to the nation he had served so well for so long during his distinguished military career. Jack did not know about his death until many months later. Jack currently lives in the Santa Barbara, California area, and he has many stories relating to his days with the smokejumpers and military service. Several years ago one of his sons convinced him to go up in a light plane and make a free fall, his first jump in many years.

1945 WYOMING CRASH CLAIMED DICK JOHNSON, LEGENDARY MOUNTAIN AND SMOKEJUMPER PILOT

Researched by Jack Demmons

It was Friday, March 2, 1945. A lone, single-engine, 6-place black and red Travel Air of the Johnson Flying Service was fighting strong turbulence as the men onboard continued with their job of conducting an aerial count of elk in the rugged country of northwestern Wyoming.

The plane was circling in and out of the draws near the lower end of Moose Creek, 30 miles south of Jackson, Wyoming. The location was 9 air miles southwest of Deadman Mountain and 3 miles southeast of Indian Grave Flat. Mountain peaks in the area are from 7,500' to over 10,000'. Roads that early March were plugged with snow in the Greys River vicinity. Moose Creek runs into Greys River.

The pilot was Dick Johnson, a veteran bush pilot who had flown more than 700,000 miles during his career, much of it over some of the most rugged terrain on the North American continent. He had survived the crash of a Model 5-AT Ford Tri-motor (NC 435H) at Big Prairie, in what was then called the South Fork Wilderness area, about 44 miles northeast of Seeley Lake. That was on August 3, 1938. He also lived after a very serious crash of a Travel Air southwest of Hamilton, Montana in the Roaring Lion drainage on August 22, 1939.

Also on the ship was Orange Olson from Ogden, Utah. He was Assistant Regional Forester in charge of Wildlife Management for the Intermountain States. The third individual was Bob Brown of Jackson, Wyoming, who was a deputy Wyoming game warden. After this day they would have only several more hours to go until the project was completed. This was a Federal-State game count, and the type of flying involved was what Dick Johnson was an expert at--low over rugged terrain, but very dangerous.

Late that Friday Bob Johnson received a call at Missoula, which stated that his brother was overdue and presumed down somewhere in the Moose Creek area of Wyoming. It was hoped that he had been able to set the Travel Air down and wait out a storm.

On Saturday morning, March 3, two other Travel Airs of the Johnson Flying Service were airborne out of Hale Field in Missoula, heading for Idaho Falls, Idaho. They would refuel there before pressing on in the search. Bob Johnson was flying one of the ships and was accompanied by a smokejumper rescue crew from the Missoula base. That group included Jim Waite (the spotter), Art Cochran and Bill Wood. Dick Johnson's stepson, Jack Hughes, was flying the other plane and mechanics John Pritzl and Waldo Mathies were with him. The planes were loaded with rescue gear.

At the lower end of Moose Creek that fateful Friday afternoon, a crumbled, shattered Travel Air had come to rest on a mountain slope. There wasn't a sound, other than the moaning, and at times howling, of the wind as it swept through the tree tops. Also, there was the faint hiss of snow falling on the remains of the hot engine. There wasn't any fire.

About 6 hours after the crash there was a stirring within the wreckage. Bob Brown was trying to free himself. The last thing he had remembered was a violent downdraft. The right wing of the Travel Air then hit a tree, which had suddenly loomed up out of the haze. The wing was ripped off and the plane flipped over on its back, plowing through timber for about 100 yards--the length of a football field.

The Missoula Sentinel on Monday, March 5, made these comments: "...Brown regained consciousness...and found himself pinned in the plane with his companions, both dead...Painfully, he dug a flying suit out of the wreckage, put it on and built a fire...The next morning he strapped on a pair of snowshoes and then rolled and fell down the mountainside to a creek bottom, where he lay unconscious for about an hour. Using one snowshoe for a crutch, he stumbled over rocks and through snow to a mountain road during a snowstorm. He placed one of the snowshoes upright in a drift and dropped unconscious near the road..."

In the meantime, all of the snowplanes in the region had been mobilized and a ground search was underway. They skimmed over the deep snow and suddenly those onboard one of the machines happened to spot a snowshoe sticking up out of a snowbank. Nearby, they found Bob Brown, still unconscious and covered with snow. He was rushed to a hospital in Jackson and after a lengthy period of time recovered from very serious injuries.

Men on the other snowplanes recovered the bodies of Dick Johnson and Orange Olson and took them to the small Wyoming town of Alpine, 20 miles southwest of Jackson.

The 2 rescue Travel Airs had landed at Idaho Falls and it was there that those onboard heard for the first time that the plane had been found and that only Bob Brown had survived. The Travel Airs were refueled, and headed for the crash scene to drop the smokejumpers and rescue gear if assistance was needed. However, they ran into severe weather conditions and had to return to Idaho Falls. From there the men were driven to Alpine, where they met the snowplanes and the victims of the crash.

On Monday, March 5th, the two Travel Airs returned to Missoula, flying in close formation, and landed at Hale Field. The Daily Missoulian on Tuesday, March 6th quoted Bob Johnson as saying, with tears running down his face, as his brother's body was taken from the plane: "I brought Dick home the way I know he would have wanted to travel."

Thursday, March 8, Dick Johnson was laid to rest in the Missoula cemetery. At the age of 55, this courageous, intrepid pilot had flown his last mission. He was a WW I veteran with overseas duty and was accorded full military honors. Three volleys were fired from Springfield '06 rifles and taps--a soldier's last sad farewell--were played. The flower-covered casket was lowered into the grave. The crowd slowly faded away, with some casting backward glances toward the grave, still not believing that this legendary flier was gone from their lives.

**Bob Johnson Art Prints**

\*Commission artist Brian M. Schmid of Super Sports Paintings Unltd. is offering his painting of flying pioneer Bob Johnson and his Ford Trimotor as a fine art print.

\*The full color print measures 16" x 22" and is printed on a high quality 60 lb. paper, ready to be framed.

\*Prints will go to the first 500 ordered, so get yours today!

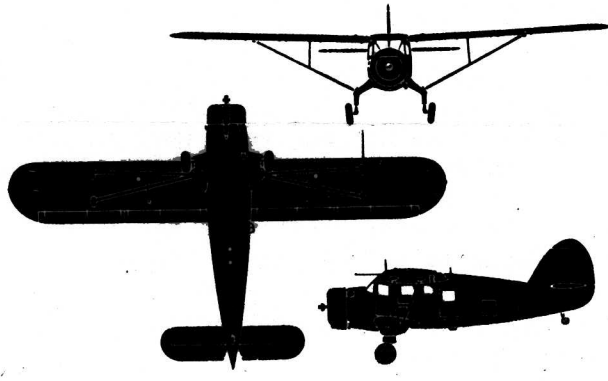
Brian is the artist/owner of Super Sports Paintings Unlimited. He has been specializing in large format commission artwork for over 20 years. Some of his past clients include: USAF Academy, US Olympic Training Center, Univ. of Wisconsin, Montana State Univ. and Univ. of Oregon, among others. He is a member of the Museum of Mountain Flying and has done volunteer work for our N.S.A. He has always been interested in aviation and has done aircraft related paintings. He has spawned a new series of paintings; the Flying Days of Johnsons' Flying Service. The 1st painting has been completed. There will be others of Bob's brother Dick, Jack Hughes, Penn Stohr, Kenny Roth, and ? The first painting shows Bob Johnson standing in the foreground with a Ford Tri-motor--NC 9642 doing a low fly-by. The original painting is 3' by 4' and is on permanent display at the Museum of Mountain Flying Headquarters in one of Minute Man Aviation's hangers at the Missoula County Airport.

Please send me \_\_\_ print(s) of Bob Johnson and his trimotor. I'm enclosing \$29.95 for each print and 2.80 for postage and handling.

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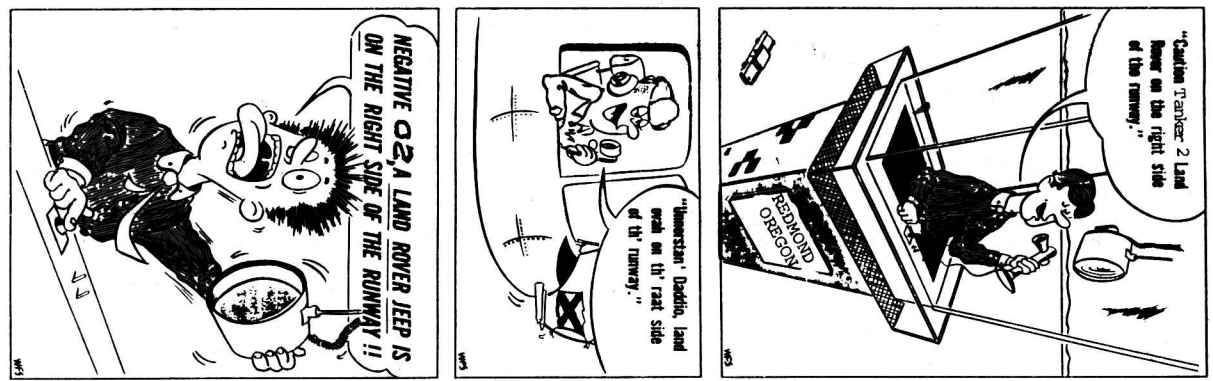


Noorduyn Norsemen aircraft were used at several jumper bases through the years, notably out of Intercity Airport near Winthrop, Washington for the NCSB. While different size engines were used in these ships, the 600 h.p. Pratt & Whitney was common, driving a two-bladed prop. The wingspan was 51' 8" and the length 31' 9". Maximum cruising speed was 148 mph at 5,000' Maximum range was 1,150 miles. The plane had one pilot and could carry 9 passengers--fewer jumpers were carried.

The Noorduyn's first flew in 1935. They were designed by a Canadian, R.B.C. Noorduyn. In 1946, after WW II, the Canadian Foundry Co. continued to manufacture an improved model, the Norseman V, for awhile.

One of those that flew for the NCSB is now at Kalispell, Montana, being refurbished, and it will one day fly again.

Some Noorduyn's still fly in the bush country of Alaska and Canada, along with such ships as the de Haviland Beavers, de Haviland Otters and Twin Otters. While Noorduyn's first appeared around 6 years after the Travel Air's, they are considered to be contemporaries. Like the Travel Air's, the Noorsmen were also fabric covered.



Tanker pilot approaching Redmond Air Center's airfield. Adapted from the USAF Military Airlift Command magazine, dated June '66.

Bernard "Bernie" Hilde (MSO 69) loadmaster foreman, Missoula Aerial Fire Depot, retired from the USDA Forest Service in January. He had 24 1/2 years of Federal Service: 3 years in the military and 21 1/2 with the Forest Service. He started working for the Forest Service in 1969 and had been a smokejumper since that date. Bernie is a native of Minnesota. He graduated from Borup High School there and later, the University of Montana. He and his wife will continue to make their home in Clinton, MT. He made a total of 373 jumps, with 152 being fire jumps.

George Gowen (MSO 54) sent us a short story about the trip he made across the Bering Sea by boat to Russia last year. That will be in the 7th newsletter. (Other articles will also appear at that time, since in this 6th letter, 5 pages were devoted to new members and the search for former jumpers without current addresses.)

Garry Peters (CJ 63, and later a lead plane pilot) sent us much information relating to the Siskiyou Smokejumper Base that once existed at Cave Junction, OR. We will highlight that former base and personnel in the 7th newsletter.

Tom Boatner, base manager of the Alaska base at Fort Wainwright, sent us some material on the former Anchorage and McGrath Alaska smokejumper bases that many jumpers do not know about. That story will also be in the next letter.

We located Ron Lund at Anchorage, AK and have talked to him. He is a pilot in that state and was about to take a vacation in Australia with his wife. We will get back to him later.

"Trooper Tom" Lugtenaar has retired from the Fish, Wildlife and Parks division at Galena, AK. We have tracked him down to Nehalem, OR, which is apparently his new home. However, he was gone and a check with Alaska found that he had returned there on vacation and was heading for the Philippines they believed.

Carroll Gambrell of Walhalla, SC, who won the competition for the naming of the "Static Line" and who later had a major stroke, has been recovering, but states that his current condition may be as far as recovery will extend. He still has that tremendous sense of humor and is still writing articles. Carroll said he moves around using his cane like a rudder.

After writing the story about the Tri-motor crash at Moose Creek in the Nezperce Forest of Idaho on Aug. 4, 1959, we heard back from one of the survivors who wrote the story for us. We inadvertently stated that Bob Culver took the ship back up for a second try after a tricky wind prevented the first attempt. That was not correct as Roland Stoleson (MSO 56) told us. That version was in the Missoulian paper at the time and was erroneous. Ron has stated that the usual procedure was to overfly the strip and then commence to land. Bob Reid (MSO 57) sent us a letter relating to the crash--October 94 edition of the "Static Line." We will mention his remembrances of the crash in April. He and Roland Pera (MSO 56) had returned from a fire at Isaac Lake and were at the Moose Creek Ranger Station lounging under trees when the Ford arrived. Bob currently lives at Niceville, FL and Roland (Pera) is at Lexexa, KS. Roland (Stoleson is still at North Ogden, UT.)

The article on the "Skyhook Operation" over the Arctic some years ago is currently on hold for several months. We will get in touch with each former jumper who was there before mentioning their names in the "Static Line."

A story about Bill Carver (MSO 47) and others who were injured years ago while jumping to a fire north of Ovando, MT--2 plane loads and injuries from both drops--will be written for April. Tragic, but also very humorous.

Forrest R. "Buster" Moore (CJ 57) mentioned that the name of the pilot Dick Tracy and Kirk Samsel rescued on Friday, May 17, 1963 in the Black Mountain Range in the Gila National Forest in New Mexico was Wendell Schroll who was a Forest Service pilot for Region V.

Buster mentioned two jumps on separate fires with Harry Roberts (MSO 53) in 1966. He said on the first fire on the Sequoia NF he was almost blown out of a tree by an F-104 fighter. On the second, which was a 16-man fire on Owl Creek, Salmon NF, he wound up in the Salmon, ID hospital with his left arm in 7 different pieces. While there, he mentioned that Thad Duel (MYC 56) limped in with a banged-up knee.

Dale Nova, Associate member from Mt. Shasta, CA told us last summer that Jim Fritz (CJ 59) was involved in a serious motorcycle accident when his machine blew a tire at high speed. His wife was killed. It took place on a mountain highway near Eureka, CA. Jim was badly hurt and had been due to retire from the California Highway Patrol after many years of service. We have to get back to Dale about this. Jim had been at 1690 Hawkes RD, McKinleyville, CA 95521-4130.

There will be more about Russian jumpers, women jumpers, the Mountain Museum of Flying and the National Forest Service Museum, and other items in April. Please send us your stories. (There will also be an article about Bill Bull (MYC 64) & a plane crash in the April edition. We will have to charge \$1.25 for back issues of newsletters 1, 2, 3 and 4. We do not want to do this, but have no choice because of printing and mailing costs. Let us know if you want them.