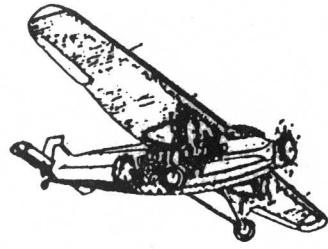




National Smokejumper Association



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Volume 3

August 1995

Edition 2



President's Message

Our N.S.A. will have been in existence three years this November. During this time, over one thousand individuals have become members. We are, without a doubt, an organization that is here to stay. With this thought in mind, your Executive Committee feels the time has come for more definite long-range planning of projects that should make us an even stronger, better organized association. At our last regular meeting, the Executive Committee began establishing goals for the coming year. These include developing guidelines for a Smokejumper Hall Of Fame, and an annual Outstanding Smokejumper Award for each base. At reunions during the past ten years we have talked of establishing a National Smokejumper Museum in Missoula. Our efforts to achieve this goal will become better organized this year. We also have a great need for a permanent Association Headquarters that is accessible to all smokejumpers when they are in the area. Several ideas are being investigated. We will work toward meeting this goal as soon as possible. A membership committee will be actively implementing strategies to increase the number of active jumpers that join our Association. We also have organized a committee to seek ways to raise funds for a museum and other projects, such as a video of Smokejumping History. There will be reports of progress on the above, and other projects, in future newsletters.

Work on projects described above, and others, requires a great deal of time and effort by a goodly number of individuals. We obviously need more volunteers. If you are interested in becoming more involved in our Association, please drop us a line, or call our office. And, you do not necessarily have to live in Missoula to become involved. Faxes and phones can be used to accomplish most that needs to be done. If you have any thoughts about the direction you would like your Association to move, please share this with us too.

Our organization will only be as strong and viable as you, the member, want it to be. Let's stay in touch.


ED COURTNEY
President

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Steve Nemore (208) 389-2426
Harry Roberts (208) 634-2009
Jerry Timmons (907) 455-7195
Dick Tracy (916) 241-9499
Bill Werhane (406) 388-4469

Honorary Director/President-Emeritus
Earl Cooley (406) 543-6212

CURRENT SMOKEJUMPER BASE MANAGERS

Alaska: Tom Boatner (907) 356-5541
Boise: Sean Cross (208) 387-5426
Grangewille: Pat Wilson (208) 983-1964
McCall: Neal Davis (208) 634-0383
Missoula: Jeff Kinderman (406) 329-4900

Redding: Arlen Cravens (916) 246-5113
Redmond: Dewey Warner (503) 548-8772
Winthrop: Doug Houston (509) 997-2031
West Yellowstone: Greg Anderson (406) 646-9597

National Smokejumper Reunion, 7-9 July, 1995

The smokejumper reunion was a resounding success. Many thanks are in order for all the individuals who helped in the preparation and conduct of it.

A number of letters have been received, commenting on the event. Excerpts from several are as follows: From Tedford Lewis: "Hearty congratulations on a well planned and well executed 1995 Smokejumper Reunion." Gerald Linton: "I attended the Smokejumper Reunion this month in Missoula and I certainly had a great time seeing old jumper buddies, telling stories, enjoying the barbecue, dinner dance, Sunday memorial brunch..." Fred "Rick" Chambers: "...My wife and I had a great time at the reunion. Hope to see you in 2,000!" Tony Peiffer: "I want to thank you and the committee and directors for a great '95 Reunion. All three events were well planned and organized..." Mike McCulloch: "...Your organization, timeliness, and everything else regarding 'The Event' was top notch. My wife echoes the above thoughts..."

The Master of Ceremonies at the Sunday banquet was Charles C. "Chuck" Wilde, Lolo Forest Supervisor. Bruce Babbitt, US Secretary of Interior, was the guest speaker. Chuck presented awards to Francis Lufkin, one of the original jumpers in 1939 and later base manager for the North Cascades Smokejumper Base, and to Bruce Babbitt.

During Saturday, July 8th, the winner of the 5 kilometer race was Andy Hayes. During the golf tournament Bob Clark, Roger Cox, Leis Cox and Bob McKean took top honors. Speakers during the Memorial Brunch on Sunday, July 9th, were Reverend Bill Duffey and Reverend Stan Tate, both former jumpers. Pre-registration for the barbecue, banquet, and memorial brunch exceeded 800 for each event. More showed up who had not registered early. At the barbecue alone, more than 1,000 were in attendance. Some items that were

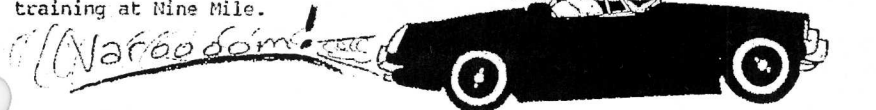
on sale at the reunion are still available. They are: T-shirts (\$12.00); belt buckles (\$25.00 for those produced by Greg Whipple) and \$25.00 for the Association buckles); key chains (\$18.00); and some of the older T-shirts that were produced prior to the reunion (\$10.00).

Special thanks are in order for firms and individuals who supported the reunion. They are: Boardwalk Travel; Coca-Cola; Missoula County Fairgrounds; Wilma's Catering; Scott Breum Photography; the Missoula Chamber of Commerce; Montana Party Time; Big Sky Embroidery; the Shirt Shop; the U.S. Forest Service Northern Region; Missoula Smokejumper Visitor Center; Neptune Aviation, Inc.; Snowbowl; Holiday Inn Parkside; Kwik Print Center; the Messenger; the Missoulain; DaVinci's Framing and Gallery; the Mendelssohn Club; the University of Montana; Chuck Wildes, Lolo National Forest Supervisor; Pastors Bill Duffey and Stan Tate; Pianist Laura Fricke; Vocal Artist Joan Hanson; Tyler Smith of Uptown Productions; The following from the University of Montana: Dr. James Todd, Vice-Pres., Administration and Finance; Leslie Moran, Conference and Events; Sam Hendrick, University Center Catering Manager; and Gary Hughs, University of Montana Fieldhouse. The N.S.A. also wants to thank Dick Hughs of the Office Supply in Missoula for providing used furniture for our office at very low cost.

Only several knew that D.B. Cooper--who some years ago parachuted from a hijacked airliner over southwestern Washington state with a fortune in ransom money, and who was never caught--was in attendance at the reunion.

WHERE WILL THE REUNION TAKE PLACE IN THE YEAR 2,000? WE WOULD LIKE TO HEAR YOUR COMMENTS ABOUT THIS.

Chuck Pickard, MSO 48, heading for Missoula in his black Buick convertible after a hard week of training at Nine Mile.



Adapted from the Military Airlift Command publication, 2/69.



NEW MEMBERS

NOTE: This listing of the new members includes those who became members after the issuance of the 7th newsletter, in April. The cutoff date for applications received from new members was July 3, 1995 for the listing in this newsletter. If your application was received after that date, to include the dates of the Reunion, you will be listed in the 9th newsletter. If your name was missed, please let us know as soon as possible.

NAME	ADDRESS	BASE & 1ST YEAR
Aiken, Maxwell J.	761 Edward AV Salem, OR 97302	MSO 47
Allen, Maxwell J.	6170 N Pomona RD Tucson, AZ 85704	MSO 48
Allred, Bill	6170 Painted Pony DR NW Albuquerque, NM 87120	MSO 63
Anderson, William M.	418 NE 1st Pendleton, OR 97801	MSO 74
Babon, Jack (John) K.	133 New Meadows Missoula, MT 59802	MSO 75
Baker, Donald	675 Cunard DR Napa, CA 94558	MSO 65
Bartell, Eugene	3135 Tobacco RD North Pole, AK 99705	MSO 67
Benzie, Robert W. Jr.	641 Alderson AV Billings, MT 59101	MSO 56
Birky, Luke A.	1408 S 8th ST Goshen, IN 46526-4313	MSO 45
Black, Otto	314 E Spring Haynesville, LA 71038	MSO 49
Blunn, Thomas C.	6 Lincoln Hills DR Missoula, MT 59802	ASSOC
Braden, Murray	1666 Coffman, No. 218 St. Paul, MN 55108	MSO 44
Brazzi, Gordon Q.	118 S Alpine, Willows, CA 95988	RDD 64
Boggs, Larry	PO Box 834 Greenville, CA 95947	RDD 63
Brown, Jim	4000 Pack River RD Sandpoint, ID 83864	MSO 46
Brown, Leo K.	190 12th ST Idaho Falls, ID 83404	MYC 48
Carter, Jim	3510 9th DR Baker City, OR 97814	MYC 67
Collins, Robert	12085 Norman LN Auburn, CA 95603	RAC 69
Cook, James	PO Box 8711 Missoula, MT 59807	MSO 59
Crane, Dale	5576 Firwood Circle El Paso, TX 79932	MSO 60
Culbertson, John	4516 LA Tierra LN Carpinteria, CA 93013	FBX 69
Curtiss, Ronald G.O.	PO Box 156 Libby, MT 59923	MSO 62
Derry, Betty	250 Wilson AV Libby, MT 59923	ASSOC
Derry, John	250 Wilson AV Libby, MT 59923	ASSOC
Deschamps, Romie J.	HCO4 Box 9779 Palmer, AK 99645	MSO 61
Dettman, Robert, "Bob"	1235 S Laird CT Superior, CO 80027	MSO 73
Ebel, Fred	2810 E Oxbow RD Culbert, WA 99005	MSO 57
Ellison, Warren	3718 Kootenai Boise, ID 83705	ASSOC-PILOT
Flaharty, Richard T.	11615 Ostrom AV Granada Hills, CA 91344	MSO 44
Flick, Art	5889 Fulford Hill RD Bath, NY 14810-9801	MSO 53
Frankovich, John A.	11826 E Wagon TRL RD Tucson, AZ 85749	MSO 46
Gossett, Lee	3710 Reese Creed RD Eagle Point, OR 97524	RDD 57
Goss, Roy	PO Box 330 Okanogan, WA 98840	NCSB 46
Greenlee, Jason	PO Box 328 Fairfield, WA 99012	ASSOC
Hagen, Norland K.	906 Worden Missoula, MT 59802	MSO 57
Hall, Philip	PO Box 254 Potomac, MT 59823	MSO 73
Hangas, Dave	3525 Karis CT Missoula, MT 59802	MSO 64
Hartman, Harold	20933 Morelock RD Malin, OR 97632	CJ 65
Haugo, Donald	Cycle America Inc PO Box 485 Cannon Falls, MN 55009	MSO 61
Hearst, Roger	369 SO Side RD Superior, MT 59872	MSO 50
Herold, Robert J.	4216 E. 102D ST Tulsa, OK 74137-5901	? ?
Hicks, Cecil	390 Red Clover LN Sandpoint, ID 83864	NCSB 62

Hossack, John F.	Box 352 Eureka, MT 59917	ASSOC-PILOT
Hotalen, Edward	PO Box 436 Salyer, CA 95563	MSO 76
Houston, Everett	1749 Mary Lake Redding, CA 96001	NYC 71
Howe, Jerry W.	20780 Miller Bay RD NE Poulsbo, WA 98370	CJ 65
Huset, Oliver Lynn	1231 13th AV W Williston, ND 58801	MSO 44
Isaacson, J. Allen	3023 Westwood CT Coeur d' Alene, ID 83814	MSO 63
Jackson, Stanley "Stan"	1269 E Crestwood Memphis, TN 38119	RAC 68
Just, Franklin, H.	620 Adell AV Idaho Falls, ID 83403	MYC ?
Kautz, Robert	4930 W 6th Greeley, CO 80634	MSO 79
Keith, Mrs. Archie	2033 35th RD Ottawa, ILL 6135	ASSOC
Kenagy, Earl E.	6019 SW Lunadel Portland, OR 97219	MSO 45
King, Lloyd	601 W 14th ST La Junta, CO 81050	MSO 44
Kinney, Bruce	Box 383 Paul, ID 83347	MSO 68
Kittell, Ira "Ted"	1250 Central AV J-5 Wentachee, WA 98801	MSO 47
Ladendoff, Edmund Jr.	102 Clinton Av Montclair, NJ 07042	MSO 46
Lancaster, David A.	12506 Monagham TRL Austin, TX 78727	MSO 63
Lavoie, Orman	PO Box 210 Heber City, UT 84032	ASSOC-PILOT
Le Clair, John E.	Box 2482 Soldotna, AK 99669	MYC 77
Lund, Ronald "Ron"	PO Box 112701 Anchorage, AK 99611	AK 61
Madden, Mike	PO Box 804 Fall River Mills, CA 96028	RDD 73
Malthaner, Alvin W.	8 Heusted DR Old Greenwich, CT 06870-1937	MSO 45
Mast, William "Bill" H.	2505 Briggs ST Missoula, MT 59803	MSO 68
Matlack, Dale	3050 Terra DR Boise, ID 83709	ASSOC-PILOT
Mauk, Bob	134 Orchard DR Worthington, OH 43085	AK 79
Michael, Michael T.	PO Box 32 Pateras, WA 98846	NCSB 74
Mitchell, Ben	103 Darwin Sitka, AK 99835	MSO 60
Morga, Thomas A.	PO Box 950004 Mission Hills, CA 91395	MSO 69
Muller, David J.	3047th AV S Lewiston, Mt 59457	MSO 66
Peltier, Richard P.	43 Pinewood LN Libby, MT 59923	MSO 46
Peterson, KEnt	5005 Elderberry Circle Sioux Falls, SD 57106	MYC 68
Petty, Oliver W	1033 Gibson Hill RD Albany, OR 97321	MSO 43
Pierce, Ronald L.	PO Box 174 Troy, MT 59935	MSO 66
Pietras, John H.	110 Park AV Saranac Lake, NY 12983	MSO 73
Putnam, Stuart E. "Ted"	3420 W Central Missoula, MT 59801	MSO 66
Rehfeld, Robert O.	835 South A ST Grangewille, ID 83530	MSO 45
Reid, Jerry R.	4688 Coolumbine DR Redding, CA 96002	CJ 58
Roggow, Jim Ellsworth	10401 Yakima Valley Zillah, WA 98953	NCSB 54
Ross, Dale L. "Curly"	2802 S Armada PL Boise, ID 83706	MYC 51
Samsel, Hal A.	42 Lookout LN Polson, MT 59860	MSO 49
Schrunk, Wayne	14303 Hi Cir Farmers Branch, TX 75234	CJ 57
Sitz, William "Norm"	1100 Southgate Pendleton, OR 97801	RDD 68
Small, Wally	1800 Madeline AV Missoula, MT 59801-5906	MSO 52
Smith, Frank J.	PO Box 455 Paonia, CO 81428-0455	NCSB 48
Sprague, Lynn	11 Hinckley Walk San Francisco, CA 94111	MYC 59
Stenberg, Donald F.	316 2nd ST N.E. Watford City, ND 58854	MYC 74
Stevenson, Vernon	21776 Belleview CR RD Sonora, CA 95370	RDD 62
Stone, J.B. (John)	3419 Turtle Village DR San Antonio, TX 78230	MSO 56
Strohmyer, Rick	730 N Montana Dillon, MT 59725	MSO 77
Thomas, Roger	Box 37 Northfork, ID 83466	MSO 65
Thomas, Tom	69904 Summerville RD Summerville, OR 97876	NCSB 62
Thompson, Guy	16127 NE 99th ST Redmond, WA 98052	MSO 77
Twiss, John	2859 Sutton Oaks LN Vienna, VA 22181	RAC 67
Utterback, Keith	1521 E Harrison ST Wheaton, IL 60187	MYC 43

Continuation Of Mailing Addresses: In the last news letter, we started a list of former smokejumpers for whom we had no current address at all. Below is a continuation of that list, progressing alphabetically through our master file. If you have a valid address or know of the death of any of these former jumpers, would you pass the information on to us? Again, the base trained codes are listed here for your convenience.

FBX-Fairbanks, BIFC-Boise Interagency Fire Center, CJ-Cave Junction, IDC-Idaho City, LGD-La Grande, MSO-Missoula, MYC-Mc Call, NCSB-Winthrop, RAC-Redmond, RDD-Redding.

Cranfill, Charles	RAC	66	Day, John Roger	MSO	61	Donelson, John	MYC	?
Crass, Gordon	CJ	51	Dayton, Donald	MSO	48	Donner, Jack	MSO	?
Crawfor, Ray	RAC	77	Dean, Douglas	MYC	?	Donovan, James	MSO	?
Crawford, W.	NCSB	?	Decker, John	RDD	?	Dooley, Dave	RDD	73
Crawley, M.	MSO	?	Decker, Thomas	MYC	?	Dosskey, Mike	RAC	74
Crick, Robert	MSO	?	Deinema, John	MYC	?	Dowding, John	RAC	78
Crismore, W.	MSO	?	Dell, Dave	NCSB	76	Down, Eldon	NCSB	?
Crockford, J.	MYC	?	DeLong, Stan	RDD	65	Downs, William	MSO	?
Crook, Robert	MSO	?	Dennison, Paul	MSO	49	Doyle, Bill	RAC	91
Crook, Shelly	NCSB	?	Dent, Charlie	NCSB	46	Drabbs, Russell	MSO	47
Crosby, Richard	MSO	?	Dent, Jim L.	RAC	65	Drake, Carl	MSO	?
Cross, Phil	RAC	83	Dent, Troy	NCSB	48	Drolet, Jean	RAC	71
Crowder, David	MSO	59	Dethlefs, T.	MSO	85	Duckworth, Peter	RDD	70
Crowe, Robert	MSO	46	Detweiler, V.	MSO	45	Dunahay, Clyde	MSO	46
Crown, Walter	MSO	48	Dewits, Scott	?	?	Dunford, George	MSO	55
Croxson, Bill	RDD	65	Dezar, Robert	MSO	49	Dunn, Dave	FBX	74
Croxton, Ralph	MSO	?	Dickenson, Fred	MSO	85	Dunn, Lawrence	MSO	46
Crutchfield, T.	MSO	?	Dickenson, R.	CJ	79	Dunning, Dan	RAC	69
Cue, Robert D.	MSO	?	Dickerson, Bill	MSO	85	Dunning, Gary	MSO	85
Cunningham, B.	MSO	?	Dickerson, R.	MSO	86	Dunning, G. M.	RAC	69
Cunningham R.	RAC	?	Dickie, Charles	NCSB	51	Dunsmoor, W.	FBX	66
Cunningham, S.	MSO	?	Dickie, Ronald	RDD	57	Dupuis, Norbert	MSO	?
Curran, Don	NCSB	49	Dickinson, G.	MYC	?	Durglo, James	MSO	85
Currie, Wallace	MSO	?	Dieffenbach, A.	MSO	?	During, Kent A.	MSO	?
Currie, Walt	MSO	?	Diggs, Bradley	MSO	?	Durtschi, Jim	FBX	82
Curry, Ray D.	MSO	46	Dilcox, David W.	RAC	66	Dutton, Daniel	MSO	81
Custodio, Dennis	RAC	69	Dillon, Crag S.	RDD	76	Dwight, George	MSO	?
Daniels, Douglas	?	?	Dipentima, A.	MSO	?	Dyson, Jack	MSO	?
Daniels, Ronals	MSO	?	Disler, Jerome S.	MSO	?	Eagan, Jim	NCSB	56
Davenport, D.	RDD	82	Disler, Jonathan	MSO	?	Eames, Mark	MYC	?
Davenport, T.	MYC	?	Ditter, Mark	RAC	84	Earhart, Charles	RDD	69
David, Ned	?	?	Dobberfuhr, D.	MSO	?	Early, Rob	RDD	69
Davidson, Paul	MYC	?	Dobert, August	MSO	?	Eastman, Bill	NCSB	55
Davidson, R.	MYC	?	Dobson, Richard	MYC	?	Eberhart, W.	MYC	?
Davis, Earl L.	MSO	?	Dobson, Robert	RAC	67	Ebert, Louis	MYC	?
Davis, Euel	MSO	46	Dodd, Jeff	RDD	87	Edlund, William	MSO	48
Davis, G. Dean	MYC	?	Dodds, Larry	RDD	69	Eelkeima, Pete	MSO	88
Davis, DeWayne	MYC	?	Dodge, Dennis	MSO	?	Eichenberger, F.	MSO	?
Davis, J.	RAC	70	Dodge, John M.	MYC	?	Eichenberger, K.	MSO	?
Davis, John	NCSB	66	Dodge, Robert L.	MSO	46	Eicher, Bill	NCSB	48
Davis, Pat	CJ	79	Dolato, Max C.	MSO	?	Eichorn, G.	MSO	42
Davis, Robert H.	MSO	?	Dolin, Thomas	MSO	?	Eike, Stanley	MSO	?
Davis, Wardell	MSO	45	Doll, James B.	MYC	?	Eldridge, Neil	RAC	70
Dawson, James	MSO	?	Donaldson, W.	MSO	?	Elefant, Richard	RDD	74
Day, Ed	RDD	66	Donegan, James	MSO	48	Ellington, D.	?	?

Elliot, Andy	MSO	90	Fleagle, Bill	NCSB	70	Gardiner, Ray	MSO	45
Elliot, Eugene	MSO	?	Fleming, A.	?	?	Gardipee, W.	MSO	?
Elliot, G.	RAC	70	Fletcher, Wayne	MYC	?	Gardner, James	RAC	65
Elliot, Jack	MYC	?	Flint, Dave	MSO	?	Gardner, John	RAC	67
Ellis, W. Gene	MYC	53	Floch, William	CJ	73	Gardner, Robert	RAC	80
Ellsworth, E.	MSO	53	Flohr, Donald	MSO	51	Garner, Richard	MYC	56
Embry, Robin	MSO	85	Flores, Ernie	RDD	62	Garrad, Clyde	MYC	?
Emerson, James	MYC	?	Florin, Henry	MSO	51	Garrett, Thomas	MYC	?
Emery, Dan	MYC	?	Floyd, Spencer	NCSB	51	Gasner, Dick	RAC	65
Emery, Jay	MYC	?	Floyd, William	MYC	?	Gavin, Leonard	MSO	?
Emry, Dan	RAC	80	Flynn, Robert B.	MSO	?	Gaylor, Mitchell	?	?
Engels, David	IDC	66	Foley, Al	RDD	81	Gear, Andrew	MSO	?
Englesby, L.	FBX	77	Foley, Dean	MSO	46	Gennett, Thomas	MYC	?
Englund, Eric	FBX	77	Foley, Roger	MSO	?	Geohry, Mark	NCSB	67
Engsrton, Bruce	RDD	58	Folgerty, W.	RDD	60	Georgic, Joseph	MSO	52
Enock, Richard	MSO	47	Foltz, Wayne	MYC	56	Gerber, James	MSO	80
Epcoh, Richard	MSO	47	Forbes, James R.	MSO	?	Gerhardson, Phil	RAC	88
Epoch, Gary	MYC	?	Forbes, James W.	MSO	?	Gerth, Roger	MSO	?
Erdman, Gus	MYC	?	Ford, Bruce	MSO	75	Getling, John B.	MSO	49
Erickson, Arlo	RAC	66	Ford, John	MSO	48	Gettman, R.	RDD	72
Erickson, John	RAC	92	Foresman, James	MYC	?	Gibbens, Ronald	MYC	?
Erickson, Kevin	?	?	Foster, Rickert	RAC	73	Gibbons, Mark	RAC	87
Estes, Rod	RAC	92	Fox, Joseph F.	MSO	?	Gil, Gavin	MYC	?
Evans, James	MSO	46	Fragner, Gregory	RAC	66	Gilbertson, H.	MYC	?
Evans, Jim	RDD	66	Francis, James	MSO	88	Gilchrist, D.	MSO	?
Evans, Mike	RDD	?	Frank, Don	NCSB	47	Giller, Roland	RAC	91
Evans, Randy	MYC	77	Franke, Steve	RDD	87	Gillespie, Robert	RAC	69
Evans, Tom	MSO	86	Frazee, William	MSO	?	Givins, Thomas	MSO	?
Everette, Gale	MSO	?	Frazer, Richard	MSO	45	Glades, Karl	MSO	41
Everette, Mike	FBX	80	Freas, William	RAC	66	Glascocock, Robert	RDD	62
Ewing, Hal	CJ	64	Fredrick, Herbert	NCSB	48	Gleim, George	MSO	?
Fahey, Lawrence	RDD	57	Freeland, James	MYC	60	Gleim, Pete	MSO	?
Fairchild, Scott	RAC	74	Freeman, Margo	RAC	90	Gleixner, John	MSO	48
Falak, Louis	MSO	?	Freeman, Peter	MSO	54	Glick, Owen	MSO	45
Farinetti, Ray	CJ	64	French, Curt	MSO	?	Gochnor, Doug	BIFC	74
Farlow, Gerald	CJ	64	French, Ronald	RDD	62	Godbolt, H. G.	MSO	?
Farmer, ?	MSO	53	Frey, Gary E.	MSO	?	Goddard, Milton	MYC	?
Farrel, Joe	MSO	49	Frezzo, Vince	?	?	Godden, William	MYC	?
Faught, William	RAC	66	Friend, William	?	?	Goldamer, Al	?	?
Fedrick, Herbert	NCSB	48	Froman, Bruce	MYC	46	Gordon, George	NCSB	?
Feeney, Cecil R.	MSO	?	Fuller, David S.	MSO	49	Gordon, James	MSO	?
Ferdinand, D.	MSO	?	Fuller Harold	MSO	49	Gother, Dennis	MSO	?
Ferguson, W.	MYC	88	Fuller, Tom	RAC	68	Gouff, Ken	RDD	63
Ferreira, Joe	NCSB	48	Fullerton, Robert	MSO	?	Gough, Terry	RAC	67
Fieldhouse, B.	MSO	88	Fullmer, Lester	MYC	?	Graber, Brian	RAC	73
Fieldhouse, Paul	MSO	90	Furman, Bill	MSO	44	Graber, Harold	MSO	44
Finney, Wayne	MSO	60	Fusko, George	MSO	62	Grace, Vince	RAC	91
Fish, Howard	MSO	?	Gaeth, Grant I.	MYC	?	Graeter, Sterling	MSO	?
Fisher, Joseph	MYC	?	Gale, Everette	NCSB	59	Graham, David	RDD	70
Fitzpatrick, M.	RAC	78	Galvin, Mathey	MSO	49	Graham, Ernie	RAC	70
Fitzpatrick, S.	RDD	86	Gamble, Erling	MSO	44	Graham, John	RAC	76
Fitzpatrick, T.	RAC	88	Garber, Emory	MSO	43	Graham, James	MYC	?
Flake, Harold	MYC	?	Garcia, Richard	?	?	Granquist, Bruce	MYC	?

Continuation of Listing of Deceased Jumpers and Pilots

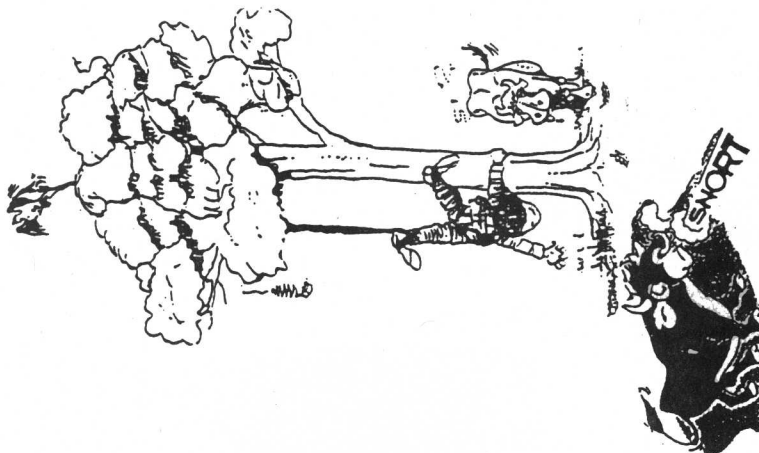
As with newsletters 5&6, the Obituary listing is divided into two parts. In Section A some names are repeated because additional information has been received concerning them. Section B contains names that were not included in past newsletters. If anyone gave us other names and information, and this newsletter does not show the material, please let us know. (We believe there is one ex-jumper who was previously listed as being deceased, who is still alive, but we do not know who he is at this time.)

Section A

Name and Base (1st Year):	Remarks:
Adams, Mike NCSB, 74	We were notified that Mike died in 1987.
Helmer, Gerald NCSB, 53	NCSB 53, not NCSB 58.
Julander, Rollo "Jule" MSO, 50	Previously we had shown Jule as dying in Korea and then perishing in a plane crash. The true story is that he was killed in the crash of a plane in which he was flying as an aerial observer, checking out his ranger district and several fires. (He had just transferred to the Coconino NF as the new ranger on the Flagstaff District in Arizona. The plane went down about 30 miles south of Flagstaff. The pilot was also killed. Norland Hall passed this information onto us.)
Kittell, Ira "Ted" MSO, 47	We erroneously reported in the 6th newsletter that Ted had passed away. He had been seriously ill. Ted currently lives at Wenatchee, WA.
Knudson, Maurice MSO, 47	We believe Maurice passed away at Berkely, WA. He had been an aircraft inspector for Boeing in the Seattle area.
Owen, Allen "Mouse" CJ, 70	We had reported that he died in a skydiving accident near North Pole, AK in 1986. The correct date is Sept. 6, 1981
Smith, Tommy CJ ?	We had mentioned earlier that Tommy drowned while crossing the Illinois River near Cave Junction, OR. We found that the date was June, 1967.
Swift, Mick CJ, 56	He died at this home at Cave Junction 10/3/93.
Tuiniinga, Gene M. MSO, 53	In the 4th newsletter we mentioned that Gene had died in the crash of an aircraft while serving as an aerial observer. A newspaper account gave his death as Sept. 12, 1955. The plane went down about 45 miles southeast of Kalispell, MT in the Mission Mountains. The pilot and one other passenger were also killed.

Unsoeld, Bill	CJ, 50	An earlier newsletter said that Bill died in a climbing accident in the Himalayas. He perished climbing in the Mt. Rainier area of Washington state. A daughter of his died while climbing in the Himalayas. We do not know the date of his death.
<i>Section B</i>		
Bevin, William	MSO, ?	Died in the crash of the plane he was piloting on a flight from Anchorage, AK to Bethel. We believe the date was 1993. The plane crashed in the Alaska range west of Anchorage.
Boyer, Robert	RDD, 67	Bob passed away in Cody, WY this past July. We had been in touch with him a number of times. Bob waged a heroic fight against cancer and had hoped to attend our recent reunion. Unfortunately, time ran out. He was a great fellow and will be deeply missed.
Corney, Glenn	MSO, 43	Passed away at Mason, OH. The date is unknown. He jumped in 1943 then served as a cook in the MSO camp during 1944 and 1945.
Derry, Virgil	NCSB, 39	He was one of the original jumpers. Virgil was Frank and Chet's brother. He made experimental jumps out of Winthrop, WA in 1939. He passed away at Quitman, TX Jan. 31, 1995.
Graybeal, Herman	MSO, ?	Herman served as a Johnson Flying Service pilot after being a smokejumper. He passed away May 29, 1993 from a heart attack near Helena, MT after returning from fishing at Holter Lake.
Keith, Archie	MSO, 45	He passed away at Ottawa, IL. The date is unknown. His widow joined the association.
Kelso, Jon	MSO, 91	Jon was a member of the Prineville, Oregon Hot Shot Crew that perished in the Storm Mountain Fire in Colorado July 6, 1995. He had jumped one year.
Mays, Edgar D., "Barney Bear,"	NCSB 50	Died in Lewiston, ID. 1991.
McCarty, Harry	MYC, 47	Harry passed away as the result of a cerebral hemorrhage in 1994. He had a very colorful career which included spending two years in Nepal after becoming good friends with the Prince of Nepal.
Moisio, Walfred	NCSB, ?	Passed away at Warrenton, OR? Date?
Putnam, James	NCSB 48	Died in 1951 as the result of wounds suffered in Korea.

Moisio, Walfred	NCSB, ?	Passed away at Warrenton, OR? Date?
Putnam, James	NCSB 48	Died in 1951 as the result of wounds suffered in Korea.
Rinard, John E.	MYC, 46	Passed away at Boise, ID April 15, 1995. The date has been confirmed.
Shaffer, Brian	RDD, 58	Passed away at Cottonwood, CA? Date?
Smith, Mike R.	MSO, 69	Died as the result of a midair collision at Ramona, CA June 21, 1995. Mike was piloting a Forest Service twin-engine Beechcraft Baron lead plane when it hit a four-engine DC-4 retardant plane. Both were on final approach. His dad was Glenn "Smitty" Smith--now deceased. Smitty was a former barnstormer and early-day smokejumper. He and Francis Lufkin made the first fire jumps in Region 6 out of Winthrop in 1940. The pilot of the DC-4 was Gary Cockrell and Lisa Netsch was the co-pilot. It was Miss Netsch's first retardant tanker flight.
Southard, Harry	MSO, 48	Harry passed away in 1994 at Parkensburg, WV. He had served with the 10th Mountain Division in Europe during WW II.
Sutherland, Dean	NCSB, 49	Dean passed away at Dayton, WA? Date?
Swenson, Boyd	MSO, 48	Passed away at Coos Bay, OR? Date?
Thybonny, John	BIFC, 76	John was the pilot of a helicopter touring the Grand Canyon in Arizona when the chopper was hit from above and behind by a Twin Otter also on a similar tour. Twenty-five people died when the two ships went down. John became a smokejumper after serving as a helicopter pilot in Vietnam. (He died 6/18/86.)
Wallace, William B.	MYC, 43	Bill passed away Feb.. 12, 1995 at Berkely, CA.
Wood, Stephen J.	NCSB, 52	Steve was a USAF fighter pilot who was killed in 1962 or 1963 when his fighter crashed during a low-level practice strafing run. It is believed the crash took place in New Mexico.



From a Redding jump story.

The Modified Stokes Stretcher

Bill Wood, MSO 43, recently sent us a portion of a former Air Operations Handbook that covered such phases of search and rescue as were applicable under aerial operations. It was published 8/9/49.

We had asked him for information relating to the history of the modified Stokes stretcher as it relates to smokejumper history. He was a jumper who initially worked on this project. Since 1943 the Forest Service had undertaken the parachute training of search and rescue teams from the U.S. Coast Guard, Canadian Air Observer Schools and different units of the U.S. Air Force.

The standard Navy Stokes litter was introduced and its advantages over blanket stretchers, ambulance types, and others were quite apparent. Largely through the efforts of Captain Amos R. Little the Forest Service was able to acquire a Stokes litter, plus a medical kit made up of drugs, plasma, bandages, surgical tools, hypodermics, plus many other items. The kit was known as a "crash kit" and was to be used only when a doctor was available. (Dr. Little was trained as a parachutist by the smokejumpers. He is now retired and lives in Helena, Montana.)

continued next page...

This is a Stokes stretcher, picture taken in 1956. Left to right: Bill Mayready; Roland Pera; Bernie Simpson; Terry West; Tom Uphill. Who is the jumper in the litter?



The Modified Stokes Stretcher

Much testing and modifying took place and a second Stokes stretcher was obtained during the late summer of 1947. It too was modified and placed under severe testing, including dropping it from an aircraft at 120 mph under actual evacuation conditions.

In the spring of 1948 the Region 1 Division of Fire Control produced a wheeled device that could be attached to the modified Stokes litter. Much experimentation took place with Bill Wood in charge. The wheel device had a wishbone frame. A 6.00 by 6 airplane wheel and tire could be attached to the bottom of the frame. The wheel assembly weighed only 26 pounds and could be dropped by using a 14-foot cargo chute. Bungee cords and steel cables were used in attaching the wheels to the Stokes stretcher.

The handbook mentions that stretcher bearing is probably the most gruelling work that smokejumpers may be called upon to perform. Special stretcher-carrying harnesses were designed, and could be adjusted for use with or without the wheel assembly. Eight men made up a stretcher bearing detail. The two at the front and rear, carrying the stretcher, were called "harness men." The four jumpers who held the stretcher during the transfer of the harness men were called "side men." The two wearing extra sets of harness and waiting to relieve the "harness men" were

called "on-deck" harness men. One minute before changing, the crew leader would call out, "Get ready to take position." At the command "side men carry," the side men would grasp the sides of the stretcher and support it. The next command was "change" and the "harness men" would step

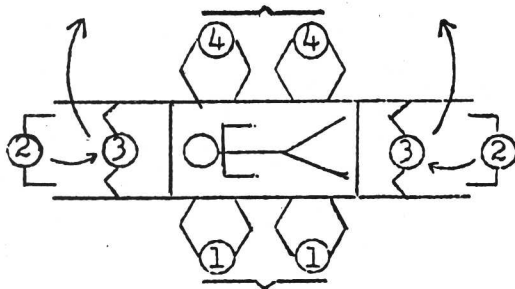
out and the "on-deck" harness men would step in and attach their harnesses to the ends of the stretcher. A well-coordinated crew could make the change without stopping. Smokejumpers began using this system in

1946 and speeds of 2 1/2 to 3 mph without the wheel and 4 mph with the wheel were registered on actual evacuations. Under favorable conditions a rescue crew would contain not ten, but twelve jumpers.

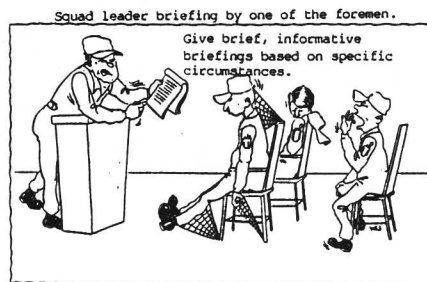
Today the Stokes litter with the wheel attachment is no longer in service. (The Missoula base does have a Stokes litter in storage.) Newer light-weight stretchers are used. At Missoula the ones currently operational are called "SKED" litters.

At this time, we do not know just when the wheeled Stokes litter went out of use. If anyone knows, please let us know. Also, if you have any stories relating to involvement with the modified litter, or others, please send the information along. Thanks.

One minute before changing the crew leader would call out, "Get ready to take position." At the command "side men carry," the side men would grasp sides of the stretcher and support it...



Legend: 1's and 4's--"side men";
2's--"on deck harness men";
3's--"harness men"

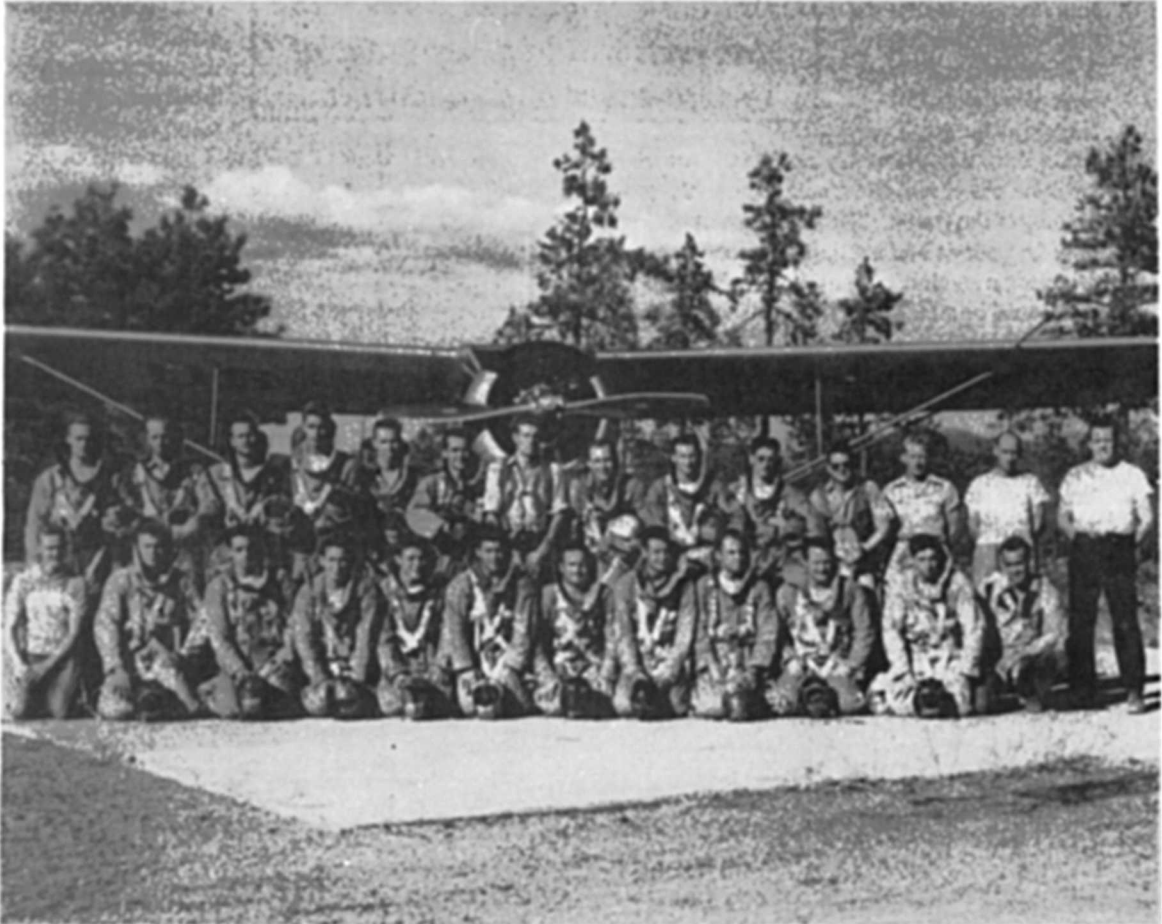


Siskiyou Smokejumper Base, cont. Cave Junction, Oregon

This is a continuation of material relating to the history of the Siskiyou Smokejumper base that once existed out of Cave Junction, Oregon.

In the 7th newsletter it was mentioned that we

Junction. Dick believes that Terry was a forestry student at Washington State University at the time, and that he had visions of working in a cool, dark forest. Instead, he found himself picking up rocks on a hot, dusty, dry airfield. Consequently he



thought the name "Gobi" as used by former Cave Junction jumpers and pilots, came from a wild flower found there during the first part of May. Dick Courson (CJ 46), now a senior judge in Pendleton, Oregon, said that the term "Gobi" came from a jumper by the name of Terry Fieldhouse (CJ 47). Dick remembers that the Cave Junction foreman, Cliff Marshall, had detailed a number of jumpers to pick rocks at the airstrip in order to construct a foundation for the new parachute loft and barracks in Kerby, about two miles from Cave

named the place "The Gobi" after the desert area by that name in Mongolia.

Dick mentions further that he thought they moved from the old C.C. C. camp behind the ranger station at Cave Junction during the early summer of 1948. He's certain the ranger there was very, very happy to see the jumpers depart since they had caused him such grief: they had stolen an Oregon Highway water truck, started a small riot in the town's only tavern--the Hoot Owl Tavern, and had used some reject dynamite to blow up part

of the Illinois River bed in order to make a swimming hole. Dick said that he was sure Cliff Marshall had some doubt about surviving the 1946 season.

They lived in Army surplus wall tents with wooden floors. The legendary Danny On (CJ 46, Deceased) was one of his tent mates. Dick and Danny spent many of their off-duty hours constructing bows since Danny was a skillful bow maker and archer. The jumper personnel at the Siskiyou base during 1945, 1946, and 1947 were primarily paratroop war veterans and college forestry students, including a few loggers. Until 1948, all of them trained in Missoula.

Dick said that Cliff Marshall was responsible for developing and building the base at Kerby. Since the ranger station at Cave Junction was eight to seven miles from Kerby, too much time was lost in responding to fire calls. Everything the jumpers had was moved to Kerby where the Illinois Valley airstrip was located.

At the airfield there was an old Stinson "Station Wagon" spotter aircraft. Their Noorduyt Norseman jump ship was parked on a concrete pad

next to the office and parachute loft. There was a second Norseman on call, as well as a Ford Tri-motor owned and flown by a contractor named Hank Jory, who also became a Forest Service pilot. A third Norseman was also available if needed and was based at Troutdale, Oregon, a short distance upriver along the Columbia River from Portland. The pilot for the jumper base at Kerby was Ed Schultz. Dick ended his letter mentioning the group picture that is included in this article. Some of the names have escaped him. If any jumpers or pilots recognize those not named, please let us know. (What happened to the Ford Tri-motor that Hank Jory owned, and the Noorduyt's?) *In the group picture, believed to be taken in 1949, Dick Courson has identified the following individuals: Standing right to left: Foreman Cliff Marshall; Joe _____?; cook and supply person; Ed Schultz, pilot; Richard J. Courson, squad leader; Orville Looper, standing beneath the prop. The rest in the back row have yet to be identified. Kneeling left to right: Bill Green, squad leader; Terry Fieldhouse, 3rd from left; Charley Clemenson, extreme right. (To be continued in the ninth newsletter.)*

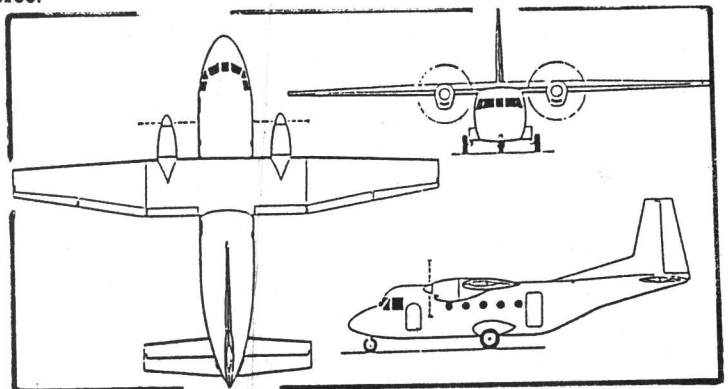
SMOKEJUMPER AIRCRAFT THROUGH THE YEARS, CONT.

From 1981 through the present, smokejumpers at various bases have jumped from Spanish-built CASA Series 200 aircraft. (CASA stands for Construcciones Aeronauticas SA.) the company was first formed in 1923 for the primary purpose of producing metal aircraft for the Spanish Air Force.

The CASA C-212 Series 200 Aviocar has two Garrett TPE331-10R-511C turboprop engines, with four-blade constant-speed fully feathering reversible-pitch props. This aircraft was designed for a number of uses, to include carrying paratroopers, patients, navigation training, etc. It has a two-section underfuselage loading ramp/door aft of the main cabin, which can be opened in flight. The wheels are not retractable.

Smokejumpers exit from a door to the left side. A maximum of 12 jumpers can be carried. The ship has a cruising speed of 215 mph at 10,000 feet. It can climb at 335 feet/minute with one engine out, and its service ceiling is 28,000 feet.

Currently, one CASA C-12 is operating out of the Alaska jump base at Fort Wainwright and another is at the North Cascade Smokejumper base at Winthrop, Washington. Both are owned by Big Horn Airways at Sheridan, Wyoming. (Earlier this fire season Missoula jumpers were dispatched



CASA C-12 Aviocar twin-turboprop light transport

to Grand Junction, Colorado in the west-central part of the state. Some of their jumps were from CASA C-212.)

People's Republic of Mongolia Smokejumpers

The following information was obtained from Dave Pierce, Project leader, USDA Forest Service, Technology & Development Program, Missoula, Montana, who wrote a pamphlet, PEOPLES REPUBLIC OF MONGOLIA PARACHUTE MANEUVERING SIMULATOR ASSISTANCE PROJECT.

According to the publication, in the autumn of 1989 the USDA MTDC had just completed a program that produced a computer graphics parachute maneuvering training simulator. (Trainees using the simulator see a display on a 20" monitor that shows a typical jump spot with trees, snags, and an open field. At the bottom of the screen are two boots which are used as a reference to show which way the parachute is facing, drifting, and maneuvering. By using realistic toggle controls, trainees can maneuver, causing the scene to rotate and move in a way that produces the perception or feeling of drifting, descending, and maneuvering, as in an actual parachute jump.) Dave said that the aerodynamics of the Forest Service FS-12 smokejumper parachute and the Bureau of Land Management (BLM) ram-air parachute are incorporated into the program so that realistic rate-of-descent, forward speed, turn rates and oscillations are produced. The USFS had barely been introduced to this new high-tech training system when 12,000 miles away a previously unknown smokejumper program in Mongolia heard about the simulator and wanted one. Dave believes that a Soviet smokejumping specialist, Mr. Davidenko, saw an MTDC publication that mentioned the simulator. (Davidenko had been detailed to provide technical assistance to the Mongolian smokejumping program on behalf of the Soviet government. He advised the Mongolians to get one through a United Nations Food and Agriculture Organization assistance program. The MTDC did receive an inquiry from the FAO in October, 1989 about the simulator.)

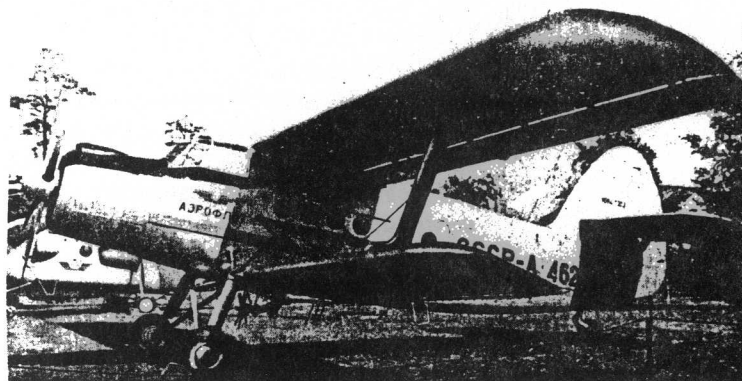
Dave Pierce, as the MTDC Project Leader for development of the simulator, referred the request to Jeff Hogue of Systems Technology, Inc. of Hawthorne, California. Jeff was the computer

engineer who wrote the software program. STI had the right to market the system commercially and was able to provide a simulator for the Mongolian smokejumpers. Bob Mutch, who at the time was Program Manager for the Disaster Assistance Support Program of the Forest Service Washington Office International Forestry staff was enlisted to help with coordination among FAO, MTDC, and STI. Finally, a Region 1 smokejumper, Bruce Ford, who speaks fluent Russian and Chinese, was told of an international assistance program that was developing in which both Russian language skills and smokejumping expertise could prove useful. (Dave Pierce was a former jumper--RAC, 65--as was Bob Mutch--MSO, 54.)

After nine months of preparation, which included a request for an export license for the computer equipment, Dave, Jeff, and Bruce were ready to travel. On August 27, 1990, they boarded an Air France 747 en route to Paris, Moscow, and Ulan Bator, Mongolia. After twelve days in Mongolia they were to return via Beijing, Shanghai, and Tokyo, which would culminate in a trip around the world.

Because of bad weather that prevented a scheduled landing at Irkutsk in Russia, they arrived at their destination aboard an Air Mongolia flight several hours early. Suddenly a swarm of uniformed Mongolian smokejumpers and a Mongolian interpreter descended upon them at Ulan Bator. They were cleared through customs with the smokejumpers grabbing the simulator gear and baggage and loaded into a small convoy of military-type trucks, cars, and Russian jeeps. They headed out for the Jangar Hotel...

(We will continue with the Mongolian smokejumper story in the 9th newsletter.)



The An-25 Agricultural Biplane (1,000 h.p. ASH-62 IR engine).

LUCKY TO BE ALIVE

Greg Whipple MSO, 59

On April 13, 1977, twenty miles outside of Laredo, Texas, near the Mexican border, a PA 18 Super Cub belonging to the U.S. Border Patrol stalled and spun in from an altitude of about 100 feet. At the controls was Greg Whipple, who had first jumped out of the Missoula base in 1959.

Greg had been tracking a group of nine aliens. The terrain was flat with heavy mesquite brush. He was cruising close to 50 mph as he continued his tracking mission.

As the plane entered a classic stall-spin configuration, Greg hit the power and pulled the stick across. There was no response. As the ship hit the ground, the wing broke at the roots and the pieces folded back. The engine was pushed back between his legs. The wheels had broken off as the Super Cub bounced fifteen feet to one side and Greg was sitting on the remains of the cockpit with one hand outside holding himself up. Both his legs were broken to such an extent that he could see the soles of his shoes since his feet had been turned upwards. He could smell and feel gasoline from the punctured tank running down his shoulders close to the hot engine.

While tracking aliens, pilots usually flew with a shoulder harness slightly loose in order to see out the open door. Greg's chest was smashed into the instrument panel with such force that impressions from the instruments were stamped on his chest to the point that one could read the settings. He had his helmet on, which probably saved his life. The left side of his body and head took much of the impact.

Men who had been working with him through radio contact on the ground came rushing to the site. They could not get the hot engine off him and Greg had to sit there for about 45 minutes while they got a pry bar from Laredo. Greg was telling them what to do when things started turning a little grey because he was running out of blood.

A Border Patrol officer happened to be in Laredo and heard of the crash over a radio. He immediately commanded an EMP unit and driver to drive to the site which was several yards from the road. All roads leading to Laredo along the route were blocked off as the EMP vehicle hit 100 mph on the way to the hospital.

Greg's left ankle was broken in fifteen places and the right one was broken in four. Both

legs were badly broken and he suffered three crushed disks in his back. His face had hundreds of lacerations and as a result of a deep cut on the back of his left upper arm, he almost bled to death. The rescuers did not notice this at first since the foam cushion from the aircraft was absorbing most of the blood.

Part of the aircraft had cut through his left cheek and cut off the left wisdom tooth and one of the molars and broke his jaw. (The doctors had to wait two weeks before wiring his jaw shut.)

Greg suffered other major injuries: a ripped liver, intestines, and stomach. In the hospital he required 8 units of blood which took eight days to administer into his body. His left ankle is now completely fused and is what doctors call "aviator's ankle" because it is a common type of injury to occur in Super Cub crashes resulting from its tubular structured.

The doctors worked on Greg for eight and one-half hours as he remained heavily sedated. He would suddenly sit up and ask, "What in the Hell is going on?" and they would quickly "whack" him with more sedation. A nerve in his face had been severed. He did not have any feeling from the corner of his mouth to the left side of his face. Because of this, he had to stand in front of a mirror and teach himself to move his mouth in order to talk. The doctors thought they would have to amputate his legs, but when they shot in some dye it showed up in his toes. They realized they could save them. Greg was greatly relieved to wake up one day and see his toes sticking up. But if his legs had been amputated, Greg was ready to use artificial ones.

On the day of the crash, Greg's wife had told him to take some leave time. She had had a dream about a plane crash, but the plane didn't burn. In her dream she had called repeatedly, "No fire, no fire, no fire." And in her dream she had put the fire out. This year on April 13 at exactly the time of the crash in 1977--9:35 A.M.--his wife hit a deer on her way to work. She immediately recalled the hour, minute, and day of Greg's crash as the animal slammed into the right front of the vehicle. (In 1977, she had been waiting at the door of the emergency room when he arrived. He had told her, "I will be OK." She told the doctor she wanted Greg moved to a hospital in San Antonio. Eight days later they were on the way, with the technicians continuing to administer blood as the ambulance moved on.. Greg says, "Because of my wife, I pulled through.")

Greg was thirty-seven years old at the time of the crash. His son Morgan was eleven. (He also became a Missoula base jumper, starting in 1989, and today is an officer with the Silver City, NM police department.) Greg and his wife also live in the Silver City area. Greg still flies his

M5 Maule. Several months ago he was involved in an aerial search for a missing man, age seventy-nine, who was located within seven minutes, dead, with a three wheeler on top of him. Greg plans flying into the distant future. He is truly lucky to be alive.

RUSSIAN SMOKEJUMPERS, cont.

This is a continuation of material sent to us from Deanne Shulman, a former McCall smokejumper, who made her first parachute jump in 1981. She was one of three women who participated in the U.S.D.A. Forest Service and Russian Aerial Fire Service Exchange Program in the Irkutsk Region in South Central Siberia from July 12th through August 30th, 1993. At the time she was Assistant Fire Management officer, Tahoe National Forest Region 5, California.

Deanne mentioned that on August 5, she and Tom Goheen, who was Fire Operations/Planner for the Chugach National Forest (Region 10) in Alaska, and Dennis Hulbert, Suppression Specialist, Sequoia National Forest, Region 5 in California, flew to Nizhneudinsk on the west side of the Irkutsk Region in eastern Russia. Several days later they boarded an M1-8 helicopter (a twin engine ship with two 2,500 hp engines, a maximum cruise speed of 140 m.p.h, five rotors with a diameter of 72", and capable of carrying 28-33 passengers).

They headed out for a four day trip to a smokejumper camp to observe first hand the life of Russian smokejumpers at work. Flying over increasingly mountainous terrain, the pilot pointed to the wreckage of an AN-2 aircraft that had apparently run out of fuel. (These large biplanes, with 1,000 hp engines, are one of the primary Russian and Mongolian smokejumper planes.) The fire camp was located on a river bar in a remote wilderness area. Deanne mentioned that the camp looked like an American hunter camp with an open canvas tent, air mattresses, sleeping bags, heavy duty pots and pans, shotguns, fishing poles, knives, thigh-high wader boots, small rafts, berry picking screens, five gallon backpack pumps, a few shovels, and a short wave radio.

Five smokejumpers were in the area, and had been there for thirty days, working on a 124,000 acre fire, with the only other support personnel being eleven members of a forestry enterprise crew. Rain during previous days had

put the fire out and the smokejumpers had been given some extra days to hunt, fish, and collect berries before returning to their home airbase. (Deanne mentioned that the smokejumpers have an unlimited permit to hunt and fish, and are expected to survive during fires with frugal supply.)

Upon their arrival, the pilots immediately jumped out of the helicopter and started picking and eating the plentiful berries growing on the gravel bar. Prior to the pilots departing, they dropped off additional supplies and loaded elk meat and berries onto the helicopter.

Shortly after Deanne, Tom, and Dennis arrived, three of the smoke jumpers left in a raft, paddling ten miles downstream to a small hunter's cabin. The jumpers planned on hunting and fishing for about four days until the helicopter was scheduled to return. The two remaining Russian jumpers invited them to go hunting and that evening Tom went along. Through the use of a flashlight beam they killed an elk with shotguns. They poled back down the river and cut up the carcass, and packed the meat in containers to be put in the river to be kept cool until the helicopter returned.

One of the Russian jumpers, Valodia, was thirty-three years old and a senior smokejumper instructor at the Nizhneudinsk Airbase with more than 300 jumps. He is married with two children and was proud of the fact that he made enough money to allow his wife not to work (for the last three years.) Deanne asked him if he wished to advance further in the smokejumper ranks. He replied, "I like to be a smokejumper, to roam in the forest and hunt and fish. I like to be free." Valodia said the longest time he spent on a fire was forty days. He commented further that smokejumpers in Russia are generally resupplied every three days, depending on the weather. Only 10% of new fire fighters finish as smokejumpers because they fear jumping from planes, he said. *(The subject of Russian smokejumpers will be continued in the ninth newsletter.)*

Francis Lufkin, Pioneer Jumper Winthrop, Washington, 1939

Francis and his wife Lola live in Winthrop, Washington during the summer and in the Bellingham area during the winter. Two of his sons, Larry (CJ63) of Olympia and Ronald (CJ60), living in Aberdeen, were also smokejumpers.

Francis Lufkin devoted 33 years to the smokejumper program, most of it in Region 6. He was one of the first two men to make a fire jump out of Region 6, along with Glenn "Smitty" Smith. That jump took place in the Bridge Creek region northeast of Midnight Mountain. The date was August 10, 1940.

On June 7, 1984, at the first smokejumper reunion, held in Region 1 at Missoula, Kim Maynard interviewed Francis as part of the Smokejumper Oral History Project. The information below came from that interview.

Francis made his first jump--and airplane ride--in the Chelan National Forest (now called the Okanogan National Forest) in October, 1939. The jump was from a Stinson Reliant aircraft that the Forest Service owned. Francis mentioned that the ship had a bar taped on the right strut that came down in front of the door. A smokejumper would reach out and grasp that bar and then get out on the step. The jumpers would then simply drop off and down. These experimental jumps took place between Oct. 5 and Nov. 15, 1939.

The pilot of the five-place, high-wing plane was Capt. Harold King. Earlier, he had made a parachute jump at the Portland, Oregon airport, so he had some knowledge about jumping. Seven experienced jumpers had been sent out from Lancaster, Pennsylvania to assist in the experimental work. A contract had been given to the Eagle Parachute Co. of that city to furnish jumpers, equipment and advice.

The jumpers made their first jumps over the airport out of Winthrop, and then began practicing their timber jumps. Glen Smith was the one who made the first jump into timber--near Tiffany Mountain. The area would later become known as "Parachute Meadow." One of Smitty's legs became entangled in the shroudlines on the jump and he suffered some strained ligaments, but he landed in a lodgepole pine without further injury. Fifty-seven more jumps were made during that autumn of 1939 before the project was

finished. These experiments were the beginnings of the smokejumper program.

In 1940 jumps were made from 5,000' because Frank Derry wasn't sure how the new people would react. They were using the Eagle Parachute, which Francis said was the toughest parachute available for steering, and one with the toughest opening shock. (In 1940 he had perfect position as he left the plane, but a riser came up under his chin and split it wide open.) He said they grasped the bar outside the plane with one hand and the other always held a ripcord.

After counting to three, he exited form the plane at 3,500' and found himself head down with his feet up in the air. When the chute opened, it went down his back and wrapped around his right foot...

Francis mentioned that Eagle's had "long steering," and what they called "ears." The jumpers would pull the lines down and actually grasp the silk and pull it in hand over hand until about one-half of the parachute had been pulled down. He said, "The chute would just snap and turn real fast and make a lot of racket. The chute would then sink, unless one didn't get enough silk down. If that happened, the long piece of silk hanging down would act like a sail and hold the wind and really take you then...It was quite a chore holding it down, but the chute and jumper would drop practically straight down and the parachute would pop and snap just like it was a shotgun going off."

At first they did not use special headgear, just regular leather pilot helmets. As a result of the timber jumps, they realized they had to design some type of protective helmet. (That will be mentioned in a future newsletter.)

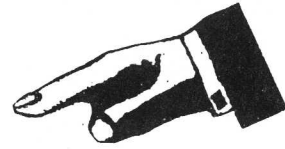
During his third parachute jump--1940--Francis was jumping across the river about one-half mile from the airport. After counting to three, he exited from the plane at 3,500' and found himself head down with his feet up in the air. When the Eagle chute opened it went down his back and wrapped around his right foot. After he

saw what happened, Francis grabbed for his emergency chute ripcord and began to pull it when the Eagle main flew off his leg and opened immediately. He pulled his emergency anyway, giving him two chutes. He had to get back across the river. He gathered up the emergency and held it between his legs. The silk kept slithering and sliding down and soon he was over the river. He managed to turn the main chute around and keep the emergency deflated and sailed into an alfalfa field. It was around 5:00 A.M. and a farmer was walking around. Francis came slithering in right beside him about six feet away, trying to keep out

of the water and the irrigation ditch. He scooped up water in his collar and his chutes were in the ditch. The farmer was scared half to death at this unexpected intrusion on that quiet morning and started swinging his shovel around. (He had not seen Francis until he landed.) As it turned out, the farmer invited him to breakfast but fellows from the base arrived about that time and took him back to the airfield.

(We will continue with the history of smokejumping in the early days, and Francis' experience in the next newsletter.)

Chute the Breeze



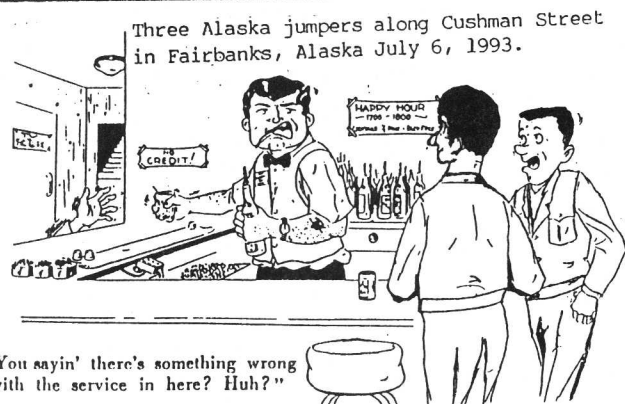
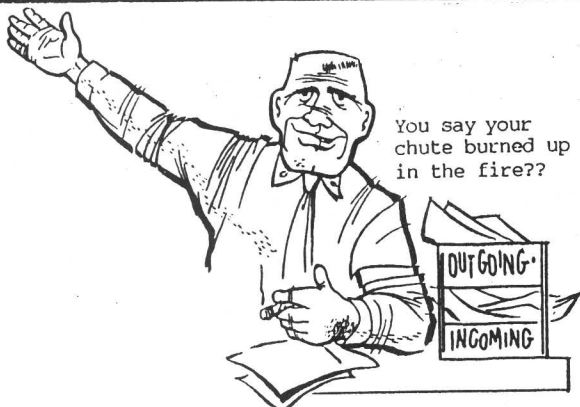
Bob Whaley, MSO 56, suggested this title for our section on general information. We planned on having an article about the BLM ram-air chutes in this issue, but that will have to wait until the 9th newsletter. Also more material about female jumpers; the former jumper who was marooned in an aircraft on a frozen lake in Antarctica for several weeks; Operation Skyhook, former POW-MIA Eugene DeBruin; a former jumper who was the first individual to ever be shot out of an ejection seat on the ground in a test operation; "Trooper Tom" Lugtenaar (world traveler) and his recent book; Carol Gambrell and the book he is currently writing, among other items and issues will be in the 9th newsletter. Also the beginning of a series on early smokejumper history by Earl Cooley. Should jumpers and associates wish to advertise in future newsletters the rates will be: \$25.00 for a quarter-page ad and \$5.00 for up to forty words. Rolly Grotte (MSO 55) has replicas of the 1955 Smokejumper T-shirt for sale at \$15.00 each. It has the words Smokejumpers Missoula Montana on the front with red and green artwork on a white shirt. Sizes are XL, L, M, S, and Child Size, 9-10. Proceeds go to the Smokejumper Welfare Fund. Rolly's address is: PO Box 1035, White Salmon, WA 98672, tel. (509) 493-1082. Please send Jack Demmons your stories and cartoons. Should you wish to tell him over the telephone--which is easier for many people--please have him call you.

Ed Heilman, with the National Forest Service Museum nonprofit organization, states that in the recent NF'SM newsletter there was a quiz involving WWII units and three of them mentioned were parachute units. If anyone is interested in the quiz, please contact Ed at PO Box 2772, Missoula, MT 59806-2772. The NFSM is progressing very well. Currently there are close to 300 members.

The N.S.A. Executive Committee decided to drop former members who had not paid membership dues as of June 31st of this year. However, these jumpers and associate members can renew and the new starting dates for membership will be the dates when applications are received. We hope the individuals involved will do so.

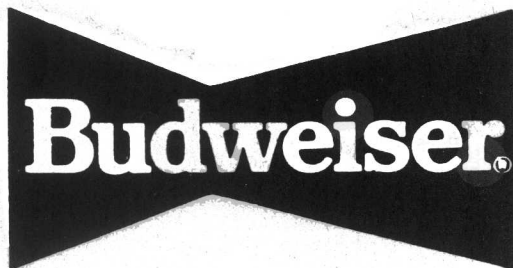
Should you be in the Missoula area, drop by our headquarters at the airport in one of Minuteman Aviation's hangars--Hangar 24 just east of the airport terminal. Many pictures are on display. If you have any that you would like to donate to the Association, place on loan, or lend us in order that reproductions can be made, please check with us. Thanks.

Until the 9th newsletter, best regards. (Keep the letters coming.)



The following Businesses and Companies provided the 1995 Reunion with contributions and support that really enhanced the reunion. Please give them your consideration with your future purchases.

A SPECIAL THANK YOU AND APPRECIATION TO THE MAJOR SPONSORS OF THE FRIDAY EVENING BARBEQUE



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ELECTION OF OFFICERS

The National Smokejumper Association Board of Directors had its first annual meeting on July 8, 1995. From nominations, and in accordance to Article V, of the Bylaws the following officers were elected:

President	Ed Courtney
First Vice President	Laird Robinson
Second Vice President	Larry Anderson
Secretary	Lyle Brown
Treasurer	Lowell Hanson

Past President, Earl Cooley, was designated: Honorary Director and President Emeritus.

The Bylaws require the staggering of terms served by members of the Board of Directors (Article III, Section 3). This was accomplished by drawing names to serve one year, two and three year terms. Directors listed below according to the term designation are:

<u>One Year</u>	<u>Two Year</u>	<u>Three Year</u>
Dick Tracy	Bill Werhane	Larry Anderson
Harry Roberts	Tom Kovalicky	Lowell Hanson
Steve Nemore	George Cross	Laird Robinson
Bill Moody	Ed Courtney	Lon Dale
Francis Lufkin	Jack Demmons	Jerry Timmons
	Lyle Brown	

1995 Reunion Summary Questionnaire

Please take a few moments and respond to this limited questionnaire. We would very much appreciate additional comments and suggestions that you may have.

1. Location of the reunion site for the year 2000. The following have been suggested: Boise, Idaho ___ Fairbanks, Alaska ___ Missoula, Mt. ___
Other suggested sites _____
2. Would you be interested in helping with the next reunion such as planning or working for a couple of hours at one of the events? _____
3. Do you have any suggestions to help improve any item such as registration, and/ or one of the events? _____
4. Should we have a speaker at the banquet? Suggestions: _____
Please feel free to expand, on a separate sheet, any of the above items and/ or suggestions that you would like to share for the next reunion.