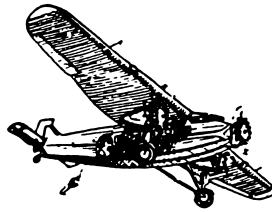




National Smokejumper Association



NON PROFIT ORG.
U.S. POSTAGE
PAID
MISSOULA, MT
PERMIT NO. 321

P.O. Box 4081

Missoula, Montana 59806-4081 Ph: (406) 549-9938

Forwarding and Address Correction Requested

Volume 1

January 1996

Edition 3



THE "STATIC LINE"

The "Static Line" Staff
 Compiler: Jack Demmons
 Editor: Carl Gidlund

Advisory Staff: Don Courtney, Art Jukkala, Roger Savage
 Computer Operators: Phil Davis, Sally Cobau, Scott Belknap

PRESIDENT'S MESSAGE

During our July 1995 Reunion a number of individuals expressed interest in becoming more involved with our Association as future members of the Board of Directors. In this issue of "The Static Line" there is a call for nominations of interested members to run for election to the Board. Five three-year positions are up for election. The terms begin on July 1st of this year. Please read over the announcement found in this issue of the newsletter and see if you are interested in becoming a part of the Association's governing body, or know of a member(s) who is. Then complete the nomination form and send it in. After all nominations are in, a ballot listing the candidates will be sent out to all members of the Association.

Our Association needs individuals who want to be actively involved. A major goal this year is to get organized in our efforts to establish a National Smokejumper Museum in Missoula. This will require effort on the part of all of us to plan for and raise money on behalf of this important issue. Board members will be very much involved in helping reach this goal.

A meeting of the present Board of Directors is set for Friday, March 29th, 1996, from 8:30 A.M. - 4:00 P.M. Arrangements are being made to hold the meeting at the Holiday Inn-Parkside in Missoula. The Association will make available a \$100.00 stipend to those Directors living more than 150 miles from Missoula. The meeting agenda has been sent to all Directors.

Best wishes for the New Year.

Ed Courtney
 Ed Courtney,
 President



National Smokejumper Association

NEW MEMBERSHIP or RENEWAL APPLICATION
 (Use same form for change of address)

Name _____
 Last First Middle
 Address _____
 Street Telephone
 City State Zip
 _____ year trained _____ & base _____

Return to: National Smokejumper Association
 P. O. Box 4081,
 Missoula, Montana 59806 - 4081

Make check payable to:
 National Smokejumper Association
 check number _____ Amount _____

IN OFFICE USE ONLY: Check # _____ Amount _____
 Date received _____ Renewal date: _____

Membership Category

Check one:

New Member _____

or

Renewal _____

Check one:

Smokejumper _____

Associate _____

Affiliate _____

Dues category

1 year \$15.00 _____
 2 years \$30.00 _____
 5 years \$60.00 _____
 10 years \$100.00 _____
 Affiliate - 1yr-\$20.00 _____

A #1 Pilot

WALLY TOWER'S LOGO THAT HE USES ON HIS
 CORRESPONDENCE. SEE "CHUTE THE BREEZE!"



WALLY TOWER
 "What are those crazy Jumpers up to now?
 The Noorduyne is getting very tail heavy!"
 Drawing from US Air Force Flying Safety,
 June, 1979.

NEW MEMBERS

NOTE: This listing of new members includes those who joined between Oct. 21st and Dec, 25th, 1995. Those who joined after Dec. 25th will be mentioned in the 11th newsletter, which will be mailed out in April. Should your name be misspelled, or the address be incorrect or changed, please let us know as soon as possible. For Boise jumpers the base code will now be shown as NIFC (National Interagency Fire Center) instead of BIFC (Boise Interagency Fire Center). WST Y is the code for West Yellowstone (Montana).

NAME	ADDRESS	BASE	1ST YEAR
Adell, Martin	500 Queens ST #11 Moscow, ID 83843	NIFC	95
Allen, Matt	PO Box 1277 Delta Junction, AK 99737	FBX	95
Begalka, Walter J	3929 Baronof AV Ketchikan, AK 99901	MSO	51
Berney, Rob	900 Wisconsin AV Whitefish, MT 59937	MYC	95
Bowers, Matt	7966 Candlewood DR Boise, ID 83709	MYC	95
Bradley, Mike	3133 Goldhill RD Fairbanks, AK 99708	FBX	95
Brollier, Jacob	1105 Federal Way Boise, ID 83705	RDD	95
Daniels, Robert L	1806 West Chestnut Exeter, CA 93221	MSO	95
Dawson, Kelsey	3658 Rosita DR Redding, CA 96001	RDD	95
Dolan, Tim	4660 N Paseo Sonoyta Tucson, AZ 85715	RDD	95
Dunlap, Shelley	Box 82 Truckee, CA 96160	MSO	95
Fisher, Chad	PO Box 1004 Lolo, MT 59847	MYC	95
Fogo, Brian	235 E Front ST Missoula, MT 59802	MSO	95
Forrester, Ed	PO Box 106 Cairo, NY 12413	RDD	95
Fritsen, Mike	403 N Curtis Missoula, MT 59801	MSO	95
Goodson, Frank	6934 Ager-Beswick RD Montague, CA 96064	RDD	95
Gustafson, Chris	RT 1 Box 378 Cass Lake, MN 56633	MYC	95
Hansen, Dereck	PO Box 290-428 Phelen, CA 92329	WST Y	95
Hill, Mike	118 Thompson LN Williamsburg, VA 23188	WST Y	95
Holmes, Warren	PO Box 505 Alta, CA 95701	RDD	95
Hurtado, Tim	555 31st ST Donners Grove, IL 60515	MYC	95
Huston, Elmer	12649 Memory LN Nampa, ID 83686	MYC	52
Johnson, Jeff	2657 Sterling Way Cameron Park, CA 95682	RDD	95
Johnson, Karl	8917 E Copper Tucson, AZ 85712	RDD	95
Kerley, Joel	3900 E Amity #18 Boise, ID 83705	MYC	95
McClanahan, Ted	PO Box 4369 Bozeman, MT 59772	MSO	95
McDaniels, Russell	1027 10th AV S Great Falls, MT 59405	WST Y	95
Morris, Walter	PO Box 352143 Palm Coast, FL 32135	PEND OR	45
Morton, Joe D	8945 E Grey Scottsdale, AZ 85252	RDD	95
Niccoli, Chris	727 Leon ST Delta, CO 81416	MYC	95
Palmer, Charlie	1125 Carlos Great Falls, MT 59404	MSO	95
Phifer, Gregg	1584 Marlon AV Talahassee, FL 32303	MSO	44
Price, Steve	PO Box 10075 South Lake Tahoe, CA 96158	MSO	95
Reese, Kevin	PO Box 4315 Davis, CA 95617	NIFC	95
Roach, Shane	655 S Villa Willows, CA 95988	RDD	95
Rova, Timothy	616 Winnipeg AV Duluth, MN 55806	WST Y	95
Savor, Jarrod	6885 S Redwood RD Apt #808 West Jordan, UT 84084	MYC	95
Shalom, Oded	315 B Eatonville Hwy Eatonville, WA 98328	FBX	95
Taylor, Paige	PO Box 5818 Missoula, MT 59806	FBX	95
Walker, Eric	414 Brookdale DR Boise, ID 83712	NIFC	95
Zimmerlee, Rich	PO Box 205 Paskenta, CA 96074	RDD	95

MAILING ADDRESSES, Cont.

In recent newsletters we have listed former Smokejumpers and Pilots for whom we do not have addresses, or current places of residence. Below is a continuation of that list. (We have been progressing alphabetically through the master roster.) If you have current addresses for these "lost" jumpers and pilots, or have indications of possible locations, please let us know. Also, any deaths that we might not know about. Again, the base-trained codes are listed for your convenience.

FBX-Fairbanks, NIFC-Boise Interagency Fire Center (formerly known as BIFC, or Boise Interagency Fire Center), CJ-Cave Junction, IDCTY-Idaho City, LGD-La Grande, MSO-

Hinojosa, Fred	RDD	88	Howard, Larry	MSO	?	Johnson, Mark	MSO	?
Hjort, Spencer	MYC	?	Howard, Robert	MSO	56	Johnson, Mike	NCSB	?
Hoag, Bart	?	?	Howey, Jesse	MSO	?	Johnson, Phil	RAC	69
Hobbs, Robert	MYC	46	Hubbard, Arthur	MYC	?	Johnson, Randall	MSO	?
Hockmuth, Geo	MSO	85	Hubble, Robert	GAC	91	Johnson, Ray	MYC	?
Hodges, James	MSO	?	Hudon, Michael	RAC	71	Johnson, Rex	RAC	67
Hodges, Mike	CJ	54	Hudson, Leslie	MSO	?	Johnson, Robert	MSO	?
Hodges, Robert	RAC	69	Huelster, Howard	MSO	46	Johnson, Ron	BIFC	88
Hodson, Robert	RDD	68	Hughes, John	CJ	76	Johnson, Russ	RDD	70
Hoem, Harold	MSO	?	Hullett, Arthur	MSO	?	Johnson, Scott	LGD	75
Hoerig, G.	RAC	91	Hull, Charles	MSO	67	Johnson, Steve	MSO	73
Hoffman, John	MSO	?	Humphries, B.	RAC	80	Johnson, Thor	RDD	79
Hoffman, Ray	RAC	67	Hunnicutt, D.	RDD	78	Johnson, Walt	MSO	?
Hoffman, W.	MSO	?	Hunter, Ernie	MYC	?	Johnston, Jack	NCSB	51
Hoilrup, Jacob	MSO	?	Hunter, Jerry	RED	75	Johnston, Peter	MYC	?
Holcomb, Robert	MSO	?	Hurlay, Bob	BIFC	88	Joiner, Bill	NCSB	72
Holden, Harold	MSO	44	Huston, Elmer	MYC	?	Jonasse, Rick	RAC	88
Holder, David	MSO	?	Hutchinson, Jim	MSO	?	Jolly, Steve	LGD	74
Holder, Leroy	MSO	46	Hvizdak, Ron	MYC	78	Jones, Bill	MSO	42
Holliday, Scott	RAC	88	Hydes, John	MSO	46	Jones, C.	RDD	78
Holly, Douglas	RAC	78	Hyland, Pat	RDD	88	Jones, Delmer	MYC	?
Holm, Bryant	RAC	78	Ierien, Mike	AKA	88	Jones, Fred	MSO	85
Holm, Harold	MSO	?	Imeson, Norm	NCSB	?	Jones, Henry	MSO	?
Holmes, C.	MYC	?	Ingham, Charlie	AKA	74	Jones, Robert	MYC	?
Holmes, Larry	NCSB	62	Ingram, Michael	MYC	?	Jones, Ronald	RDD	60
Holmes, Nick	RDD	?	Isaacson, John	MSO	?	Jones, Stan	RDD	85
Holmes, Robin	NCSB	?	Jablonski, Steven	MYC	?	Jones, Vincent	MSO	46
Holmes, Tom	MSO	61	Jackson, Harley	RAC	86	Jordan, Bill	RAC	76
Holmstrom, Bob	MSO	49	Jackson, Jim	MSO	44	Joslin, William	MSO	?
Holt, Robert	MSO	47	Jackson, Mark	RAC	84	Josten, S.	RAC	80
Holter, Robert	MSO	53	Jacobs, Gary	RDD	70	Joyce, Armond	MSO	?
Holtby, Ralph	NCSB	61	Janey, Mathew	RAC	78	Joyner, William	MSO	53
Holton, Carl	MYC	?	Jansen, Robert	MSO	71	Judge, James	MSO	?
Holzman, Allen	MSO	?	Jardin, Reginald	MSO	?	Kalbfus, Charles	MSO	45
Honey, Lowell	MSO	?	Jelinek, Mark	MSO	?	Kanagy, Earl	NCSB	?
Hooker, Fred	MYC	53	Jennings, Dick	MSO	?	Kapernie, Rick	MYC	?
Hooper, Robert	CJ	67	Jensen, Kenneth	MSO	?	Kapitz, Russel	MSO	?
Horey, Mike	NCSB	71	Jensen, Max	MSO	46	Kappernick, Bob	MSO	?
Hornung, William	MSO	?	Jensen, Sherman	MYC	?	Kappernick, D.	MSO	?
Horsanger, B.	MSO	?	Jeppson, Duane	RDD	67	Karr, James	MSO	?
Horton, Marion	MYC	?	Jewell, Franklin	MSO	69	Karr, Robert	RDD	67
Hoskinson, W.	MSO	?	Jobe, David	MYC	?	Kartevold, Rick	NCSB	75
Hosler, Robert	MYC	?	Johnshoy, Ron	BIFC	88	Kasc, Chuck	LGD	74
Houck, William	MYC	?	Johnson, Ansel	MSO	?	Kathe, Richard	MSO	45
Hough, Bob	NCSB	51	Johnson, Axel	MSO	?	Katt, Jerry	RAC	70
House, Mike	MYC	?	Johnson, Charles	MSO	46	Kauffman, Don	MSO	45
House, Troy	MSO	47	Johnson, Charles	MYC	?	Kauffman, N.	MSO	45
Hove, Larry	MSO	?	Johnson, Dennis	MSO	73	Kaufman, Robert	MSO	45
Hover, Harold	?	?	Johnson, Edward	MSO	?	Kavanaugh, C.	MSO	46
Hovey, Bruce	MYC	?	Johnson, Gary	AKA	74	Kearns, John	RAC	88
Hovis, Roger	MSO	46	Johnson, George	MSO	?	Kearns, Mitchell	GAC	?
Howard, Charles	MSO	?	Johnson, John	MSO	44	Keating, Dennis	RAC	69
Howard, Donald	MSO	?	Johnson, K.	RAC	68	Keaton, Kim	AKA	79
Howard, Jim	RDD	74	Johnson, Larry	MSO	?	Keesler, Byron	NCSB	59
Howard, John	RDD	59	Johnson, Marc	MSO	?	Kcith, John B.	MSO	?

CONTINUATION OF LISTING OF DECEASED JUMPERS AND PILOTS

- Flick, Art MSO 53 Word about Art's death was given to us by one of his best friends, Chuck Viviano (MSO 53) of Cypress, California. Art had suffered a stroke in March and passed away at his home in Bath, New York on November 15th. Chuck had some stories to tell about Art, to include the time when they were both jumping out of West Yellowstone and Art had shot a bear after hobbling after it with both feet in casts. (He had suffered injuries upon slamming into a snag while on a fire jump out of West Yellowstone.) Chuck will be sending us a picture of Art and the bear. We have talked with Ed, one of his sons, who was once a Marine Corp captain. Art was a member of our Association.
- Grenlin, Lester "Les" MSO 46 Les passed away at his home in Oslo, Minnesota on September 10th from cancer at age 75. He was an Army combat veteran who had served in the South Pacific during WW II, prior to joining the smokejumpers in 1946. After his jumper days he worked for the CIA, to include service in the Orient. We talked to his widow, Helen, recently. She mentioned that Les was the youngest of 16 children and had grown up in Oslo. (There is a story in the "Chute The Breeze" section concerning Les and Jack Demmons and a midair entanglement on a fire jump in Idaho in 1950.)
- Hayes, Lowell S. MSO 53 Robin Twogood (MSO 56) told us that Lowell had died. We are checking on details at this time.
- Lee, Joseph "Joe" MSO 49 Joe passed away in Spokane, Washington in January, 1995. That was his home area. After his days as a jumper and military service, he graduated from dental school and was a dentist in his hometown for many years. We talked to a nephew of his, Dr. Kelvin Lee of Whittier, California, about him. Starr Jenkins (CJ 48) first told us about Joe's death. Joe is in two pictures of Starr's book Smokejumpers, '49 Brothers in the Sky. He was a member of our Association.

CHUTE THE BREEZE

JIM CLESON CJ 53

Jim told us he would be happy to mail copies of the history of the Siskiyou Base to those who might be interested. The total cost, to include shipping, would be \$4.50, which is a real bargain.

CLAUDE GREINER MSO 54 & THOMAS H. GREINER MSO 56

Where are they? Jumpers have been asking us, but we do not know. Word has it they might be back in Oklahoma. (Their brother Sam is deceased.) If you should know, please get in touch with us. There is also a bear story concerning the Greiner brothers we would like to know about.

JACK E. PRICE MYC 50

Jack sent us a news clipping, depicting a very unusual incident. He said it should be used as a counter to those jumper stories relating to "how tough I had it." The clipping is dated 2/5/95 and from a Virginia paper. It shows an Army paratrooper landing. He is upside down and bouncing off of a portable toilet. The picture took first place and Best Show in the Virginia Press Association contest. (It could not have been a trooper from the 82d Airborne Division, rather, a 101st Airborne trooper. During my time we of the 82d Airborne—Demmons speaking—were called "Almost American" instead of "All American" by members of the 101st. We in turn referred to them as the "Puking Buzzards" instead of "Screaming Eagles." Hmm, Yasss. In former days those comments would elicit severe reactions and I know one former 101st trooper and former smokejumper who will get in touch with me shortly after reading these comments.)

JERRY DANIELS MSO 57

Many jumpers knew, or knew about, Jerry and his presence in Southeast Asia. He is mentioned in two books, Tragic Mountains and Kiss the Boys Goodby. We received word today that his mother, Louise Daniels, passed away Thursday, Jan. 4th in Missoula. The obituary mentions that one of her sons, Jack, a former smokejumper, is living at Cortland, NY. Also, that another son, Roland L. "Dan," is deceased. We did not know about Dan, who also served as a Missoula jumper.

CHUTE THE BREEZE, Cont.

GENERAL COMMENTS

From our current 1,019 members, we have received many letters and contributions of material. Please keep them coming. We are still in need of more pictures and stories from Jumpers and Associates.

Through the years many unique expressions have been used by Jumpers, to include such as "skin bubbler," "gobbler," and "snap a hickory in you," and so forth. We would like to compile such a listing. If you have any, please send them in.

In the 11th newsletter we will begin a section to be known as the "Locator." A number of members—and others—have written or called concerning the present locations of former friends or associates. For example: "Paul Williams would like to know the whereabouts of Sean Courtwright. Can you help?" If someone were to have an answer, we could be contacted as a go-between, or Paul might be called or written to by the one who had information about Sean.

Also, beginning with the next newsletter, we will have a section which will be divided into decades—The 1940's, 1950's, 1960's, 1970's, 1980's and 1990's—and we will include stories about Jumpers and Associates in the proper categories.

Another section will include: "Did This Really Happen, And If So, How, When and Where?" There are a great many classic legends and anecdotes out there. Don't worry about your grammar and punctuation, we will take care of that.

Let us know what else you would like to see in the newsletters.

MICK SWIFT CJ 56

Some time ago, Lonny Oswalt (CJ 65) wrote to us about Mick who passed away 10/5/93. He said there had been a great gathering of jumpers, pilots and clerical staff who had worked with him and they met at the location of the former Siskiyou base to recall their memories and love for a fine man. On the cover of the pamphlet printed for the occasion was a photo that never ceased to give Mick grief, Lonny said. (He sent us a copy of the pamphlet and picture.) It shows a weathered pine located at an elevation somewhat above the usual tree line. There is an FS 5-A chute draped over the top, with a letdown rope dangling down. Standing on a branch near the top of the tree is Mick—who had gotten out of his suit—giving the photographer the usual "salute." Mick had explained that he had to hit the tree in order to keep out of the rocks.

In part, the pamphlet states: "...Mick was larger than life. He was truly a giant. Mick's special magic was that he made us feel good about ourselves...His passing leaves a hole in our lives that cannot be filled..."

Mick had stated in his application the first year that he was eighteen years old, when he was actually seventeen. At the beginning of his second year he asked a surprised base clerk if he could be eighteen again.

BOB REID MSO 57 & RDD 95

The heading may surprise you, but it is correct. We received a letter from Bob awhile back and then followed up with a telephone call to him. He had made his last fire jump in October 1960—until the summer of 1995, when he again became a smoke-jumper, this time at Redding.

Bob was fifty-seven years old this past summer and made twelve jumps, earning his 50-jump pin thirty-eight years after his original rookie training. On August 1 he jumped the Pony Fire in California's Klamath NF. He said, "We all know that PT gets worse by the year, but I've now scientifically proven (to my satisfaction at least) that the mountains are getting steeper too!"

George Cross was the oldest active jumper as far as we know. He jumped out of Missoula and quit parachuting to fires in 1962. However, Bob was not far behind him. He started out in Tri-motors and his last was from a Twin Otter.

Bob retired as a full colonel in the Air Force. During his career he had been an Air Force Airborne Combat Controller, similar to that of an Army Pathfinder, whose missions were to jump with the initial airborne waves on invasions. Through the years he has jumped from more than sixteen different types of aircraft, both civilian and military, from Travel Air's to the Air Force's giant C 5, and from a number of helicopters.

While in Vietnam he flew in the right seat as a navigator on aircraft, directing fighter strikes against targets, to include night missions over the Ho Chi Minh Trail.

Bob is retired at Niceville, Florida, which is close to Eglin Air Force Base in the northwestern part of the state. He has had a very interesting career!

CHUTE THE BREEZE, Cont.

WALLY TOWER

Wally began his Smokejumper Pilot career in 1952 at Cave Junction, Winthrop and Idaho City, flying jumpers for eight years. In 1958 he was moved to the Region 6 Regional office at Portland, where he remained as Regional Air Officer until his retirement in 1977. He has stated: "The Smokejumping experience has to be one of the highlights of my 40-year aviation career. Lots of tales to tell about 'happenings' with the jumpers... 'Kratzny' jumpers, hiding my clothes when I took a shower and how I got even when the jumpers threw me into the irrigation ditch at the NCSB base. I flew the Noorduyn (Norseman) for five seasons, an experience in itself."

Many jumpers have fond memories of Wally. Some have asked what happened to him. Wally resides at 7530 Jordan ST S.E. Salem, OR 97301 and you might want to contact him. We know he would be very happy to hear from you.

LES GRENLIN MSO 46

Jack Demmons had tried for some time to find out what had happened to Les Grenlin. While on a fire jump out of Sourdough Lookout in the Nezperce NF on July 25, 1950, they had a midair entanglement. They had started out as part of an eight-man crew in a Ford Tri-motor, but over the mountains there was trouble with #2 engine--the center one--and they returned to Hale Field at Missoula and immediately took off in a C-47. They were dropped two at a time because there was a lake in the vicinity. Les and Jack were the last two out. Running into each other, Jack's right foot became entangled in Les' lines and he was hanging head down with his chute fully collapsed against Les' risers. It was impossible to use either emergency chute. Les climbed his lines and cut Jack loose. Jack said: "After Les cut me loose my chute popped open. There was one wild oscillation and then I slammed into the ground. Les hit right next to me. He had saved me from possible death or serious injury. I felt embarrassed because Les was an experienced jumper and this had been my first fire jump." (Les was also an Army combat veteran of the South Pacific during WW II.)

Jack happened to talk to Gar Thorsrud (MSO 46) and he said he thought Les was still living at Oslo, Minnesota (near the North Dakota line). Jack checked later, got a telephone number, and called. Mrs. Helen Grenlin answered and said Les had died Sept. 10th of this year from cancer. Les had told her and their friends through the years about the midair entanglement. She was amazed to hear from Jack. She sent him a very nice letter along with a Christmas card and he is sending her a copy of a news article he wrote about the incident in March 1993.

We know there are Jumpers and Associates who are trying to find where certain special people in their lives are living, and if we can help, please let us know.

Smokejump@AOL.com.

We mentioned our e-mail address in the last newsletter and stories and replies have been coming in to Scott Belknap through use of the address shown in the above heading. (As mentioned before, Scott is an active Missoula jumper who has been giving the Association much help.)

One communication came in from Brisbane, Australia, where Jim Veitch (MSO 67) is living. Others received have come from Chuck Mansfield (CJ 59) at Los Alamos, NM; Brent Smith (RAC 78) at Tacoma, WA, among others, to include information passed on to us by the different jumper bases. Jim gave us some corrections concerning previous newsletters. In the 9th letter we talked about the Ram-Air Parachute Experimental Jump. Jim said Jim Kelly should be spelled Jim Kelley, and instead of Jim Schultz having taken part in that first experimental jump, Jim McGehee should have been named. Jim signed off, "Alaska Forever." (He too hopes that the Assoc. gets hooked up to the Internet. We will have information relating to that in the 11th letter.)

Chuck gave us some more material relating to the Siskiyou Base and we will include it in the next letter. He was at Cave Junction eleven years. He has retired from Los Alamos National Laboratory and he and his wife Arlene operate three small businesses: Coyote Aviation--Aircraft Rental; Coyote Tales Publishing--Book Publishing; and Coyote Aerospace--Instrumentation Research and Development.

Brent trained at Redmond in 1978, then was at Missoula during 1979-83, and at Winthrop in 1985. He is still on active duty with the US Army as a military doctor and is stationed at Fort Lewis, Washington. He is also promoting getting jumpers "on line" through e-mail. He said he has jumper "war stories" to tell and we want to use them in forthcoming newsletters. Brent had wondered what happened to Don Reese (CJ 79). He is currently living at Whitefish, Montana and had been at Roseburg, Oregon at one time.

EUGENE DEBRUIN POW - MIA, Cont.

In the 9th newsletter we told of Gene's brother, Dr. Jerry DeBruin, sending us much material relating to the disappearance of his brother in southern Laos after having been shot down in 1963. Jerry, who is a professor at the University of Toledo in Ohio, has joined our Association. He asks that anyone who might have information relating to his brother Gene, please contact him at PO Box 352781, Toledo, OH 43635-2781, Tel. (419) 885-2932.

The five who had parachuted from the burning Curtiss C-46, Gene; Thais, Pisisidhi Indradat, Prasit Promsuwan, Prasit Thane; and Hong Kong Chinese, To Lick Chiu, were Air America personnel. After having been moved from prison camp to prison camp, they managed to escape in May 1964. However, they were recaptured at a water hole by the Pathet Lao six days later. Gene and Pisisidhi were blamed for the escape attempt. The soldiers put a rope around their ankles and hoisted them up into a tree with their heads close to the ground. The villagers were instructed to find a nest of red ants. The soldiers then beat the nest until the ants poured over the bodies of the two prisoners. Eventually both men lost consciousness and were later cut down at dusk.

As time passed the prisoners were moved to different prisons, each time moving northward along the Laos-Vietnam border. Eleven months after their capture they had their picture taken, along with a Pathet Lao Guard, which confirmed for the first time their imprisonment. Then, during the first part of December 1965 a Lieutenant Duane W. Martin, a U.S. Air Force helicopter pilot, who had been shot down on September 20th of that year while attempting to rescue a downed F-4 Phantom jet crew, was imprisoned with them. From him news of what had happened during the previous fifteen months was obtained. Two months later a U.S. Navy pilot, Dieter Dengler, who had been flying a strike mission from the carrier USS Ranger in a Douglas Skyraider, was placed with the group. Shortly afterwards, the seven prisoners were moved to a camp at Ban Houai Het.

They began to make plans to escape and on the morning of June 29, 1966, while the guards were eating, Pisisidhi, Dengler and Martin

managed to secure rifles from the empty guard towers. The three confronted the guards and commanded them to remain silent, but one went for his rifle. As a result, several of the guards were killed. Following pre-arranged plans, the prisoners split up into three groups. They were to head west and follow the waterways whenever possible. The three Thais went together, but Pisisidhi left his two companions the next day. Gene was to go with Martin and Dengler, but that left To Yick Chiu to fend for himself. Gene decided to stay with his sick friend and move out with him, risking his own life.

Later, Martin was macheted to death in a small village and Dengler was rescued by an American helicopter twenty-three days after the escape. Pisisidhi Indradat was recaptured forty-three days later and released with a group of Lao political prisoners in January 1968. The fate of the other two Thais is still unknown.

It wasn't until January 1968 that further news about Gene surfaced. An intelligence report indicated that he was placed in Muong Phine prison during the latter part of June 1966, and that he had been moved to Muong Nong prison a year later. Then, he and eight other Americans were moved northward under a North Vietnamese officer by the name of Ong Lui.

Some time later there were reports of Gene's death, but they were unconfirmed. Jerry DeBruin said that information about his brother became more scarce as the United States began to negotiate an end to the conflict. Many obstacles have been placed in Jerry's way during his thirty-two years of searching for information about Gene. He has stated, "I will continue the search for him until I positively know what's happened." Jerry remains optimistic about his brother's fate. Jerry has commented, "The thirty-two years since Gene's capture have been scattered like dry leaves and covered with a heavy snow. Our hopes have been dashed, lifted and dashed again. But still we wait for word of Gene in hope that someone will read these words and supply the information that I have desperately sought on that hot, dusty day in Vietnam in 1971." (Jerry had traveled there to the Pathet Laos headquarters at the time, and

also the North Vietnamese Embassy, but was not able to obtain any information at either location.) "I want more than anything to be able to welcome him home. And if he's not alive, I want verifiable evidence of his death," Jerry said.

The story about Gene is a very tragic one, and we certainly hope that some day Jerry will find the information he has so desperately sought.

We should mention that the November 1987 issue of *Life* magazine has a picture of Gene seated in a C-46 aircraft with a notation about him. That is part of a cover story with the title "Missing."



Eugene Henry DeBruin.
1960

RUSSIAN SMOKEJUMPERS, cont.

Deanne Shulman also included information about the Russian rappelling program in a report on the United States-Russia Fire Management Expert Exchange, Irkutsk Region, concerning the period July 12 through August 30, 1993 when she, Tom Goheen, and Dennis Hulbert, as three fire operations specialists from the U.S. Forest Service, took part in that exchange.

Deanne mentioned that the Russian Aerial Fire Service has been involved in an aggressive helicopter rappelling program since 1961. While smokejumpers and rappellers work together, the rappellers are not cross-trained as smokejumpers. Smokejumper experience is desired, but not required.

Russia has 2,640 smokejumpers and 3,284 helicopter rappellers. Also, there are 336 fixed wing aircraft and 290 helicopters involved in the Russian fire suppression program of their Aerial Fire Service. The smokejumpers average thirty jumps each year and rappellers, thirty rappels. In the Irkutsk Region, Deanne and Dennis said there were 500 smokejumpers and 200 rappellers.

One has to be at least eighteen years old to be a Russian rappeller. They receive two months of training, which includes fire related subjects. Each must make four rappels and at least ten rappels from a rappel tower. Each must make four rappels from a helicopter before they are certified as new rappellers. Experienced rappellers have to make four refresher rappels prior to each fire season.

Rappellers are grouped together in squads of five to eight. They make rappels into timber density of up to 75% and the timber can not be taller than 90 feet.

When arriving at a fire, the pilot observer, in conjunction with the pilot, determines if a landing site is available. Should a rappel be necessary, the pilot performs a power check before rappelling operations begin. After a steady hover is established and the squad boss

has made a safety check, he, with direction from the spotter, proceeds to deploy the rappellers and cargo. The squad boss is the last to rappel down and complete the mission.

The rappellers use 120 foot 3/4 inch wide, non-tubular nylon ropes. Their harnesses are similar to those used by American jumper spotters. They have heavy duty nylon or canvas gloves, smokejumper helmets and black "pullover" knee-high waterproof leather boots.

On August 20, 1993 Deanne, Tom and Dennis boarded a military aircraft in Irkutsk, bound for Moscow. There, they met with a number of Russian officials, and then traveled to Kostroma along the Volga River northeast of Moscow and met with the Kostroma Regional Forester and Smokejumper Base Manager. After a long drive back to Moscow they again met with Russian dignitaries and on August 26 boarded another military ship and flew back to Irkutsk.

They were advised that it was traditional to stay awake the entire night prior to leaving Russia. This they did, singing and dancing, and taking a swim in the middle of the night in Lake Baikal. One of the Irkutsk jumpers who was present said, while staring at the campfire, "The fire is alive and it is a part of me. This is because so much of my life is spent around fires, fighting fire and sitting with friends around campfires." He had an engraved watch given to him by his smokejumper "brothers" for having made 500 jumps.

The next day they flew back to Irkutsk and had a ceremonial farewell meal; later that evening they were airborne on an aircraft bound for the United States.

We hope that the exchange of American and Russian smokejumpers from time-to-time will continue on in the future. (Several American smokejumpers jumped in Russia this past summer.)

SMOKEJUMPER BASE ACTIVITIES 1995

Base	No. Jumpers	No. Rookies	No. Women Jumpers	No. Fire Jumps	No. Rescue Jumps	No. Tng & Exper. Jumps	Out of Region Boosters	Date Fi. Season Ended
Ft. Wainwright, AK (BLM) FBX	63	4	2	156	0	620	30 to Boise (Great Basin).	9/20/95
Boise, ID (BLM) BIFC or NIFC	52	3	2	248	0	601	10 to Silver City, NM; 6 to McCall, ID.	9/25/95
Grangeville, ID GRG	30	6	3	57	0	167	20 jumpers sent to other bases.	9/27/95
McCall, ID MYC	75	8	3	230	4	948	8 to RAC, 10 to NCSB, 7 to Battle Mtn, 10 to Silver City, NM & 10 to Miles City, MT.	10/25/95
Missoula, MT MSO	70	17	3	5	0	1,066	84 jumpers sent elsewhere.	9/30/95
Subbase, Miles City, MT	24	N/A	N/A	32	0	101	6 to Region 6.	9/30/95
Subbase Silver City, NM	29	N/A	N/A	86	0	209	N/A	7/15/95
Redding, CA RDD	49	11	1	84	1	59	30 to Redmond, 12 to Grand Junction, CO. 8 to McCall.	10/13/95
Redmond, OR RAC	38	13	8	260	0	410	75 sent to other bases.	10/14/95
West Yellowstone, Mt WYST	20	4	0	53	0	92	20 jumpers sent to other bases.	9/30/95
Winthrop, WA NCSB	18	3	0	19	2	198	12 sent to McCall.	9/23/95

Retirees, close of 1995: FBX: Bill Ferguson; RDD: Tim Huntington Spring of 1996.

Key Personnel Changes, 1995: FBX: Mel Tenneson, New Paracargo Supervisor; Gary Baumgartner, New Loft Supervisor; Dalan Romero, New Training Supervisor; Gary Baumgartner and Tom Romanello, new Spotters; Fred Hernandez and Kent Hamilton new Squad Leaders.

NIFC: Sean Cross new Base Manager as of Nov. 1994. George Steele Loft Foreman.
MYC: Pete Amell now AFMO, Council RD, Payette NF; Dennins Geving & Frankie Romero are new Squad Leaders.

MSO: Base Manager position still open.

RDD: Arlen Cravens appointed as Base Manager.

WYST: Andrea McOuade and Bill Neumeister did not return for the 1995 season.

Unusual Incidents: FBX: Tony Pastro and Bruce Ford went to Siberia for 5 weeks to work with Russian Smokejumpers & Heli-Rappellers. They made 12 practice jumps

there & Helitacked 2 fires. Steve Baker became a Dr. of Veterinary Medicine.

Slowest jump season in 20 years. No serious injuries for the 2nd year

running. Murray Taylor is trying to get his book on smokejumping published.

Rod Dow made his 400th jump and got married. Dave Hade made his 150th fire

jump. Hank Falcon and Eric Pyne now have 100 fire jumps each.

NFIC: Boise reported that sacred BLM land in the vicinity of Miles City, MT had been violated by Missoula Forest Service Smokejumpers.

MYC: The 1995 fire season was very slow. Twin Otter 1412 was back on line.

It has been fully repaired after last year's landing mishap at McCall.

MSO: There was a slow speed malfunction of an FS-14 chute during rookie

training. Everett Weniger, Smokejumper Training Foreman, was jumping it.

RDD: 1995 was the slowest fire year on record since the base opened in 1957.

The base is back to 2 aircraft. The Helicopter and Smokejumper Rappel Program has been discontinued.

WYST: Starr Jenkins (CJ 48) stopped by for a visit. He is also a former

Missoula jumper who has written a book about smokejumping with the title

Smokejumpers '49: Brothers in the Sky.

NCSB: The base did not jump one fire in August. It was a very slow fire year with much project work. This year a CASA 212 aircraft was used during the season under contract for the first time. Twin Otters had been used in recent years.

WE WISH TO THANK SCOTT BELKNAP, MSO 83, CURRENTLY AN ACTIVE MISSOULA JUMPER, FOR GATHERING THIS MATERIAL FOR "THE STATIC LINE."

"SILK STORIES:" FRACTURED FABLES FROM THE FIRE LINE

Do you know what the statute of limitations is on a jump story? I mean, if something happens on a fire that is so funny you can't wait to tell someone and the guy that it happens to says, "I'll kill you if you ever tell anyone." How many years must pass before you can tell the story and you don't have to worry about the guy still killing you? It has been close to ten years now since this event took place but I am still a little worried that the guy might try something. Maybe if I change the names to protect the guilty....

The MSO base has a complicated formula for determining the fire "Incident Command" duties, especially when a squad leader is on the load. So it is impossible for me to explain how I became the IC on a four manner with two Alaskans and a MSO squad leader we will call "Rappunsel." It seemed like a relatively easy fire and a good opportunity for some OJT. I took my assignment seriously and hoped I would meet the expectations of my mentor.

At the conclusion of our suppression efforts, I sought the wisdom of Rappunsel to organize our demobe plan. We were in the vicinity of the Osier Ridge Lookout and considered the short hike to the tower as "our way out." The situation was confused, however, by a maze of logging roads that appeared equally close to the fire from our pre-jump flight. In the midst of all the confusion, Rappunsel offered to take a light load on a scouting mission to the lookout tower first thing in the morning. It seemed reasonable at the time.

Not another thought was given to Rappunsel until Osier Ridge called at close to 1100 hours and asked if plans had been changed since he had not seen his visitor yet. I assured him that nothing had changed but

that the hike may have taken longer than expected and not to worry. We then declared the fire out and sat down to finish the last of the edible food in the fire boxes.

Just after lunch the Clearwater dispatcher called and scheduled a helicopter for an afternoon pick-up. Boy, was Rappunsel going to be mad! We prepared for the chopper and even saw our ride overhead but they were diverted to a SMJ fire jump injury in the neighborhood. We were now destined to spend another night on the fire. Still, there was no sign of Rappunsel.

We received an urgent message at 2100 hrs. from dispatch that a search plan was in place. The plan called for "Fixed wing at 0600, choppers at 0700, and search dogs at 1000 hrs. Everyone was relieved when a radio call reported that Rappunsel had been found at 2200 hrs. The crew was reunited the next morning and the previously mentioned threat was implied.

Rappunsel arrived back at the base long before me and received a serious dose of harassment. That abuse led him to seek me out as a friendly face at lunch.

The punch line to this story is that Rappunsel unwittingly changed his T-shirt after his ordeal to one that commemorated his financial contribution to a non-profit organization. The caption said, "SEARCH WORK IS FOR THE DOGS!," and acknowledged him as a sponsor. I conversationally pointed out that I could see why he sponsored that organization. I was still safe at that point until Steve Straley said, "Ya, but what I want to know is if he writes it off on his taxes as a charitable contribution or as business expense?"

As mentioned elsewhere in this newsletter, Scott Belknap (MSO 83) is an active Missoula Jumper who has given the Association much help. The articles under "Silk Stories:" Fractured Fables From the Fire Line, are written by him. He said the former Jumper featured in this article might come looking for him. "Rappunsel" works at the Fire Lab by the Missoula Jumper Center.

SISKIYOU SMOKEJUMPER BASE

This is a continuation of the history of the Siskiyou smokejumper base. Jim Oleson sent us more material relating to the Cave Junction past. Jim now lives in Kalispell, Montana and practices law.



1961—The 1961 fire season opened at the Siskiyou Aerial Project in southwestern Oregon on June 2nd of that year when six experienced men completed their refresher jumps.

Twenty-four experienced men returned for the season, with only six new men to train. The experienced men were trained as soon as they arrived, while the rookies began training on June 15th.

On June 17th the Okanogan in Washington had a lightning storm and requested seven men to help out. These men each made a jump to either the Okanogan or Wenatchee Forests in northwestern Washington.

Guard school was held at the Aerial Project the week of June 19-23. The new men attended, with jumper overhead conducting instruction. The first fire parachuted to from the Siskiyou base in 1961 was made on June 5th, when four men were dropped on the Oak Flat Fire in the Siskiyou N.F.

On June 26th, the Northern Zone at Redding, California requested all trained jumpers. Seventeen men were dispatched to Redding and Sonora in a Twin-Beech and a Region 5 Curtiss C-46. Seven men were sent from La Grande to man the Siskiyou jump center. Of the seventeen jumpers sent to California, seven jumped on fires from the Sonora base.

On July 3rd the new men made their first training jumps. One man dropped out of the program after making five jumps. Five completed the required seven jumps.

During July 11th a lightning storm hit the Cascades in Washington. Between the 12th and 17th sixty-five jumpers were dropped on twenty-seven fires in that area. The Siskiyou jumpers were assisted by jumpers from Regions 1, 4, and the Region 6 base at Winthrop. During this period the Siskiyou base had its first lost-time accident of the year when Gordon Ketiog suffered a broken foot while making a let-down from a huge tree in the Umpqua Forest. The base had two more accidents before the close of the season, to make 1961 the worst accident season in ten years. (Gary Welch and Ron

Thoreson both suffered cracked vertebrae while executing landings.)

On July 22nd twelve jumpers were sent to La Grande and from there they were dispatched to Winthrop. That was the beginning of a continuous string of fires, which lasted until the latter part of August. During this period men were sent to La Grande, Winthrop and McCall. The Redmond satellite base was manned several times. September, which was usually one of the worst fire months for the Siskiyou, had few fires and only one was parachuted to on the Umpqua, which was to be the last fire of the year.

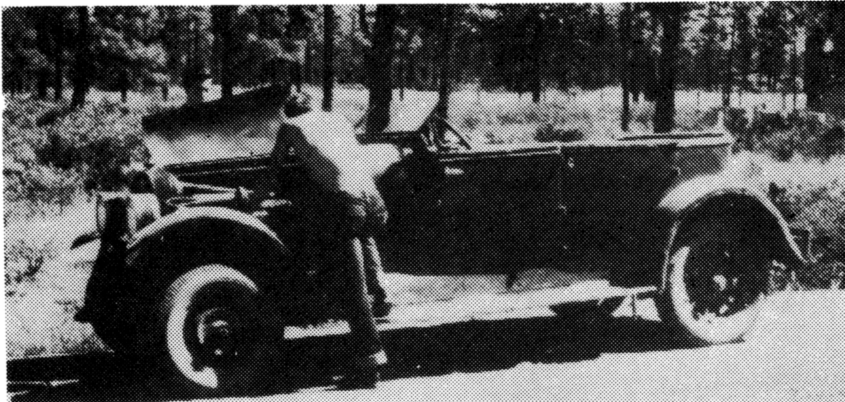
On Sept. 29th the remaining eight men were sent to Redmond to stand by for the first few days of the hunting season. There were no jumper fires during this time and everyone returned to base on October 3rd.

On Oct. 6th the first rains came and on the 7th orders were received to close for another year.

The 1961 season turned out to be the biggest fire year the Siskiyou unit ever had up to that time. Jumpers parachuted to a total of ninety-nine fires from the Siskiyou and Redmond bases. They also jumped to thirty-four more fires from other bases. Of the grand total of 464 jumps, 314 were to fires and 150 were made during training. Most of the jumps took place on the Deschutes and Willamette Forests—to forty-two fires.

The Siskiyou smokejumpers parachuted to fires in nineteen different forests. They were also used by the State of Oregon and dropped to fires on the Winema, Ochoco and Mt Hood Forests for the first time in the history of the base.

The pilots who flew out of the Siskiyou base were Ralph Williams and John Childers, utilizing two Twin Beeches. On July 21st the landing gear of one collapsed and the ship was not repaired until September, leaving the base short of aircraft most of the season. A de Havilland Dove plane that belonged to Cascade Airlines of Eugene, Oregon was checked out for possible use during the latter part of August as a



The "Green Beetle" with Armando Riza working on it. We do not know who is on the other side of the hood.

Roger Wolfertz sent us a slide of the "Green Beetle," a 1929 Dodge, that eight of the CJ jumpers owned. It was used for trips into town and to the swimming hole in the Illinois River. It had to be pushed to get it started, and the only one who could get it to run was Armando Riza. (There are tales of wild trips in that car and the local constabulary had a different name for it. It was sold at the end of the 1949 jump season.)

Roger said Dick Cole had a 1932 Ford "Chopped" Hot Rod.

Yes, WILD, WILD days at the Siskiyou base.

Roger Wolfertz sent us a list of names of CJ jumpers who attended their '78 Reunion, plus a color picture of them. Thanks.

Dick Courson gave us more material and pictures of the legendary Danny On--he will be in the next newsletter. Thanks.

SISKIYOU SMOKEJUMPER BASE

jumper ship, but was never utilized on an actual fire. During the 1961 season a total of eleven different types of aircraft were utilized by the Siskiyou smokejumpers at the various bases they flew from.

Chuck Sheley and Ron Thoreson were detailed to New Mexico early in May of that year and returned to their base in July. Sheley set a new record as a member of the Siskiyou base, making a total of twenty-nine fire jumps in one season. (Twenty-five were fire jumps.) The overall average was more than ten jumps per man.

The six sent to Alaska returned prior to the end of the season and continued to jump on fires in the northwest.

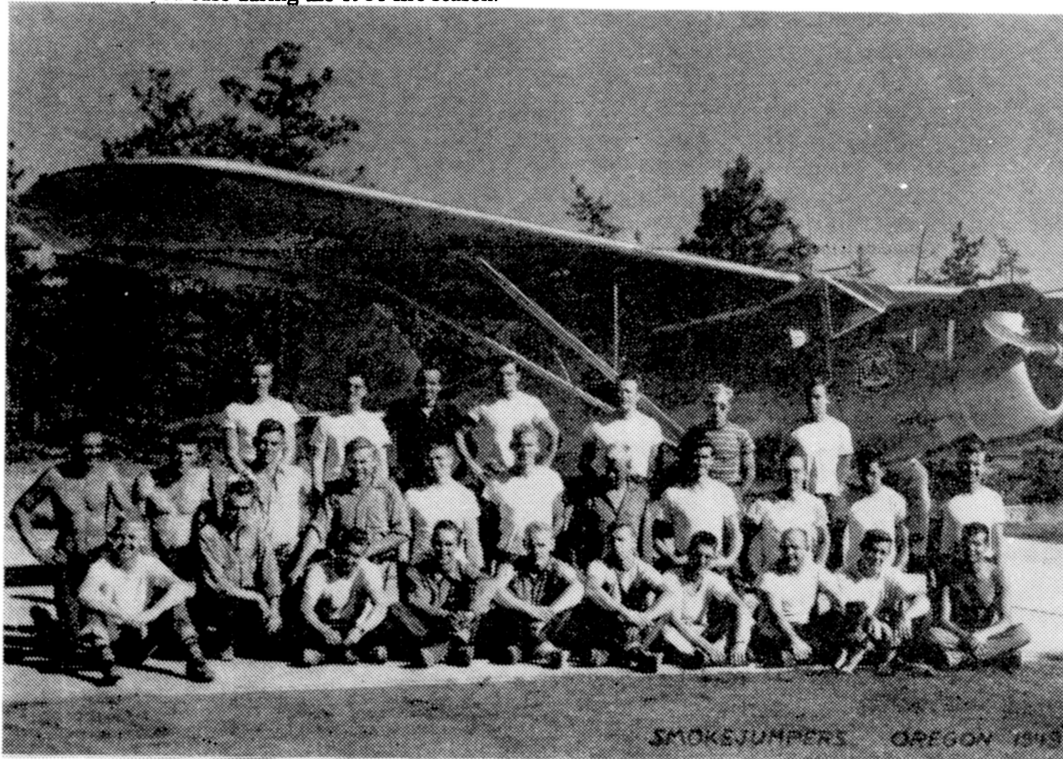
During the 1961 season planning began for a new, large aerial base at Redmond, Oregon. It was anticipated that an additional fifty jumpers would be located there.

The following overhead were employed at the Siskiyou base during the 1961 fire season:

Jim Allen, Project Air Officer; Al Boucher, Smokejumper Foreman; and Squad leaders Fred Cramer, Larry Wright, Norm Pawlowski and Ken Rosenberg.

Smokejumpers were: Larry Angove, Alvin Baker, Phil Beardslee, Dick Board, Paul Boyer, Jim Cramer, Mike Cramer, Jim Fritz, Lee Gossett, Gordon Kellog, Bill Knight, Mike Lehman, Ron Lufkin, Chuck Mansfield, Jim Maxwell, Glen McBride, Mike McCracken, Gid Newton, Jim Oleson, Jack Ridgeway, Owen Riffe, Truman Sandelin, Chuck Sheley, Mike Simon, Tom Smith, Ron Thoreson, Jan Van Wagendonk, Bernie Welch, Gary Welch, Larry Welch, Dick Wessell and Dennis Wheeler.

Parachute riggers were: Ruth Boucher, and Glenda Marchant. Darlene Langhurst was a clerk, as was Arlene Hoover. Norma Simon was the trades helper. Alviene Kaufman was 1st cook and Irma Wolff 2nd cook. Cecelia Heath and Edith Whitely were cooks helpers.



We had a picture of the Siskiyou jumpers in the 9th newsletter and labled it 1949. However, we believe it was taken at an earlier date. Roger Wolfertz (CJ 48) sent of this picture taken in 1949. The Jumpers and Pilot are:

Back Row, Left to Right-

Claude Falke, Dick Courson (Squad Leader), Bill Green (Squad Leader), Bob Nolan (Squad Leader), Cliff Marshall (Foreman), Ed Shultz (Pilot) and Terry Fieldhouse (Observer).

Middle Row, Left to Right-

Armando Riza, Orville Looper, Del Jaquish, Bob Scofield, Bill Padden, Bob Moffitt, Roger Wolfertz, Dick Bethel, Howbert Bonnett, Al Boucher, Paul Block.

Front Row, Left to Right-

Charles Clemensen, Bob Sweet, Lowell Scalf, Bob Snyder, Bob Cummings, Paul Keveleff, Don Wallace, Herb Krissie, Fred Michilloti, Dick Cole.

Noordayne Norseman N58689, a US Forest Service ship, is in the background.

Could anyone help us with some of the names given in the CJ 1949 photo? Green, Riza, Scofield, Bethel, Sweet, Keveleff, Wallace and Michilloti are not listed in our master roster. We do not have an address for Block.

Did Cliff Marshall pass away in California?¹³

JAMES R. BRUNK - RESCUE JUMPS - 1944-45

This is our second story from Asa Mundell's book, "Static Lines and Canopies, Stories from the Smokejumpers of 1943 - 1945 Civilian Public Service Camp 103 Missoula, Montana." Asa has given us permission to use these stories. He currently lives at Beaverton, Oregon near Portland. Asa first jumped out of Missoula in 1943. Jim Brunk resides at Harrisonburg, Virginia, which is in the Appalachian Mountain country and about 25 air miles east of the West Virginia border. Earl Schmidt, who was mentioned in the 9th newsletter under the title "Some Injuries," resides at Biglerville, Pennsylvania, six miles north of Gettysburg. Asa, Earl and Jim are members of the Association.

While in the Smokejumpers, I had the privilege to help in the rescue of three men. The first was a man named Archie Keith who jumped with me into a small valley full of snags, just below a fire on top of a ridge. I was the only one who managed to get down onto the ground without hanging up on a snag or a tree. Archie jumped in the next pass after me, and as I looked up I saw him catch the top of a snag which was approximately 80 feet high. This broke off and threw him into a pile of brush and rocks. He hit the ground so fast, out of my sight, that I thought almost certainly he was killed. I was still trying to get loose from my harness when I heard him call, or, as he said later, "scream." As quickly as I could I went to him to find that the tree actually had not hit him but that he had broken his leg. We splinted the leg and then made a stretcher with poles and our jump jackets, so we could carry Archie out of the area. We were 16 miles from the nearest road, and in a valley which was full of dead falls and tall snags. The brush was head-high and it was getting dark. We left one man by the fire. He was almost as young as I but very slender, possibly 25 pounds lighter than I was, and we were really not sure that he could make the trip out of the area, helping to carry Archie. The others that I remember were Carey Evans, Jim Mattocks, Al Theisen, and I think Johnny Johnson. The way was so rough that Al and I would go ahead with Pulaskis and cut a way through the brush and the dead falls for possibly a hundred yards and then we would come back to the others and help them carry Archie. At the

end of our cut we would stop and let them rest and Al and I would go ahead and cut another hundred yards or so of trail. The process went on all night and by 7:00 a.m., approximately 12 hours after we started, we were two miles below where we began and getting into more open woods. We found a trail which had not been maintained, and with many dead falls across it, so the going was very tough. About 10:00 a.m. we met a pair of Forest Service men who were coming in to meet us, cutting the dead falls out of the trail with crosscut saws, and from there it began to be easier. By noon we had him down about seven miles from where we started and another crew of men, ten strong, were jumped into that small wilderness clearing by a small station. They carried him the rest of the way and six of us who had carried him through the night were only expected to keep up as they went the remaining nine miles to the end of the road.

The second one that I helped to bring out was a man named Neilford Eller who had broken his back when his parachute partly hung up and then came loose and he fell and struck a dead fall with his back. We needed to carry him approximately six miles.

One evening we jumped about dark for Oliver Huszet who had hit a tree, the top had broken out and he had fallen, receiving a concussion. We carried him through quite a share of the night since it was about dark when we jumped. I am sure those of us who helped with this trip still remember it, but I don't think Oliver remembers much about it.

LATE-BREAKING NEWS FROM TOM KOVOLICKY:

Hello Membership. Ed Courtney asked me to develop some guidelines that our Association could use to formulate criteria for HALL OF FAME nomination. We discussed this idea at our last Board of Directors' meeting and decided it would be a good idea to pursue. So, if you will, please send us your ideas and recommendations about what you think would make good nomination and evaluation criteria for admittance to the National Smokejumper Association Hall of Fame. We invite your participation by sending or telephoning your comments to:

Tom Kovolicky	George Cross	Lon Dale	Nat. Smokejumper Assoc.
PO Box 48	4469 Ahsahka CT	620 High Park WY	PO Box 4081
Grangeville, ID 83530	Lenore, ID 83541	Missoula, Mt 59803	Missoula, MT 59806
(208) 983-0281	(208) 476-5827	(406) 728-1455(Days)	(406) 549-9938

We would like your comments prior to March 29, 1996 so we can present a draft to the Board of Directors. This could become a great way to permanently recognize those Smokejumpers and Associates who have done well.

Thank you for your cooperation, Tom Kovolicky, Board of Directors.

PEOPLE'S REPUBLIC OF MONGOLIA

SMOKEJUMPERS -- Cont.

As in the 8th newsletter, the material presented below came from Dave Pierce, Project Leader, USDA Forest Service, Technology & Development Program, Missoula, Montana. He wrote a pamphlet, PEOPLE'S REPUBLIC OF MONGOLIA PARACHUTE MANEUVERING SIMULATOR ASSISTANCE PROGRAM, based on his travels to Mongolia in August and September, 1990, along with Jeff Hogue of Systems Technology, Inc. of Hawthorne, California and Bruce Ford, Region 1 Smokejumper, who speaks fluent Russian and Chinese. (Dave is a former smokejumper also.)

Since we have had a number of new members in the Association since the 8th newsletter, information relating to the parachute simulator they took to Mongolia is mentioned again. With the parachute simulator, trainees manipulate realistic toggle controls, which causes a scene shown on a large 20-inch monitor, with a typical jump spot having trees, snags, and an open landing area, to move in such a way that it creates the perception of drifting, descending and maneuvering, as in an actual jump. There are two boots at the bottom of the screen that are used as a reference to show which way the parachute and jumper are facing.

In the 8th newsletter we ended where Dave, Jeff and Bruce had just arrived at Ulan Bator, the capitol of Mongolia, in the north central part of that nation, and north of the Mongolian Plateau. (Mongolia is sandwiched between the Siberian portion of Russia and northern China.)

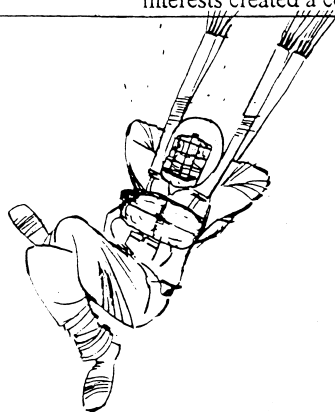
At the Jangar Hotel, the evening of their arrival in Mongolia, the group had dinner with Mr. Chuluun, Chief of the Mongolian Fire Protective Service. Dave mentioned that their conversation with Mr. Chuluun and others was characteristic of their entire stay in Mongolia--the warmth, hospitality, and sharing of mutual interests created a comfortable and personal

relationship that made the Americans feel very much at home.

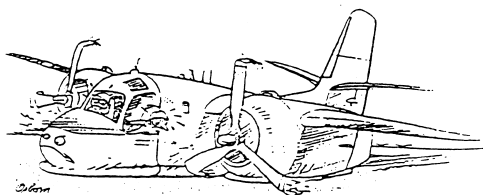
The next morning they boarded a Russian jeep and looked over the building in the downtown area of Ulan Bator that had been selected for setting up the simulator. They were then transported to the airport to pick up their gear. Dave, Bruce and Jeff were escorted into a large room, where thirty uniformed Mongolian smokejumpers were sitting on a long bench along one of the walls. On a rigging table a modern ram-air parachute was stretched out for inspection by the Americans. Dave said, "We looked at them they looked at us. We walked across the room and touched their gear and inspected their parachute. No one said anything. We had brought along a complete set of Forest Service smokejumping gear, parachutes and a set of training manuals. After a few moments, we unlimbered our equipment. Suddenly everyone was up, jabbering, poking and looking. We suited up one of the Mongolian jumpers in a Forest Service protective smokejumper suit, then strapped on the rest of our gear and parachutes. The ice was broken. Smiling, recognition and familiarity with the equipment told us and the Mongolians that we actually do the same job and use equipment we both understand and recognize."

Dave commented that the Mongolians do not have Packman or Atari games. However, they understood exactly what the simulator was for. Laughing and pointing, they gently took hold of the toggle controls and smoothly maneuvered the parachute like the skilled professional jumpers they were. Dave said, "The Mongolians made simulated jump after simulated jump, laughed and jumped again."

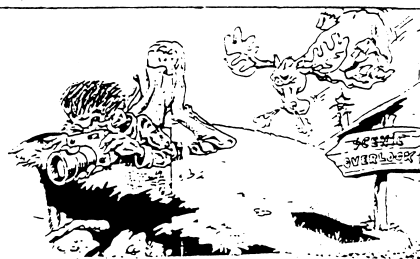
There will be a continuation of Mongolian smokejumping in the 11th newsletter.



A Boise Jumper on his 4th training jump, admiring the scenery.
From US Air Force Approach, Oct. '63.



"I said FLAPS, not WHEELS!"
(A Grumman S-2 retardant ship upon landing.)
From Naval Aviation News, Dec. '73.

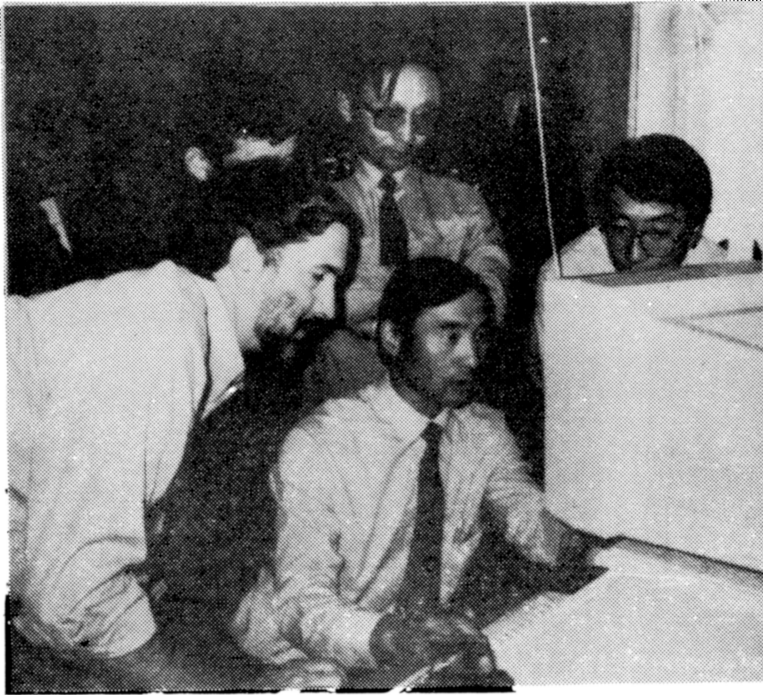


A story told by a Redmond Jumper last year
From US Air Force Combat Crew, Feb. '80.

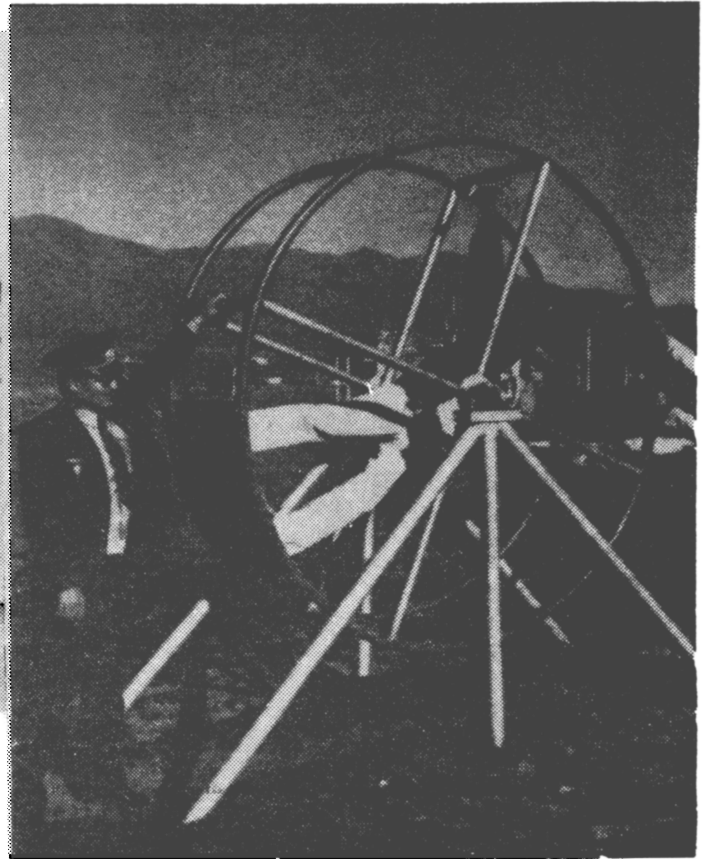
PEOPLE'S REPUBLIC OF MONGOLIA

SMOKEJUMPERS -- Cont.

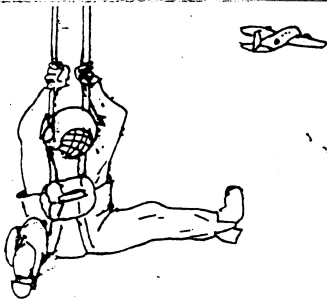
Photos courtesy of Dave Pierce (RAC 65).



Dave Pierce at left is instructing Mongolian Jumpers in the use of the Parachute Landing Simulator. Bruce Ford is standing behind Dave with just part of his head showing.



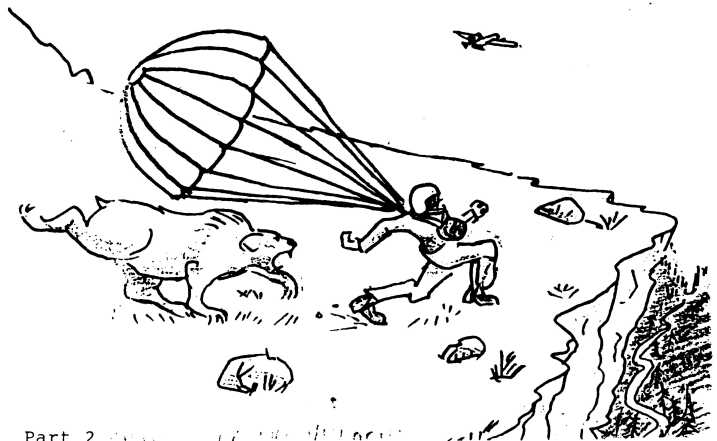
Bruce Ford is inside one of the Mongolian Jumper training devices, which is used in connection with Spacial Disorientation. The head of the Mongolian Jumpers is standing at the left. As mentioned elsewhere, Bruce Ford (MSO 75) and Tony Pastro (AKA 77) went to Russia this past summer and made jumps with the Russians.



Part 1
Bob Wilson
M40 57

ABORTED LETDOWN

Crises and actions on the part of a Yukon Territory Smokejumper several years ago. He did make it over the cliff and his chute did open. The Jumper wishes to remain amonymous.



Part 2

Many thanks to Bob Wilson (MSO 57), residing at Campbell River, British Columbia for his outstanding cartoons. Mighty Good Bob and Greatly Appreciated!

One day we will have a story about the Canadian Jumpers, based out of Whitehorse, Yukon Territory.

FOKKER SUPER UNIVERSAL

One of the most unusual smokejumper aircraft of all times was the Fokker "Super Universal." It was used at the West Yellowstone base in the early 1950's. The aircraft, N6880, was owned and operated by "Abe Bowler," who had a flying service at Orofino, Idaho. (Abe is deceased.) Jerry Wilson flew the plane most of the time. (Jerry is retired at Lewiston, Idaho and is a member of the Association.)

It was an 8-place cabin monoplane with a nine cylinder Pratt & Whitney "Wasp" engine with 420 h.p. The "Super Universal" was once very popular with bush pilots in Canada and Alaska, as well as with small airlines.

These aircraft were first manufactured in 1928 by the Atlantic Aircraft Corp. at Teterboro, N.J., which was a division of the Fokker Aircraft Corp. of America. The average price for one of these planes at that time was \$17,500.

Like the Ford Tri-motors, most of the control cables were out in the open. The wing had spruce spars, plywood ribs, and was completely covered with plywood veneer. The fuselage and tail surfaces were fabric covered. The vertical

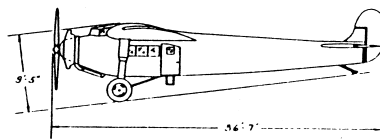
stabilizer could be adjusted on the ground, and the horizontal stabilizer in flight.

The "Super Universal" cruised at 118 m.p.h., and landed at 59 m.p.h., depending upon altitude and other factors. It had a range of 600 miles and a ceiling of 17,500'. They could be outfitted with wheels, skis, or pontoons.

One writer said the "Super" worked hard and led a romantic life in out-of-the-way places.

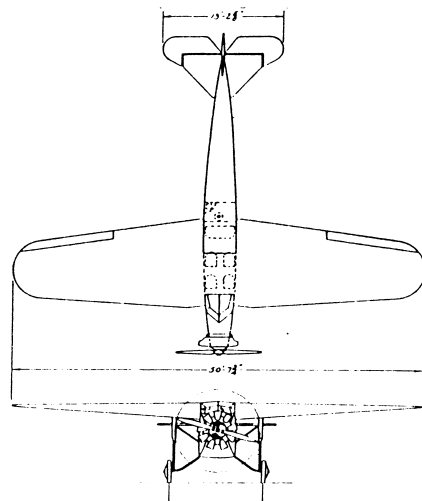
It was a good jump ship, but crowded. Jumpers had to squeeze into the narrow fuselage and sit on top of cargo. It was not the easiest plane to jump from. It could be slowed down to less than 100 m.p.h.

If any former jumpers and/or pilots have experiences to tell relating to the "Super Universal," please let us know. Chuck Viviano has told us some and he provided the picture of N6880 flying over Yellowstone Park in July 1953. (Chuck is a retired fire captain who worked out of the Los Angeles area. He is retired and lives with his wife at Cypress, California about 8 miles northeast of Long Beach.)

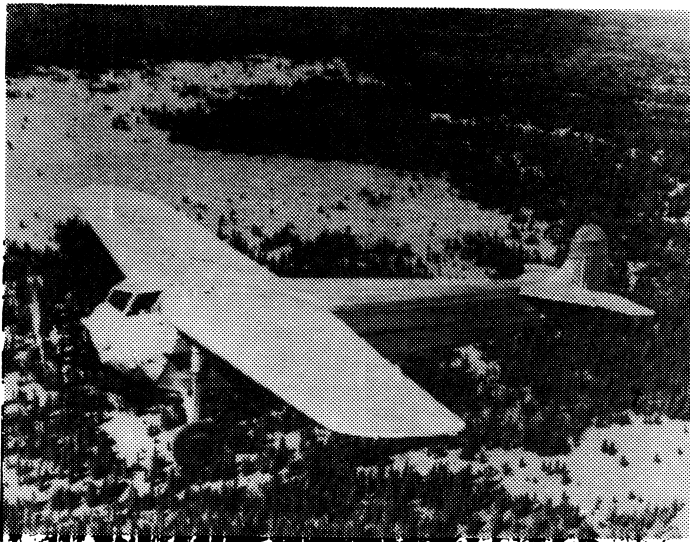


FOKKER AIRCRAFT CORP. OF AMERICA
New York
"SUPER-UNIVERSAL" TRANSPORT
ENGINE-PRATT & WHITNEY "WASP"

A Fokker Super Universal was one of three aircraft that accompanied Admiral Byrd on his 1928-1930 Antarctic Expedition.



In January, 1942 three Martin B-26 medium bombers, on a flight north to Ladd Air Force Base in Alaska, were forced down by bad weather and lack of fuel in the northern part of British Columbia, near the southern Yukon Territory border. They were between Fort Nelson, B.C. & Watson Lake, Yukon Territory. (For years the site was known as "The Million Dollar Valley" because of the downed aircraft.) A ski-equipped Super Universal flown by 2 Canadian bush pilots & accompanied by a Northwest Mountie, was able to land in the very desolate area and take two injured crewmen out to a hospital. (The other crew members were not injured.) The Super Universal's were rugged aircraft and well known for flights in the remote areas of Alaska and Canada.



ELECTION OF DIRECTORS

According to the Bylaws of the National Smokejumper Association, the Directors were divided into three classes for the purpose of staggering their terms (three years). This was accomplished at the July 1995 Board of Directors meeting in Missoula, and reported in the August Newsletter. As a result of this Bylaw directive five Board positions will be up for election in March, 1996. Those elected will begin three year terms July 1, 1996. These positions are currently held by: Francis Lufkin, Bill Moody, Steve Nemore, Harry Roberts and Dick Tracy.

The Board of Directors is the governing body of the Association and individual Director responsibilities include the following: serving a full three year term; attending the annual Board of Directors meeting, which is held in Missoula, usually during the spring or summer; being a willing participant in the governance of the Association; being a willing and active participant in Association matters, such as special committees, fund raising, membership drives, etc. as called upon to do so.

Directors serve as such without compensation.

Below is a Candidate Nomination/Verification/Resume form. This is, hopefully, a simplified version of an earlier one used by the Association. Please note that a member may nominate another member, or himself/herself. If a member nominates another person, there must be verification that the nominee is willing to run, and if elected, assume all the responsibilities listed above. Information obtained from the form concerning the candidate will be published in a special letter to be sent with a ballot to all N.S.A. members in March.

Please return the completed form to: Election Committee, National Smokejumper Association, P.O. Box 4081, Missoula, MT 59806-4081 before March, 1996.

N.S.A. BOARD NOMINATION FORM

The following person is hereby nominated for a three year term as a Director on the Board of the National Smokejumper Association:

Name _____

Home Address _____

Home Telephone () _____

Year Trained _____ Base _____

The above candidate is nominated by: _____

The nominee has confirmed that he/she is: Willing to accept the nomination for a position on the Board. Yes ___ No ___ Is a member of the N.S.A. Yes ___ No ___

Has been a member for how long? _____

Reason(s) for nomination in terms of contribution to the N.S.A.: _____

CANDIDATE RESUME:

Education:

Degree(s)	Year(s) Received	College(s)/University(s) Other
-----------	------------------	--------------------------------

National Smokejumper Participation: _____

Other National, State Community and Professional Activities: _____

Employment Information:

Dates	Positions	Organizations
-------	-----------	---------------

ADVERTISING

National Smokejumper Association Materials For Sale

Item	Size	Color	No. On Hand	Cost
<u>T-Shirts</u>				
A. N.S.A., with Missoula, MT at bottom. Pictures of Twin Otter, Tri-motor, C-47 (DC-3) and two jumpers descending.	L	Greenish-grey	4	\$12.00 (Include \$3.50 shipping.)
	L	White	4	" "
B. Reunion T-Shirts Smokejumper Reunion '95 at top. "The Tradition Continues" at the bottom. Two jumpers descending with mountain in background. Jumper suited up at lower right.	XL	Grey	7	\$12.00 (Include \$3.50 shipping.)
C. N.S.A. (Old Style). Has N.S.A. motto on front with word "Member" at bottom.	L	Beige	3	\$8.00 (Include \$3.50 shipping.)
	XL	"	6	" "
	XXL	"	3	" "

SPECIAL ORDER: If at least 36 Reunion T-shirts are requested (S, M, L, XL or XXL) we might be able to order more. Please let us know if you are interested. The price would be \$12.00 plus \$3.50 for shipping. Do not send money at this time, just let us know if you would like to have a Reunion T-shirt and we will get back to you later.

Buckles

- A. Solid bronze. Produced by G.L. Whipple. Design has jumper wings with green fir tree in front of the wings and word "Smokejumper" at the bottom in large letters. Size—3 3/4" wide and 2 1/4" deep. Buckles are serially numbered. Cost—\$25.00 each. Include \$3.50 for shipping. Seven on hand.
- B. Solid bronze. Produced by "Hoot" Gibson. Design has the N.S.A. logo on it (Tri-motor, Eagle chute & FS-12 chute with jumpers descending. Mountain background with fire.) Size 2 3/4" wide and 2 1/4" deep. Buckles are serially numbered. Cost—\$25.00 each. Include \$3.50 for shipping. Forty-three on hand.

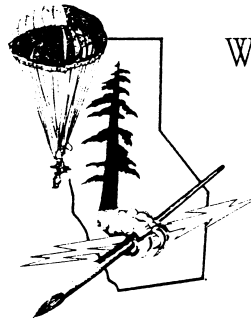
Key Chains

Solid Bronze. Designed by Hoot Gibson and includes N.S.A. logo as mentioned above under Buckles, "B." In the center is a set of wings with a green fir tree in front. Size—3/4" wide. Cost—\$8.00. Include \$3.50 for shipping. Thirty-eight on hand.

Past Copies of Newsletters. \$2.50 each, which includes shipping cost.

Copies of Master Rosters. \$7.50 each, which includes shipping cost.

Specialty: Aviation - Military - Wildlife - Landscapes (Graphic Realism)
 Medium: Pen & Ink - Acrylic - Watercolor - Prismacolor - Graphite Pencil
 Publisher: Self and Military and Aviation Associations
 Originals and Limited Editions



Wind Rider Studio

14683 Boilibokka Way
 Redding, CA 96003
 (916) 273-1751

Kenneth F. Perkins - Artist
 Mary Ann Weston, A.W.B.



SMOKEJUMPERS, '49: BROTHERS IN THE SKY
 by Starr Jenkins
 with photos by PETER STACKPOLE

Great new book by Starr Jenkins: SMOKEJUMPERS, '49: BROTHERS IN THE SKY. Photos by LIFE's Peter Stackpole. 22 stories of SJ life in Trimotor days. Send \$21.95 to Merritt Starr Books, PO Box 1165, San Luis Obispo, CA 93406. (805-544-6214)

Photo copyright 1949, 1995 by Peter Stackpole/
 LIFE Magazine/ Time Warner.

ADVERTISING, Cont.

**EARN YOUR OFFICIAL FOREIGN JUMP
WINGS IN THAILAND and/or BURMA
April 1996**

BURMA ARMY AIRBORNE



Gold on red background

**Royal Thai Marine RECON Bn.
WATER JUMP in Gulf of Siam**



Gold with silver anchor

Between 1993 and 1995 active-duty and former paratroopers of all of the U.S. services and paratroopers from foreign countries jumped with Friendship Airborne and earned wings in Thailand (Royal Thai Army, Air Force, & Marines), Myanmar (Burma), China (Beijing), and Cambodia. Send \$10 and we will send you a two-hour video tape of these Airborne tours.

The approximate cost of the Thailand/Burma jump tour will be \$3,000. This covers your air transportation (from L.A.), food, lodging, training, jumps, wings/certificates, manifests, prop-blast party and touring. You must be parachute-qualified to participate, and you will make one jump for each set of wings.

Participation is limited to first come, first served basis. Past participants have ranged in age from 19 to 73 years old with the majority being Vietnam Veterans. Official wings, certificates, and signed manifests are awarded by senior active-duty officers of the country. U.S. Army and Air Force active-duty and Reserves and National Guard are authorized to wear these official wings on their uniforms.

For detailed information, write:

FRIENDSHIP AIRBORNE TOURS, INC.

82 Woodfield Court • Racine, WI 53402

Phone: 414-639-0780 • Fax: 414-639-7686

Negotiations are underway to add jumps for wings in nearby Malaysia, Cambodia, Indonesia, the Philippines, Laos and China.

We will keep you informed if you join our mailing list.

"The Fort Bragg Paraglide" paper on May 30, 1963 had this to say about Frank M. Osanka, Ph.D: "In the mid and late 1950's Osanka was distressed by U.S. apathy toward guerrilla warfare...In his book Modern Guerrilla Warfare, Osanka has attempted to fill this gap. The book, published in 1962, is used by the Foreign Service Institute of the Dept. of State, the U.S. Information Agency, the U.S. Army Special Warfare School, the U.S. Army Civil Affairs School, the U.S. Army War College, the National War College, the Marine Corps schools and the Air University...

"A native of Chicago, Osanka is a graduate of Northern Illinois University of De Kalb. He has a B.S. in education with a sociology-anthropology major and a psychology minor. He has an M.A. in sociology...

"The author has lectured at a number of universities and governmental agencies. He served as an advisor and consultant to the Mexican paratroop forces in 1959. His job was to teach them some of the intricacies of counterinsurgency..."

Frank is a former Marine who made counter-insurgency a personal crusade. His personal library contains more than 2,000 works on guerrilla warfare.

In addition to the Thailand and/or Burma jumps advertised for April 1966, Friendship Airborne is planning a jump with the new Cambodia Airborne, "911", in March of this year. That new airborne unit has 1,000 men, some of whom took eight months training in Indonesia, while others were trained by French military experts.

The Cambodia jump is a "bonus" on the 1966 Thailand/Burma jumps, leaving April 1st. Those planning on going with that group and who will also participate in the Cambodia jump will leave in late March.

Members of the National Smokejumper Association are more than welcome to apply for the jumps mentioned. It will be quite an experience. If interested, please contact Frank at the address shown on this page.