

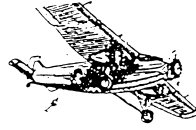


NATIONAL SMOKEJUMPER ASSOCIATION

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MISSOULA, MT
PERMIT NO. 321

Volume 2

April 1996

Edition 3



THE "STATIC LINE"

The Static Line Staff

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Editor: Carl Gidlund

Advisory Staff: Don Courtney, Art Jukkala, Roger Savage

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PRESIDENT'S MESSAGE

Apologies are due to the membership. I indicated in the last Newsletter that the Board of Directors' ballots would be sent sometime in March. Since there was no cutoff date indicated for March, and several nominations arrived late in the month, we decided to wait until April to conduct the election. The elected Directors will begin their three-year terms on July 1, 1996.

The N.S.A. Board of Directors held its annual meeting on Friday, March 29, in Missoula. The agenda was lengthy and included several areas that required decisions and recommendations. They included:

1. Investigating the feasibility of the N.S.A. establishing an alliance with the National Forest Service Museum group and the Museum of Mountain Flying for the purpose of building a National Museum in the Missoula area that would be representative of each of these organizations. Autonomy and individual association goals and objectives will be maintained if such an alliance is formed. A six-person committee made up of two members from each group has been formed to study the proposal and develop recommendations. In our first newsletter we stated: "One of our Association's first projects is to support the new N.F.S.M. that is being planned for Missoula. We intend to build a Smokejumper wing for the museum..." Joining forces with the N.F.S.M. has advantages. That organization has already acquired rights to thirty-six acres west of the U.S.F.S. Fire Laboratory. Cost is another factor and it is possible that considerable savings can be realized by sharing costs with the other two groups. There will be further updates on this subject in the months ahead. Let us know your thoughts concerning such a three-way alliance and any suggestions you might have.

2. Fund-raising for the purpose of:

a. Association Operations - Your N.S.A. is experiencing price increases as are most operations in the nation. Paper costs have gone up and postage rates appear to be due for an increase. (The cost of this newsletter was slightly over \$1,000.00.) New and more adequate office space is needed, along with clerical help. Lowell Hanson, our Treasurer, has done an outstanding job of budgeting and our Association is doing fine. However, with the reality of the price increases we are experiencing, a dues increase is anticipated. This issue will be

discussed elsewhere in the newsletter.

- b. Smokejumper Video - We are searching for funding for a video that will cover the history of smokejumping. Larry Anderson, N.S.A. V.P., has taken on this responsibility. Several members have voiced strong recommendations that this topic receive priority and the Executive Committee fully agrees. (A professional production will probably cost in excess of \$1,000/minute to produce.)
- c. Smokejumper Museum - This will require a major fund raising effort on the part of the N.S.A. Several options have been discussed, including the Alliance mentioned above.
3. Membership - We currently have more than 1,040 members in the N.S.A. There are several thousand potential members out there, most of whom we do not have addresses for. Your help is very much needed. Please look over the lists of "missing jumpers and pilots" and send us their addresses, should you know their locations. Send in 5-10 correct addresses from the list of "missing" and the Association will consider presenting you with an award, such as a N.S.A. coffee cup for example. (Several of our members already qualify.)
4. Hall of Fame - Tom Kovalicky, Lon Dale, and George Cross have developed a draft that lists criteria for selection. They are some distance from a final carved-in-stone set of guidelines, but work is in progress. Continue to send us your thoughts on this matter.
5. Reunion 2000 - No decisions have been made as to its location at this time. We need more input here since only a small percentage of members have responded as to where they think it should be held. The answers received so far have named most of the bases. In an early newsletter Earl Cooley indicated we should try to spread the reunions around to different locations. Other bases are being contacted to determine interest in assuming responsibility for such an event. (How about Redding? Does anyone there want to take on the year 2000 Reunion?) Please continue to give us your ideas as to the location. The only bases that could handle the expected numbers are Redding, Redmond, Boise, Fairbanks and Missoula.

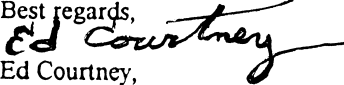
PRESIDENT'S MESSAGE CONT.

BOARD OF DIRECTORS RETURNS CURRENT OFFICERS FOR ANOTHER YEAR

At the March 29th meeting of the Board of Directors, it was a unanimous decision to reelect members of the Executive Committee for another year. Officers who will serve through June 30, 1997 are: President, Ed Courtney; First Vice President, Laird Robinson; Second Vice-President, Larry Anderson; Secretary, Lyle Brown; and Lowell Hanson, Treasurer. Jack Demmons, a Director, will continue as Historian, a post he has held for three years.

The N.S.A. has grown to 1,045 active members since 1993. Initial planning of the membership dues schedule was designed to keep it as reasonable as possible for our members. During our Board of Directors meeting in March the proposed budget for 1996 was submitted by Lowell Hanson, reviewed and approved. It has become apparent that it will be necessary to increase the membership dues schedule for reasons mentioned earlier in my message. Since our beginnings, all of the work has been done by volunteers, with some individuals, such as Jack Demmons, making major contributions to the newsletter. Again, we are at the point where office clerical help of a part-time nature is deeply needed.

The dues structures of several similar organizations were studied as the new dues structure was developed. Beginning June 1st of this year the

Best regards,

Ed Courtney,
President

dues schedule will be as follows:

One-Year membership from \$15.00 to \$20.00; Two-year membership from \$30.00 to \$40.00; Five-year membership from \$60.00 to \$85.00; and Ten-year membership from \$100.00 to \$160.00. In addition, our Affiliate Membership will change from \$20.00 to \$25.00. The increases for current members will become effective at their renewal dates.

A portion of the dues for the extended memberships are currently being placed in CD's so as to have funds available to cover the operations for the five-year and ten-year members. We are presently studying the possibility of a life membership with the principal being placed in a permanent trust fund, and the interest being used for yearly expenses. Your comments and suggestions about this idea would be greatly appreciated.

Update- N.S.A. Museum Fund

Several people have asked, "What happened to the money that I donated at the Boise Reunion, for a Smokejumper Museum?" Those of you who attended the banquet may recall an impromptu-fund-raising by Ron Swenson (MSO 57) and carried out by the Master of Ceremonies, Tom Kovalicky (MSO 61). Many of you donated money, which came to a total of \$993.00. In true smokejumper fashion, one check was even written on a banquet paper placement.

Lacking any formal organization to handle the money, it was placed in a bank account for safe-keeping. In October 1994 the money was transferred to the N.S.A. and placed in a separate museum account.

Recently, a committee was formed to explore site alternatives and preliminary museum requirements. A citizens' group recently obtained

approval to build a National Forest Service Museum at the Aerial Fire Depot site west of Missoula near the airport. They are in the fund-raising process. The possibility exists to include a Smokejumper Room or space in this museum. (The N.F.S.M. for some time has stated that they wish to have the jumpers in with them.) Other options also exist.

Anyone wanting to make a donation to the museum fund can do so at any time. Memorial funds can also be established within the museum fund. In the future the Association may make formal museum fund and memorabilia collection drives.

Thanks to those of you who donated to the Museum Fund at the Boise Reunion. You've gotten us off to a good start and identified a need for a National/International Smokejumper Museum.

NEW MEMBERS

NOTE: We currently have 1,045 members. This listing of new members includes those who joined between December 26, 1995 and April 14, 1996. Should your name be misspelled, please let us know as soon as possible.

NAME	ADDRESS	BASE	1ST YEAR
Chavez, Timothy R.	943 N. Beaumont AV, Beaumont, CA 92223	ASSOC	
Crawford, David E.	234 N 1st W, Missoula, MT 59802	MYC	93
DeBruin, Jerry	7321 Gwen CT, Sylvania, OH 43560	ASSOC	
Dixon, Jerry S.	PO Box 1058, Seward, AK 99664	MYC	71
Dodge, John	663 Diego PL, Davis, CA 95616	MYC	50
Dominick, Paul L.	28 Scanlon AV, Florida, NY 10921	CJ	50
Gastineau, Orval W.	6338 Teakwood Ct, Burke, VA 22015-3420	MSO	63
Harrison, H. Ames	8304 Carrleigh PK WY, Springfield, VA 2152	MSO	54
Hill, Robert "Robbie"	2548 S West Camano DR Camano Island, WA 98292	NCSB	60
Jardon, Reggie L., Lt Col Ret.	6027 Steadman PL Elk Grove, CA 95758	MSO	62
Jonsson, Scott	Suite 1600 1200 W 5th Av, Portland, OR 97204	LGD	75
Leonard, Edward J.	30 - 0985 ST, Queens, NY 11370	ASSOC	
Monsaneo, Phil	4240 8th AV NE #208, Seattle, WA 98105	NCSB	95
Nygaard, Nathan A.	1350 Ala Moana BLVD #609, Honolulu, HI 96814	MSO	65
Peiffer, Tony P.	4612 143RD AV SE, Bellvue, WA 98006	MSO	61
Pond, Ronald J.	1650 NE Valley RD #B-1, Pullman, WA 99163	MYC	66
Riza, Armand O.	18904 Pacific Coast Hwy, Malibu, CA 90265	CJ	48
Sweet, Robert E.	34920 Doe LN, Deer Island, OR 97054	CJ	48
Tower, Wally R.	7530 Jordan ST SE, Salem, Or 97301	ASSOC	
Wabaunsec, Ken	125 New Meadows RD, Missoula, MT 59802	MSO	87

NATIONAL SMOKEJUMPER ASSOCIATION

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

<p>NAME _____ <div style="display: flex; justify-content: space-between; font-size: small;"> Last First Middle </div> </p> <p>ADDRESS _____ <div style="display: flex; justify-content: space-between; font-size: small;"> Street or PO Box Number Telephone # </div> </p> <p>CITY _____ STATE _____ ZIP _____</p> <p>YEAR FIRST TRAINED _____ BASE _____</p> <p style="font-size: x-small;">Return To: National Smokejumper Association P.O. Box 4081 Missoula, Montana 59806-4081</p> <p style="font-size: x-small;">Make Checks Payable To: National Smokejumper Association Check Number _____ Amount _____</p>	<p><u>Membership Category</u> Check One</p> <p>New Member _____ or Renewal _____ <u>Check One</u></p> <p>Smokejumper _____ Associate _____ Affiliate _____</p> <p><u>Dues Category</u> NOTE: The rates shown below became effective June 1, 1996.</p> <p>1 Year-----\$20.00 2 Years----- \$40.00 5 Years-----\$85.00 10 Years-----\$160.00 Affiliate - 1 Yr -\$25.00</p>
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FOR IN OFFICE USE ONLY; Check # _____ Amount _____
Date Received _____ Renewal Date: _____

New Application Blank

Notice the change in dues, which will become effective on June 1st. Reasons for the increases are given in the "President's Message" on page 1. These are the only increases that have been made during the more than three years that the N.S.A. has been in existence.

LISTING OF DECEASED JUMPERS AND PILOTS

As in the past, the Obituary listing has been broken down into two parts: Under Section "A" some of the names from past newsletters have been repeated, where additional information has been received relating to them. Section "B" contains names not found in previous newsletters.

SECTION "A"

<u>Name</u>	<u>Base</u>	<u>Year</u>	<u>Remarks</u>
Butterfield, Larry	RDD	65	Died from a motorcycle accident in the Plumas N.F., 1976.
Leader, Steve	RDD	75	Died in an aircraft accident at Willows, California. Date?
Schlegel, John	RDD	58	Died from asphyxiation in a trailer house fire at Lancaster, California. Date?

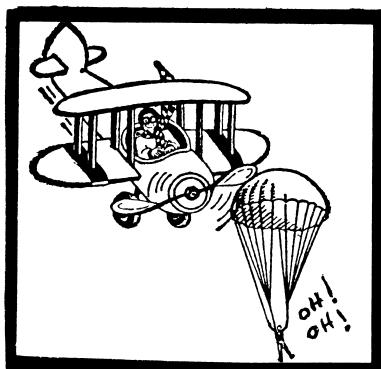
SECTION "B"

<u>Name</u>	<u>Base</u>	<u>Year</u>	<u>Remarks</u>
Bartlett, Herbert L.	NCSB	46	Herb passed away March 3, 1996 at Coupeville, Washington on Whidbey Island, a short distance northeast of Port Townsend. He trained as a smokejumper at Missoula in 1946 and was then stationed at Winthrop, Washington. He was a jumper from 1946 through 1950, and then again in 1955. From 1950-1954 he served in the U.S. Navy during the Korean War. Herb graduated from Western Washington University in 1958 and from the Institute of Foreign Trade in Glendale, Arizona in 1965. After teaching school he worked with the civil service at the Naval Undersea Warfare Engineering Station at Keystone, Washington for more than fifteen years. He was born at Bremerton, Washington 3/14/28. He is survived by his wife Diane and five children. (Sam Wakefield, now at Bainbridge, Washington, gave us this information.)
Black, Ozro	MSO	46	Ozro died from a massive stroke on March 20, 1996 at Dillon, Montana. He is survived by his wife Eloise, a son James, two sisters, and three brothers. Each was a smokejumper: Argus-MSO Year?-living at Dillon; Otto-MSO 49-residing at Haynesville, Louisiana; and Otho-MSO Year?-of Smithfield, Pennsylvania. Ozro was buried at Mount View Cemetery at Dillon. (The death notice was in the <u>Missoulian</u> paper March 23, 1996)
Bryning, J. Karl			Karl at one time was a smokejumper pilot, flying jumpers into fires from Idaho City, McCall, and Silver City, New Mexico. He served with the U.S. Army Air Force during W.W. II as a pilot and was awarded the Silver Star for action in combat. He had been a flight instructor for the Wilson Flying Service and a cropduster out of Pocatello, Idaho. Later, he advanced to the position of regional air officer for the U.S. Forest Service, the Bureau of Land Management and Aerial Firefighting Suppression. He retired in 1978. Karl passed away at a Pocatello hospital on January 14, 1996. He was born March 13, 1920 at Pocatello. He has a son Todd who is an active McCall jumper. Dale Matlack, one of our Associate members, and a pilot, said that Karl had been his boss for many years and one of the best he ever had the privilege of working for. (Dale lives in Boise.)
Cope, Ernest	RDD	69	Ernest died from an automobile accident in the Los Padres N.F. of California. We do not know the date or circumstances.
Eakin, Chuck	RDD	76	Chuck died in the crash of a Grumman S-2 retardant tanker in California while fighting a fire in the Shasta-Trinity N.F. We do not have any other information at this time.

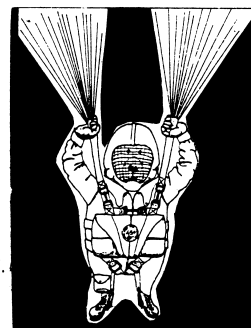
CONTINUATION OF LISTING OF DECEASED JUMPERS AND PILOTS

SECTION "B" CONTINUED

<u>Name</u>	<u>Base</u>	<u>Year</u>	<u>Remark</u>
Fielding, Earl	RDD	65	Earl drowned in the Redding, California area in 1969.
Horton, Marion	MYC	63	Vaughn Heinrich, MYC 63, said Marion died of natural causes in the Boise area recently, and that the information was in the <u>Idaho Statesman</u> newspaper. We will follow up.
Keim, Neil			Neil was a former pilot, who passed away at Columbia Falls, Montana January 21, 1996. In 1928 he worked for the Seattle Flying Service and the following year was employed by Nick Mamer of Spokane. He worked for the Johnson Flying Service out of Missoula during 1930-1931, flying passengers in Ford Tri-motors and flying cargo into remote airstrips for the Forest Service. He then returned to work for Mamer as a copilot on flights between Spokane, Seattle and Portland. He later worked on the Hungry Horse Dam in Western Montana and became a foreman for the Columbia Falls Aluminum Co. He passed away at the age of 90. Neil was born in Missoula. His wife Rosanne preceeded him in death. Neil had been a member of the Museum of Mountain Flying at Missoula.
Kovaleff, Paul George	CJ	48	Paul died from cancer at Aloha, Oregon--on the western outskirts of Portland--January 19, 1994. He was born July 14, 1929 in Portland. He graduated from Benson Polytechnic High School in 1947 and then spent summers working as a smokejumper. Paul joined the U.S. Navy in 1949 and later worked for Western Union Telegraph in a managerial position for thirty years. He married Carol Cope in 1955. Internment took place at Skyline Memorial Gardens at Portland. (Bob Cummings, CJ 48, residing in Portland, sent us a copy of the obituary notice.)
McCormick, James	MYC	46	Jim is believed to have died in the late 1940's or early 1950's. If anyone has additional information about him, please let us know.
Michaelson, Doug	MSO	56	Doug was from Minneapolis and was visiting Bob Hewitt, MSO 56, at Memphis, Tennessee during October 1957, showing him his like-new 1953 Porsche. On the return trip Doug fell asleep at the wheel and died in an Iowa cornfield after hitting a tree alongside the road. (Bob, who still lives in Memphis, sent us this information.)
Pfeifer, Theodore N.	MSO	45	Ted's nephew, Gary Howard of Manassas, Virginia, notified us that his uncle had passed away December 31, 1995 at Columbiana, Ohio. We do not have any additional information about Ted's death at this time.
Sohler, Paul	RDD	66?	Paul had been a cook at the Redding base. We do not have any details pertaining to his death. Perhaps a Redding jumper can help us.
Pino, Earnest J. "Buck"	NCSB	56	Buck passed away February 21, 1996 of pneumonia at age 57. He had been a North Cascades jumper before joining the U.S. Army. He served in Korea and Vietnam. After his tour of duty Buck returned to the Forest Service and became a fire control officer. He was born in Gallup, New Mexico, graduated from high school in Omak, Washington, and then attended Central Washington College. After retiring in 1991, Buck lived in Portland with his wife Carol. They then moved a short distance west to Hillsboro. (Delos Dutton, MSO 51, living at Tigard, Oregon just south of Portland, gave us this information.)



Cartoon was on one of Don Brennan's envelopes. See page 17.



Pat Wilson's cartoon was in a Nezperce calendar. See page 18.

CONTINUATION OF LISTING OF MISSING JUMPERS AND PILOTS

Keller, Neal	MYC	?	Kuske, Norman	MSO	?	Lipka, Mike	MSO	77
Kelley, Jay	RDD	58	Kwiatkowski, Fred	MYC	?	Lippincott, Pat L.	MYC	?
Kellington, Ed.	MSO	46	Kyle, Edwin S.	MYC	?	Little, James R.	MSO	63
Kellog, Gordon	CJ	57	Kyles, Allen	MSO	?	Livley, John	RDD	57
Kellog, Robert	RDD	61	L'Hommedieu, Larry	RAC	92	LLoyd, Joseph D.	MSO	?
Kelley, Allen F.	MSO	53	Lacey, Michael	MSO	64	Lockhart, Edwin C.	MYC	46
Kelsie, John	MSO	91	LaCross, Leon	MSO	48	Lodge, George R.	MSO	47
Kemper, Bob	NCSB	67	LaFoe, Lorin G.	MSO	48	Lodzinski, David	MSO	?
Kennedy, Nick	MYC	?	Lambert, Melvin J.	RAC	69	Logan, Fred	MSO	46
Kenny, Pat	MSO	88	Lamkin, James	RAC	86	Lollini, Lance	RDD	61
Keoster, Tim	CJ	?	Lamkin, Mike J.	RAC	80	Long, Lester	MSO	46
Kern Charles P.	?	?	Lamoreaux, Renee	RAC	89	Longanecker, Dean	NCSB	68
Kerr, Donald	MSO	53	Lance, Jim D.	MSO	?	Longley, Larry	NCSB	?
Kerr, Robert N.	MSO	?	Landers, Melvin J.	MYC	?	Longmire, Daniel	RAC	69
Kessler, Dean	RDD	65	Landes, Grant D.	MYC	?	Lopez, Celso M.	MSO	?
Kielhorn, Dick	MSO	?	Laney, George E.	MSO	?	Lovett, Brian	MYC	?
Kimberlin, Dick	RDD	71	Lanthier, Ivy J.	MSO	80	Lowder, Lewis J.	MYC	?
Kimbrough, Dennis	MSO	85	Larkin, David H.	MSO	?	Lowell, John	?	?
Kimm, Steve	MSO	88	Larkin, Roscoe A.	MYC	?	Lowman, Tom G.	MSO	?
King, Albert	MSO	47	Larsen, Jon	AKA	89	Luber, John	MSO	90
King, Curtis	RDD	76	Larsen, Mark	MSO	66	Lucas, Brad	NCSB	51
King, George	MSO	48	Larson, Jack	NCSB	46	Lueck, Dean	MYC	?
King, Harold	MSO	45	Larson, L. "Butch"	RDD	61	Lufkin, Edward G.	MSO	?
King, Norman	RDD	74	Lattin, Vernon	RDD	57	Lukes, Richard	?	?
King, Sherill	RAC	83	Laurie, Greg	RDD	88	Luna, Jesse	RDD	63
King, Tom	NCSB	79	Lawler, Frank E.	MSO	46	Lund, Harold	MSO	?
Kinsfather, Harry	MSO	43	Lawrence, Bob	NCSB	55	Lungren, Edward C.	MYC	?
Kiraly, Joseph F.	RAC	80	Laws, David G.	RAC	66	Lusk, Cynthia	RAC	87
Kirchner, Sheryl	NCSB	58	Lawshe, Chuck	RDD	65	Lynch, Danny	NCSB	58
Kirkendall, John	MSO	74	Lawson, James L.	RAC	68	Lynch, Richard	MSO	40
Kirkpatrick, Jim	MSO	?	LeClair, Jim	RDD	85	Lynch, Tim	RAC	86
Kirkpatrick, John	MSO	?	LePlont, Larry	MSO	85	Lynn, Arthur D.	MSO	?
Kirkpatrick, Ken	MSO	47	Leach, Morgan	RAC	83	Lyons, Joseph A.	MSO	?
Kisling, Arley	RDD	69	Leaphart, Don	MSO	42	Lysek, Joe	NCSB	63
Klein, Bill	LGD	75	Leath, Lewis T.	MSO	?	Lysne, Mike	RAC	82
Kleinhenksel, Russ	NCSB	62	Leaver, William	MSO	49	MacDonald, Glen	NCSB	62
Klester, John	RDD	57	Lebsack, Alan M.	MSO	?	Macisaac, John	RDD	74
Kline, Bob	RDD	65	Lehnertz, Dale	RAC	78	MacKay, Robert E.	MSO	?
Klingel, Jon T.	CJ	65	Leicht, Rodney W.	MSO	?	MacMurray, Frank	RAC	65
Klosterman, Ralph	RAC	66	Lenke, Luther	MSO	69	Madden, Clinton	RAC	89
Klunder, Bill	MYC	56	Lemmon, Richard	MSO	?	Madden, Robert	RAC	80
Knight, Christopher	MYC	66	Leonard, Robert	MSO	65	Madison, Bruce D.	?	?
Knispel, Doug	MYC	?	Lepley, Tom	MSO	42	Magahey, Gerald B.	MSO	?
Little, Don R.	RAC	68	Lester, Andrew J.	MSO	?	Mahoney, Gerald P.	RAC	65
Knowles, Frank	RDD	71	Lester, Edward D.	MYC	89	Maki, Ronald J.	MYC	?
Koenig, Ron	?	?	Lewis, George E.	MSO	?	Mankle, Steve	CJ	76
Koertje, Scott W.	RAC	76	Lewis, Mark	LGD	75	Mann, Michael	CJ	73
Kohlhoff, Mike	MYC	?	Lewis, Robin	RAC	71	Mannion, Edmund	MSO	?
Kontich, Gary	RAC	68	Lewton, Eugene H.	MYC	?	Marcom, Robert	MSO	?
Koon, DeWain	AKA	88	Liebreich, Lyle	RDD	79	Marcum, Gary	?	?
Koons, Fred	MSO	48	Light, Dick	CJ	58			
Kosan, Douglas	MSO	?	Limberhand, Faron	MSO	?			
Kosey, Jim	NCSB	?	Limberry, Charles	NCSB	48	Marsh, D.	RAC	73
Krane, Kjell	NCSB	65	Limoges, Vincent	NCSB	54	Marsh, John C.	MYC	?
Krane, Peer	NCSB	67	Lindh, Jan L.	MSO	66	Marshall, Ray E.	MYC	?
Krech, William F.	MSO	?	Lindh, Ronald C.	MSO	?	Marshall, Stephen	MYC	?
Kreger, Dick	RAC	77	Lindsay, R.	RAC	70	Marshall, Thomas	MSO	49
Krenkel, Richard H.	MSO	?	Link, Francis	MSO	41	Martin, Bill	LGD	79
Kringle, J.	RAC	67	Linn, Robert	NCSB	48	Martin, Vic	MSO	?
Kruse, Raymond	MSO	48	Linnertz, Stanley	MSO	?	Martin, William	MSO	?
Kuhn, James G.	MSO	?	Linville, Wayne A.	RAC	68	Martinez, Jerry	RDD	77
						Martinez, Joe	MSO	46

SMOKEJUMPER AIRCRAFT

LOCKHEED LODESTAR

One of the fastest of the smokejumper aircraft through the years was the Lockheed Model 18 Lodestar (pronounced "Lode'-star"), which was used primarily out of Redding during 1957-1958. However, the plane filled in at other locations at other times. (See photo section and picture of a Lodestar on a cargo run out of Silver City, New Mexico in 1954 after dropping smokejumpers. The Noorduyn that had been in use that summer was down for repairs.)

The Lodestar was developed from the Model 14 and normally had two 1,200 h.p. engines, although a number of different types were utilized. It had a top speed of 257 m.p.h. at 17,000' and a service ceiling of 30,000'. A number of them were used by the U.S. Army Air Force during WW II.

Jim Allen (base manager at Cave Junction from 1953 through 1966, and at Redmond 1966-1976--now living at Portland, Oregon) told us he made a number of training jumps from the Model 18 and several fire jumps. They began to notice wrinkles above the door opening and a query sent to the Lockheed Corporation revealed that the plane should not have been flown with the door off. Jim felt it was a good jump ship. (It should be mentioned that Jim is an ex-101st Airborne Division paratrooper and was wounded at the Battle of Bastogne in late 1944. He made a combat jump in Holland.) Jim said they did not have any other problems with the Lodestar, but that it was a little fast.

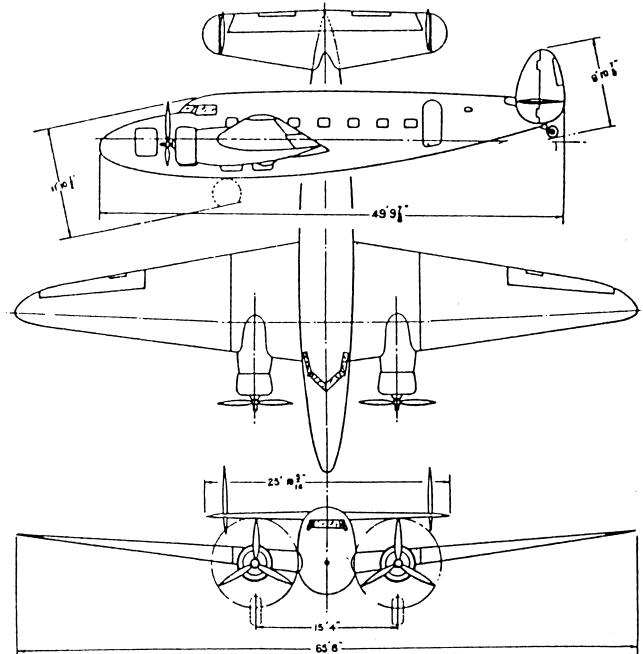
We also talked to Wayne Schrunk, CJ 57, now living at Farmers Branch, Texas, about the Model 18. He made some training jumps from it when the ship was sent up to Cave Junction from Redding. Wayne said it was an easy plane to jump from. One day he was looking at the tail section and there was a placard on the horizontal stabilizer near the elevator that read: "What in the Hell are you looking at?"

Francis Lufkin, NCSB 39, and former base manager there for many years, recalled when he and several others were experimenting with the Lockheed out of Oakland, California in 1948, dropping cargo and streamers from it. He and Jim both mentioned that a former pilot, Ken Bennish, now living at Upland, California, had flown it, but we have not been able to make contact with him yet.

Carl Joe Wilson, MSO 52, residing at Wallace, Idaho, sent us a number of pictures of the Model 18

when it was at Silver City during the summer of 1954. He too liked jumping from it and said the Lodestar got you to fires in a hurry. Carl also mentioned the wrinkling of skin above the door opening.

While it was in a civilian transport role prior to WW II, the Lodestar--"a star that shows the way"--was the fastest and best performing aircraft of its time. As one aviation historian said, "...It was a part workhorse and a part racehorse type of airplane." If any jumpers have some interesting tales to tell about the Lockheed Model 18, please send them along.



LOCKHEED LODESTAR

This twin engine C-60 transport carries 17 and is powered with two Wright Cyclone or two Pratt & Whitney engines.

The Lockheed Lodestar as a U.S. Army Air Force C-60 transport during WW II. Note that the horizontal stabilizer sits rather high above the door.

MONGOLIAN SMOKEJUMPERS, CONTINUED

This article is a continuation of the experiences Dave Pierce, Bruce Ford and Jeff Hogue had while transporting and setting up a parachute maneuvering simulator for the Mongolian smokejumpers in 1990.

Dave mentioned that at the beginning of the practice training period, Buddhist monks from the nearby monastery would be invited to come to the area and chase away evil spirits. One monk used the thigh bone from a young virgin to do so.

He said that many of the Mongolian jumpers had at least 800 parachute jumps to their credit--many of them free falls performed during non-duty time.

Bruce was to jump with them one day but high winds came up. The Mongolians jumped anyway, using high performance sport chutes.

Ninety percent of the fire suppression activities in Mongolia are carried out by smokejumpers. Jumper aircraft carry loudspeakers. Should additional personnel be needed on a fire, the aircraft flies over the nearest population center and blares out

instructions to mobilize additional personnel.

Dave mentioned that in Mongolia 55-56 percent of the fires are forest fires and 44-45 percent are grass fires. There is a spring fire season in March through June and a fall season in September and October.

Mongolian jumpers make smokejumping a career, although some become pilots. They were very interested in what Dave and Bruce had to say about fringe benefits jumpers get in the United States. Their basic pay is about \$120.00 per month. There is a bonus for each fire jump, a premium rate for flying, but no overtime for working long hours on a fire. The standard work week is five and one-half days.

Instead of spotters, the Mongolians use the Russian system, where the pilot observer picks a release point for the jumpers and assumes initial control of strategy and tactics for the fire while flying the plane. (To be continued at another time.)



Dave is about to board a Russian-built Mil M18 helicopter that the Mongolians use for rappelling and crew hauling. It can cruise at 155 m.p.h. and has a service ceiling of 14,760'. Fire control personnel are in front of the ship, along with Mongolian smokejumpers. After being flown around the area and viewing old, large burns and fuel types, they landed and went fishing. The meal consisted of onions, potatoes and mutton cooked in a 5-gallon can, between alternating layers of rocks. Photo courtesy of Dave Pierce.

ART FLICK, MSO '53

Chuck Viviano, a retired fire department captain in California was a very close friend of Art Flick. Both were jumping out of West Yellowstone in 1953. (They had hiked and floated areas of the West after their days as smokejumpers.)

During the fire season of 1953 Art slammed into a snag on a fire out of West Yellowstone and suffered a broken ankle on one leg, broken toes on the other and a fractured jaw. Both feet were placed in casts and his jumping days were over. He volunteered to stay and help drop cargo, without any compensation.

During that time he managed to break the casts several times Chuck said, and the doctor threatened to quit preparing new ones for him.

Then, a rogue bear appeared at the West Yellowstone Ranger Station near the jump base. He mauled several fishermen, one of whom was in the hospital with 200 stitches at the time Art was recuperating. Art, in a letter to his relatives in New York, said the bear was raising hell in general. He broke into one of the ranger station's cabins and chased the wife of an employee out, and then proceeded to eat freshly baked loaves of bread and a pie. Upon departing from the cabin he decided to leave through a closed window and cut a paw badly. The bear limped from that day on and was in an even nastier mood than before.

Two days after Art left the Mammoth, Wyoming hospital the jumpers from West Yellowstone spotted the bear from their plane and radioed that the limping bruin was near the La Mar River. Art was at the cabin with the Temporary Park Ranger, and said to him, "Come on, let's get that sucker." The ranger didn't want anything to do with the bear. Art said, "Let me take your rifle and you drive the pickup." Art commented in the letter to his relative, "The Ranger gave me all the ammunition he had for the Model 70 Winchester .300--three shells--and I had never fired the rifle before." (Art was twenty-three years old at the time, and while he later thought his actions were rather stupid, said, "A macho smokejumper knows no fear.")

As they plowed along in the pickup the jumper aircraft directed them to a point where the bear had just crossed the river. They were only able to get about 400 yards from the bear,

and the ranger wouldn't leave the truck. Art said, "I couldn't use both crutches and carry the rifle, so I used one crutch and went after him. To make a long story short, I shot the bear, broke both casts again chasing after the bear, and received a lot of publicity in the newspaper, which my doctor happened to see."

As a result of Art's actions, everyone was elated. The ranger's wife baked him a pie of his choice--banana cream, the ranger gave him the rifle, and the National Park Service awarded him a commendation. However, Art said, "The doctor gave me hell and threatened to cut off my 100% disability."

Chuck Viviano gave us much material relating to Art. One was an article from the April, 1976 OUTDOOR LIFE with the title, "Last of the Grand Slams?" The "Grand Slam" is the name given to a feat wherein a hunter takes one each of the four kinds of North American wild sheep. Art hunted sheep from Mexico to the Canadian Northwest Territories, and finally, in 1974 he achieved his goal by getting a Bighorn Ram in the S. O. B. Plateau country of Alberta, Canada, a place considered to be the wildest, windiest piece of real estate in Alberta.

Art, after acquiring a bachelor's degree in Forestry from Syracuse University in New York, devoted twenty-one years of professional experience to natural resource management. He also graduated from that state's Ranger School, and then at the age of 47 retired from New York State's forestry program to become a consultant on logging and conservation.

He had a letter written on August 9, 1995, which was sent to friends and neighbors. In part it said, "On March 7th, I suffered a severe stroke while up in my V. A. Woodlot...I knew something was wrong and in attempting to get home I ran head-on into a Beech tree, rendering my truck inoperable...Thank you for your most thoughtful cards and letters. They mean a lot to me at a time like this. The hardest part is missing the activities like the Ranger School and Smokejumping Reunions, a raft trip I had planned on out in Idaho, etc..."

As mentioned in the last newsletter, Art died at his home in Bath, New York on Nov. 15, 1995. He found it very difficult to give up the strenuous life he had followed for many years.

LEAD PLANE AND AIRTANKER OPERATIONS CONTINUED

As early as 1921, attempts were made in the United States to drop water on fires. Five-gallon tin cans, paper bags, and eight-gallon oak beer kegs were used. Bob Johnson, of the Johnson Flying Service out of Missoula, dropped water from tanks installed inside Ford Tri-motors before WW II. All of the results were disappointing.

In 1935 Washington D. C. had created the Aerial Fire Control Experimental Project, which was located in California. Water and chemicals were dropped on fires, but the tests proved to be impractical.

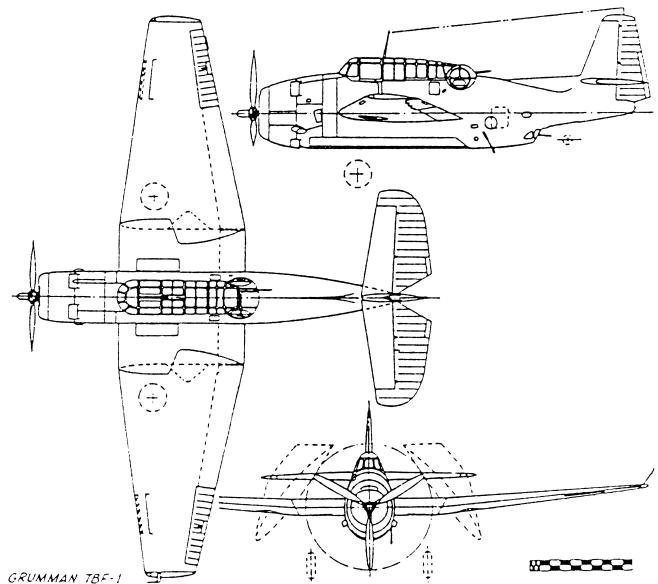
Then, in 1946, after the close of WW II, a four-engine Boeing B-29 Superfortress and a Republic P-47 Thunderbolt fighter were stationed at the Missoula County Airport for a period of time as tests continued in bombing fires with water. Generally, the test results were poor, with the water scattering the fires instead of putting them out. Several actual fires were bombed by the planes--dive-bombed by the P-47. (Some years later, a hiker came upon what appeared to be a bomb sticking out of the ground in an area near Lolo Hot Springs southwest of Missoula in the Lolo National Forest. An investigation by authorities revealed that it was a bomb casing that had been dropped by the B-29 during water tests. That casing is on permanent display outside the Missoula Smokejumper base.)

During the 1950's WW II aircraft were used in the Western part of the United States and Canada to deliver retardant payloads. Water, mixed with borate and bentonite, was commonly used. In the 1960's thickened phosphates and sulphates were utilized. Since the 1970's long-term retardants have also been dropped, with fertilizer ingredients, and the discharge is generally red in color.

Many different types of aircraft have served as retardant airtankers. Some of the first were Boeing Stearman Model 75 biplanes--more than 4,000 were used as airtankers and cropdusters. There were single-engine De Haviland Beavers and Otters. Four-engine Boeing Flying Fortress bombers and Consolidated PB4Y-2's were flown for many years in the aerial war against fires. (Some of the PB4Y-2's are still operating long after their WW II days.) The twin-engine Douglas B-26 Invader bombers (known as A-26's during WW II) and twin-engine Grumman F7F Tigercats--fighters--were quite popular.

One of the favorite airtankers was the single-engine Grumman TBF/TBM, a former torpedo bomber that once flew from carriers during WW II. (It was a Grumman design, but during that war many were built by the Martin Company under contract with Grumman. They carried the designation TBM.) The TBF's and TBM's are no longer used in a fire-fighting role in the United States, but most of those once owned by the Johnson Flying Service, as well as others (TBM's) still soldier on as airtankers in New Brunswick, one of the eastern Canadian Maritime provinces.

There will be more discussion concerning lead planes and airtankers in future issues of "The Static Line."



GRUMMAN TBF/TBM AVENGER

These aircraft first became operational on June 4, 1942, in the Battle of Midway in the Pacific. Engines were generally 1,900 h.p. Wright R-2600-20's. Maximum speed was 276 m.p.h. at 16,500', and its cruising speed was 145 m.p.h. Range was 1,010 statute miles. In wartime configuration they carried four machine guns and up to 2,000 lbs of torpedoes or bombs. There was a pilot, gunner and radar operator. (As an airtanker, only a pilot flew in the aircraft.)

STEVE HENAULT, MSO '46

The Anchorage Daily Times on February 20, 1971 had this headline: 3 ONBOARD MISSING PLANE. An Alaska Army National Guard twin-engine Beechcraft Queen Air was missing on a flight from Whitehorse, Yukon Territory to Fort Richardson, outside of Anchorage. One of the three crewmen was Steve Henault, a former Missoula smokejumper.

The paper went on to say: "...Major Henault is a veteran of more than 17 years in the Army and before that had extensive experience in aerial cargo delivery for the U. S. Forest Service. He was awarded his Master Army Aviator wings--the highest rating an Army pilot can attain--last October. Major Henault flew UH1 'Huey' helicopters in Vietnam from 1965 to 1966 and returned to Vietnam in 1968 for another tour, flying U8 fixed-wing aircraft in the combat zone."

Steve had received a number of decorations for his service in Vietnam, to include the Air Medal with 10 oak leaf clusters. He was considered to be one of the top Army pilots.

He had been living at Fort Richardson with his wife Irene and their three children, Max, Jim and Jane, while serving with the 19th Aviation Battalion.

A massive air search was launched and on Sunday, February 21, a Lockheed C-130 from the 71st Aerospace Rescue and Recovery Squadron spotted the downed plane at the 14,880' level on the eastern side of 16,200' Mt. Sanford in the Wrangell Mountain Range, about 200 miles east of Anchorage. There was no sign of life.

An Army climbing team attempted to reach the site after being dropped off by a helicopter. However, severe weather conditions, with a windchill factor of -130 degrees, forced its withdrawal.

In late March of 1971 a two-man volunteer rescue team, made up of famed Alaska mountain climber and guide, Ray Genet of Talkeetna, and Rex Post, a Pan American Airline pilot on leave, was dropped off from an Army helicopter and attempted to reach the wreckage. (Post had scaled Alaska's Mt. McKinley with Genet in 1969.)

That effort also ended in failure when the men encountered what they described as "horrible weather conditions." Before they could get off the mountain Post died from "altitude sickness,"

or what is known as pulmonary edema, wherein the lungs fill with fluid and a person actually suffocates.

During late March Genet was again dropped off on Mt. Sanford by a helicopter, this time at the 13,000' level. He managed to reach the Queen Air and found two crew members still in the plane, but Steve was not there. (Irene said Genet found the door on Steve's side open and his seatbelt unfastened. She thinks he might have escaped from the ship and then died on the mountain.) The wreckage and crew are still on Mt. Sanford.

Steve was born at Snoqualmie, Washington and grew up in Darby, Montana. He served six years as a smokejumper before entering the Army. He was a stand-in for Richard Widmark during the filming of "Red Skies of Montana," which featured the Mann Gulch Fire of 1949.

He met Irene in Washington, D. C. when she was an airline stewardess, flying on Lockheed Constellation's and Douglas DC-4's. She is originally from Kingston, Pennsylvania--where they were married--but has lived at Hamilton, Montana in the Bitterroot Valley south of Missoula--close to where Steve grew up as a youngster--for a long time. All three of their children live in the Seattle area.

Ray Genet died in October, 1979 while climbing Mt. Everest in the Himalaya Mountains. The German leader of the expedition had a faulty oxygen mask, and the night before striking out for the summit, Genet made an exchange with him. The next day Genet, the German leader's wife and a Sherpa reached the peak. As they started down, they encountered a storm a short distance from the top. Genet and the woman were later seen by another expedition. They were sitting in a trench, looking down the mountain and both were frozen to death. They are still up there. The Sherpa was suffering from snow blindness and was rescued by another Sherpa.

So concludes another tragic story involving a former smokejumper. Steve was thought of highly by fellow smokejumpers and was well known by jumpers at other bases. In his obituary mention is made that he had flown for more than fifteen years and had over 7,000 hours flying time to his credit.

There is another story concerning Mt. Sanford. In 1948 a Northwest Orient Airline DC-4 was returning from Shanghai, China, carrying thirty crewmen from

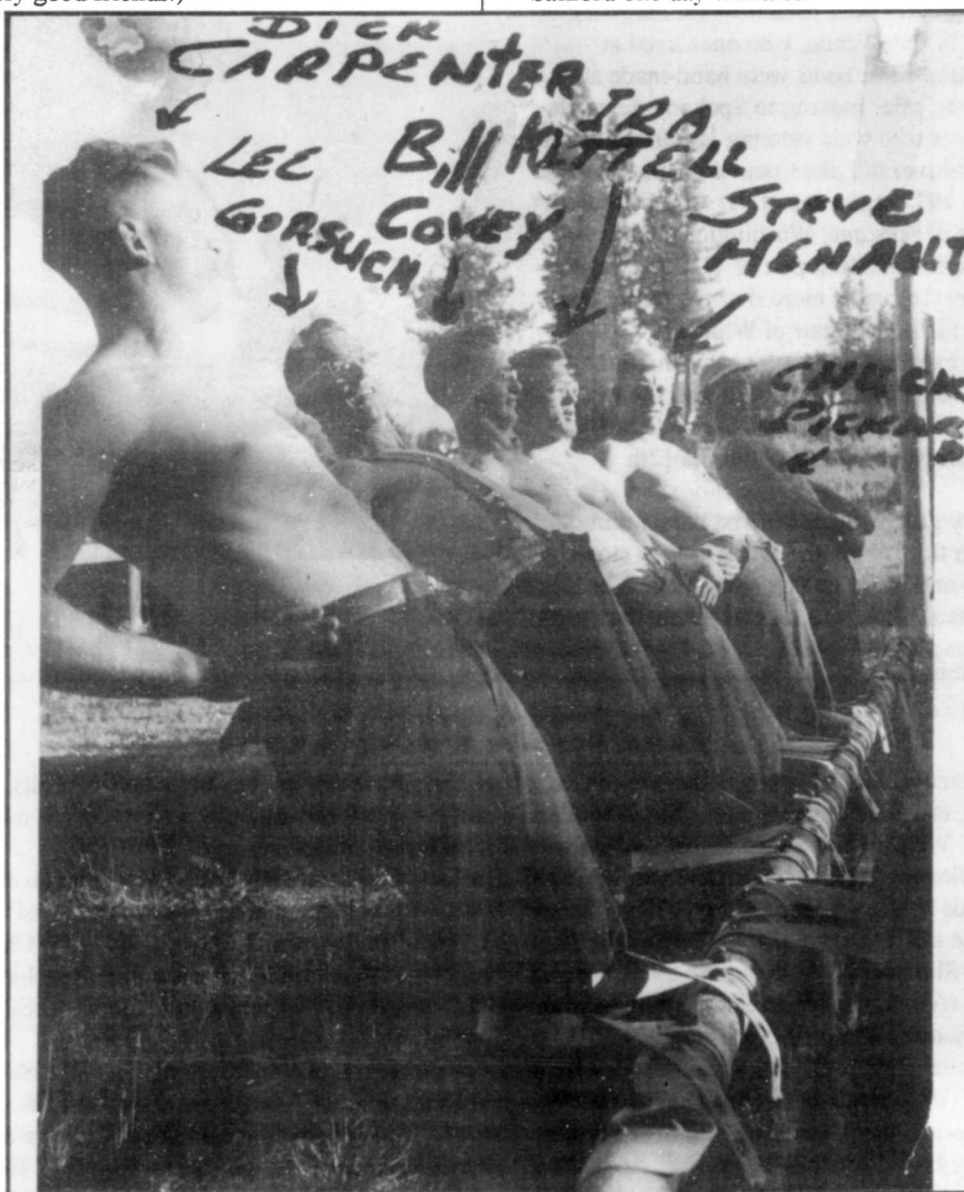
a tanker that had been sold by a Texas company to the government of Nationalist China. It crashed high on the western side of the mountain and it was impossible to retrieve the bodies and the wreckage. The plane has not been seen for many years and is heavily covered by ice and snow.

We wish to thank Irene for the loan of the picture of the Queen Air--seen in the picture section--and the newspaper clippings. Thanks go to Chuck Pickard, MSO 48, also, who sent us a photo of Steve at the "torture rack" while in training at the Nine Mile camp west of Missoula in 1949. (Chuck and Steve were very good friends.)

We talked to Ray Genet's former wife, who still lives at Talkeetna, and to Frank Monosek, a lawyer living in Anchorage. He was a member of a ground-support unit during the initial attempts to get to the downed aircraft.

If you should travel the Alaska Highway, Mt. Sanford can be seen a short distance east of Glennallen. Steam can be seen at times, coming from the top. It hasn't erupted in a long, long time, but there is a chance that one day it might.

Not too long ago, a glacier in Washington state yielded remains of a crashed airplane. Perhaps Mt. Sanford one day will also.



Left to Right: Dick (Roy) Carpenter, MSO 49, Dillon, Montana; Lee (Howard) Gorsuch, MSO 46, Colville, Washington; Bill Covey, MSO 47, Kalispell, Montana; Ted (Ira) Kittell, MSO 47, Wenatchee, Washington; Steve Henault, MSO 46, Deceased 2/71 in Alaska; Chuck (L. A.) Pickard, MSO 48, Vero Beach, Florida winters and Grand Rapids, Minnesota summers. Photo Courtesy of Chuck Pickard.

FRANCIS LUFKIN NCSB '39

Francis stated that jumpers at Winthrop parachuted from 2,000' for a long time. However, he said, there were many times when they exited aircraft while at an altitude of 5,000-6,000 feet. In the high North Cascades the jumpers would then drift back to the top, or side of a ridge. (It was important to fly high enough crossing a ridge in case of engine failure.)

He mentioned that the White logging boot, which many jumpers have used through the years, was designed by Otto White, who once lived at St. Maries, Idaho. The boots were hand-made at that time. Later, after moving to Spokane, he made them for loggers who were running log drives down the St. Maries River to Lake Coeur d'Alene. He died at Spokane in 1972 at the age of 91. The White Boot Co. still exists in Spokane, Washington.

Francis said that his first pair of White's cost \$12.00. Today the cost is more than \$250.00. (Has anyone saved his/her old pair of White's?)

During the experimental days at Winthrop in 1939 ankle braces were tried, but the idea was soon discarded. Today, jumpers are using ankle braces and that subject will be discussed in the 12th newsletter.

Frank Derry gave Francis his first parachuting instructions--a thirty-minute session as they stood by the jump ship and while he was suiting up. The aircraft, a Stinson Reliant SR-8, was the first plane the Forest Service ever owned.

Ankle brace, 1939 experimental design--leather, attached to a White logging boot. Photo courtesy of Stan Cohen, from his book A Pictorial History of Smokejumping.

The paratroopers started using ankle braces in recent years and the Smokejumpers adopted their design from the Army's.



ADVERTISING

We regret to inform members that we can no longer carry their ads, as for sale of books, prints, paintings, etc. The Postal Service told us that non-profit organizations can only advertise their own products. We were not aware of that and are very sorry about the situation.

The following N.S.A. articles are still available: Buckles, bronze, with N.S.A. emblem on them, 2 3/4" wide by 2 1/4" deep--\$25.00. Key Chains, bronze, with N.S.A. emblem, 3/4" wide, set. of wings with green tree in center--\$8.00. N.S.A. T-Shirts--1 L, greenish grey and 5 L, white--\$12.00. Old style N.S.A. T-Shirts--7 XXL, beige--\$8.00. Copies of master rosters are still \$7.50 each, which includes shipping. (Arranged alphabetically or by base trained at.) Copies of past newsletters are \$2.50 each and that too includes shipping costs.

The Association will soon have the following items available: 1. Coffee Mug, white, set of black wings 2 1/2" x 2 3/8", green fir tree in center, words National Smokejumper Association above and below in green lettering--\$5.00 each. 2. Bumper Stickers, 3" x 11". First one is free, additional ones are \$1.00 each. Words "National Smokejumper Association" and its Telephone No. printed on them. 3. New Caps, with same logo as on the coffee cups--\$11.00. 4. Golf Shirts, neutral color and with same logo as on coffee mug--\$23.50. Submit orders at any time, or check with us for further details. (Include \$3.50 for shipping costs per item, and \$1.50 for each additional item. Shipped by Priority Mail.)

WAYNE R. WEBB, MYC '46

Wayne Webb joined the smokejumpers in 1946, after having served with a parachute unit in Europe during WW II. He was born at Weiser, Idaho about 60 miles northwest of Boise, along the Snake River, and lived on a ranch twelve miles out of town.

He talked to Lloyd Johnson, a foreman at the McCall base, and was hired. Wayne spent thirty years at that base. In 1966 at the age of forty, he was grounded from jumping. He jumped on a Tuesday, and his name was on the list the following Saturday, but was told he was now too old. (The forty-year age limit was lifted in 1973 and he went back to jumping, until his retirement in 1975. During those six years off jump status Wayne continued working as a spotter, loft foreman and parachute technician, among other roles.)

He became a squad leader in 1947 and in 1950 took over the position of loft foreman from John Ferguson who went into forest engineering. John was one of the first two civilian jumpers at McCall (The other one was Lloyd Johnson.) and made the first fire jump in Region 4 in 1943. Wayne said that John was his mentor and the one who "took me by the collar and forced me into the parachute loft, which turned out to be a good career."

During his years as a smokejumper Wayne made 283 jumps, with 177 being fire jumps. Some were a combination of rescue and fire missions, while two were strictly rescue jumps to downed aircraft. While others have now surpassed the 177 jump mark, if Wayne had not been forced to discontinue jumping for seven years, because of the then enforced age requirement, it would have taken longer for others to top his record.

While he did not suffer any injuries while jumping as a paratrooper, he did sustain a serious injury on his eighty-ninth jump out of McCall. His shoulder was torn when a gust of ground wind hit his twenty-eight-foot diameter parachute and it oscillated, slamming him into the ground on his right elbow and shoulder. (Two years later he had to have his shoulder practically rebuilt, since it would jump out of place from time-to-time.)

Wayne was one of six who jumped on a rescue mission to evacuate Lester Lycklama in 1946. Lycklama had been hit by a falling tree. He was alive when they reached a hospital, but died the following day on the 5th of July. (He was the first

civilian smokejumper casualty. The first was a member of the 555th Triple Nickle Army Parachute Battalion who died in Washington state after falling out of a tree while parachuting to a fire during the summer of 1945. The 555th was the one and only all-Black parachute unit in the history of the world.)

Wayne had two complete parachute inversions during his years of jumping. On the first, he went out of a Twin-Beech and slipped with one hand as he pushed off from the floor. (Their ship did not have a step.) He rolled over on his left shoulder and the chute turned inside out and he had to back into the jump spot. Later that summer he intentionally tried to duplicate what had happened earlier, and did manage to get a second total inversion. He then held workshops stressing the importance of body position.

During one sixteen-man jump from a C-47 on the South Fork of the Salmon River, one of the men became hooked up between two huge yellow pine trees. In trying to get down, he lost his jump rope. Wayne managed to get him down by climbing the tree to the ninety-two foot level, throwing a rope to the stranded jumper and pulling him into the tree trunk. It took an hour to get the jumper down.

One of his most memorable years was 1974 when he jumped on twelve fires from eight different bases. Then, in 1975, he was the foreman in charge of a McCall booster crew that was sent to Alaska. As he states, fighting fire there is quite different from that in the "Lower 48."

He came back from Alaska that summer and retired on August 2d. Aircraft from each operating base flew into McCall for the event. Wayne said there were 471 signatures in the guest book.

After retiring, he was asked to come back to the Alaska base and work with Dave Pierce and Al Dutton in developing a new turn system for the canopies. Slots were moved from the rear third of the canopy and placed directly opposite each other, which provided for turning without oscillations. From those experiments the FS-12 was later developed. It and the newer FS-14 are in use today.

Wayne and his wife Wilma spend winters at Yuma, Arizona and summers at Nampa, Idaho, thirty miles southwest of Boise. They have a son Randall, who first jumped out of McCall in 1977. He was there two seasons and in Alaska nine. He is now with the BLM in Boise, retired from jumping.

JOHN FERGUSON, MYC '42

John mentioned that in the fall of 1942 he had been selected as the Region 4 representative for the new smokejumper base that was to be established at McCall in 1943. He had had much fire-fighting experience and had been the aerial cargo dropper in the district, working with Penn Stohr Sr. of the Johnson Flying Service. A short time later another highly qualified person, Stewart S. (Lloyd) Johnson, became a member of the team. They were detailed to Missoula for training. Frank Derry was in charge. During the fall/winter of 1942-43 they spent most of their time on parachute rigging, and the loft was in the Park Hotel next to the Northern Pacific Railroad Depot. (John said there was a bar in the hotel and when Wag Dodge, Glen Smith and Art Cochran decided to take a break in the bar, he would join them.)

They took jump training at Seeley Lake, about fifty miles northeast of Missoula, "a land of potholes and snags" as John stated. Frank Derry had modified several chutes and they had slots in back. John jumped the second one produced and had the "dubious honor of tearing it to pieces when he landed in the tallest black snag in the area." It was the only tree that he landed in during his jumping career.

He and Johnson returned to McCall and organized the McCall unit. In addition to them, there were three other jumpers that first year, Keith Utterback from Chicago, Jerry Hofer of Winnipeg, Canada, and Lester Gahler from Canby, Oregon. (Gahler made the first Region 4 fire jump with Ferguson on August 14, 1943.)

In the beginning, John and Lloyd were designated as smokejumper squad leaders (May 1943). Initially, they both held the title of "Co-Leaders," which is something the Forest Service does not do very often. Then, in 1943, John entered the Army Air Force and served through 1945 as a crewman on B-17, B-24, B-25 and B-29 bombers.

When he returned from WW II in 1946 he rejoined the McCall base. He was given the title Parachute Technician, in charge of the loft, and Lloyd Johnson was the Foreman.

During those early days at McCall the pilots were Bob and Dick Johnson, Everett (Slim) Phillips and Penn Stohr, Sr. Penn did most of the flying and there were two Travel Airs in use, NC-655-H and NC-623-H. The Johnson brothers and Phillips

would fly down on a "call" basis with Ford's and other Travel Airs.

Prior to departing for military service, John and Lloyd participated in the training of Army Air Corps doctors for the 2nd Air Force and the Second and Third Arctic Rescue Units (1943). Then, after returning to McCall, he was detailed by the Forest Service to assist in establishing the 2nd Air Force Rescue Unit at Gowen Field in Boise, with Col. Frank Fletcher, and Majors Keith Kelly and Reardon. He and Lloyd made training jumps from a C-46 Noorduyn--35156. (John believes these were the first jumps ever made out of a Noorduyn.) John sent along a news clipping showing him in the door of the Noorduyn, poised to jump, and then in the air, during an exercise in jumping to the aid of an "imaginary downed B-24 bomber crew." (He, Lloyd and Penn Stohr Sr. participated in the real-life rescue of the crew of a downed B-23 bomber north of McCall in February, 1943--the "Loon Lake Bomber.")

John left the jumpers in 1950 and from that time through 1980 served in Engineering with the Forest Service in Region 4, for a total of 39 years and 8 months with the F. S. He said, "The best years of my life involved flying in the backcountry."

He sent us much material on a B-17 bomber from the 316th Squadron, 88th Bomb Group (Heavy) out of Walla Walla, Washington that went down southeast of Challis, Idaho in 1943, with the crew having bailed out along the Middle Fork of the Salmon River. The plane flew for some distance by itself after the crew left it. One crew member was never found. John wrote a lengthy article, "Search for the Downed," for the Forest Service concerning this event. He, along with Johnson Flying Service pilots-- among others--was involved in the search which resulted in the crash of two rescue aircraft. We will have that story in the 12th newsletter.

In March of 1994 John suffered a serious heart attack and has been recovering since then. He resides at Ogden, Utah and has a company named "Ferguson Surveys."

We need to mention a correction John brought to our attention. In one of the obituary listings we stated that Art Mortensen had been a smokejumper. That was not true. He had been an outstanding pilot and at one time flew forest fire patrol missions. "He was oftentimes out with the jumpers."

"SILK STORIES:" FRACTURED FABLES FROM THE FIRE LINE

by Scott Belknap, MSO 83, an Active Missoula Smokejumper

It's 2:30 in the morning and jumpers from West and MSO have met on a twenty acre gobbler in the Crazies. We bust our tails putting a wrap on the fire and finally spread out to nurse it through the night. Folks that haven't seen each other since training catch up on the events of the summer. Someone mentions the rookie that rode his "cross tie" in on a fire jump. Ah..... that's the stuff of legend.....

After a jolt of cowboy coffee and a patrol along the fire line a couple of late night lyricists put pen to "oat" book and immortalized Stein Simonson in song. The following; sung to the tune of "Ghost Riders in the Sky," is the "Ballad of Stein Simonson."

The trees were tall,
the spot was small,
his bottom puckered shut.
The spotter signaled to the lad
come back and hook up.
He flung himself into the air
and flipped over the top,
and rode his yellow crosstie,
down to the tiny spot.

Refrain: Yipee yi yo.....
Yipee yi yea.....
Cross tie rider in the sky,
dumb, dumb,dumb,dumb,
dumb, dumb,dumb, dumb.....

The view was great,
the steering sucked,
the chute swayed and bucked.
He knew his fate,
he was too late,
he'd run clean out of luck.
His chute took off out of control
and headed for the trees,
and soon our fearless rookie,
was not very pleased.

He hit the trees with such a force
the limbs began to break.
The rookie thought his jump today
would be his last mistake.
He hung so high above the ground
he feared getting down.
But foremost in his muddled thoughts,
was Walter's (training foreman) angry frown.

Walt's eyes were red, his jaw was clinched, his arm was almost raw.

He grabbed the rookie by the throat
and laid down the law.
Now listen to me rookie
and heed what I say.
Or you'll be pounding fires
for very little pay.

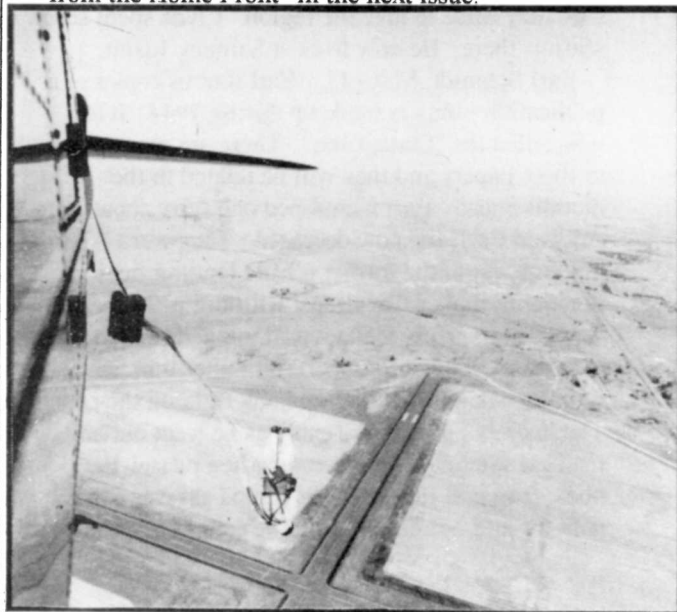
Now Stein was sad and
feeling bad his future still in doubt.
But don't you cry and don't you fret
and don't you even pout.

Mike Crowley and Steve Straley
are famous for the same.
And though they are not jumping,
they're still known for their fame.

Refrain:

What do you expect for 2:30 in the morning after an all night dig? We also didn't have any cream for the cowboy coffee. Thanks must go out to Tom "Otto" Carlsen for his assistance with this masterpiece.

This is the time to make a plea for fresh funny stories. I will eventually run out and be forced to make stuff up. Save us all by sending in your stories. The situation is so desperate that my wife has threatened to write the column while I am on detail in Silver City, NM. Heaven forbid. Watch for "Silk Stockings", Fractured Fables from the Home Front" in the next issue.



CHUTE THE BREEZE



We have many stories on file from jumpers and pilots. Keep them coming. We will print accounts in each newsletter. It would be nice to have a thirty-page newsletter each time, but that would be quite expensive. If your story does not appear--or has not appeared yet--it will one day.

Many of you know Tom McGrath, MSO 57, now living at Nacogdoches, Texas. We have been keeping in touch with him concerning his daughter Sandy. She had heart failure in New York City March 1, 1995 and has been in a coma ever since. She was transferred to Dallas for awhile, but Tom finally brought her home. We are all hoping that she will one day awaken from her coma. We wish the family the very best of luck!

In the 10th newsletter in the story about Bob Reid, we stated that George Cross had been the oldest active jumper, who quit parachuting in 1962. That was an error. George finished up at age 62 in 1986. His first jumped out of Missoula in 1974.

During this, and future newsletters, we will have sections devoted to stories by decades. (In the 12th newsletter we will devote more than two pages to this section. Again, keep those stories and pictures coming. A former Missoula jumper shot down a MIG in Vietnam while flying jet fighters. His story and pictures will be in the July issue.)

THE 1940'S

Clyde Hawley, MYC 48: Clyde was one of the original jumpers at Idaho City. The jumpers helped build the airstrip and a Noorduyn was stationed there. The first Idaho City crew was selected by drawing straws since no one wanted to go--no girls in the area. After they started working out of Idaho City they came to love the region. Clyde spent seven seasons there. He now lives at Salmon, Idaho.

Earl Schmidt, MSO 43: Earl sent us copies of a publication jumpers made up during 1944. It too was called the "Static Line." There are many stories in these papers and they will be related in the months ahead. Earl mentioned one story about Addison Carlson--now deceased. They were jumping out of the former 6 Mile landing field, practicing timber fire jumps, with fire meals being dropped too. Hubert Blackwell jumped first and was to be first cook. Ad jumped right after him but forgot to snap the static line hook tight on the cable. The hook popped off the cable as he went out and he realized something was wrong when he saw the hook drop past his face. His jump coat was filled with air and he couldn't find the emergency chute rip

cord at first. Finally, after pulling the coat to his chest he grasped the rip cord and pulled. The jumpers accused Ad of delaying his opening so as to beat Blackwell to the ground and thereby become first cook. Earl lives at Biglerville, Pennsylvania.

Terry Fieldhouse, CJ 47: Terry tells of a helicopter being used to retrieve jumpers--1947. (He wonders when jumpers were first removed by choppers.) He said the same "hot shot" pilot from '47 lost his copter several months later when he landed on a bald mountain to urinate. He left the engine idling and the ship rolled over the edge while he was relieving himself.

Terry lives at Boulder Creek, California.

The 1950's

Jack Price, MYC 50: After his smokejumper days Jack became a pararescue officer with the Air Rescue Service, U.S.A.F., 1952-1953. He currently resides at Newport News, Virginia.

Delos Dutton, MSO 51: In the 8th newsletter, August '95, we showed a picture of jumpers practicing with a Stokes Stretcher. We did not know who the "injured" jumper was--in the stretcher. Delos told us he was the one. He had been taking it easy that day. Delos lives at Tigard, Oregon.

Don Brennan, NCSB 54: Don has logged more than 3,000 free fall jumps and is still jumping with a local parachute club in the state of Washington. On his 50th birthday he made 50 jumps in an 18 hour period at Anchorage, Alaska. He spent six years with the 305th Air Rescue Squadron (Reserve) as a paramedic. He has made six rescue jumps on downed aircraft. Don calls Olympia, Washington home.

Sherwood W. Hall, MSO 50: Sherwood was a jet fighter pilot who retired in 1970. He commented: "I ejected from an F-100 on take off in Libya--Dec. 1958--at approximately 400' up. I think I didn't panic because of my smokejumper experience." Sherwood (Woody) lives in Portland, Oregon.

THE 1960'S

Leo Cromwell, MYC 66: Leo first jumped out of Idaho City. He provided us with a very complete record of McCall and Idaho City jumper activity for 1966, and his individual jump record for 1966--1968 and 1974-1995. In 1966 a DC-3, Turbo-Porter and Cessna 206 aircraft were utilized at McCall. Idaho City had a Twin Beech E-18. Pilots were: C.E. Anderson, Karl Bryning (Deceased), W. Carringer, Kyle Chandler, Bill Dorris, Bob Duncan, Bob Fogg (Deceased), Fred Gano, Jim Larkin, Dale Major.

CHUTE THE BREEZE CONTINUED



THE 1960'S CONT.

Leo Cromwell cont.

Harry Merrick, Ray O'Brien, Dick Potter (killed in the crash of a TBM in New Brunswick), Dale Roberts and Kenny Roth. If you know the locations of Anderson, Carringer, Chandler, Dorris, Duncan, Gano, Major, Merrick, O'Brien and Roberts, please let us know. Thanks.

Andy Stevenson, RDD 65: Andy said he had two malfunctions in 51 jumps--one inversion on a practice jump and an entanglement with another jumper, also on a practice jump. He was a U.S.F.S. DFMO, retiring in 1988, and is at Madoel, CA.

Jim Lafferty, MYC 63: Jim said he was the first man out of a Twin Beech on the Minneha Creek Fire--at a nudist colony--in 1965.

He has been a pilot, ski guide and real estate agent. Jim's home is at McCall, Idaho.

Joel R. Beandin, FBX, 63: Joel said "The Alaska Magazine" mentioned that Betty Adams, widow of long-time manager of BLM's Fire Control Station at McGrath, Alaska--Bill Adams--died at her home in Eagle River, early spring, of 1995. Bill and Betty were known to most jumpers who worked or passed through Alaska in the 60's and early 70's. Joel's home is at Lincoln, New Hampshire.

THE 1970'S

John C. Nichols, MSO 75: John gave us some copies of records from the Missoula base for 1976, '77 and '78. On one page there are some humorous notations made by Larry Eisenman when he was Superintendent of the Missoula Parachute Project. They concern the time in 1976 when Missoula jumpers were sent to Minnesota and Michigan to fight fires: "One jumper assaulted by enraged farmer who did not fully comprehend our modern fire control tactics. Two jumpers narrowly escaped being intentionally run down at an intersection in Hibbing by a local citizen unappreciative of our presence in town..." John lives in Hot Springs, Arkansas.

Edward E. Guy, MYC 53: Ed has been living in El Salvador for some time.

Clay Wright, MYC 79: Clay said he was the first one to jump with a female jump partner--Deanne Schulman, in 1981. She was the first woman smokejumper, and started at McCall.

John C. Nichols, MSO 75: John was one of the Missoula jumpers who made a rescue jump in 1979 to the crash site of a Forest Service DC-3

that went down in the Selway River of the Nezperce National Forest. The plane was on the way from Grangeville, Idaho to the Moose Creek Ranger Station. Only three survived--and a dog. John worked on one survivor, but the person died while he was administering first aid. John and other jumpers spent most of one week pulling bodies, wreckage and personal gear from the river. John lives at Hot Springs, Arkansas.

THE 1980'S

Pat Wilson, MSO 89: Pat is in charge of the Grangeville unit. His father Paul and uncle Carl Joe were both jumpers. Pat had an article in a 1980 calendar, "The Nezperce National Forest Yesterday, Today and Tomorrow. Many People, Many Uses." It was produced by the Nezperce Welfare Fund. Pat mentioned that the Nezperce has more lightning fires per year than any other forest in Region 1. At the time there were seventeen jumpers at the Grangeville base, one Twin Otter aircraft and a Cessna 206. Pat had an interesting cartoon of a jumper included with the article. Pat resides at Grangeville, Idaho.

Scott Belknap, MYC 83: Scott's now a Missoula jumper and author of the articles in the newsletter with the title "Silk Stories: Fractured Fables From the Fireline." He has more than 150 training jumps, 1 rescue, and 125 fire jumps. He is a qualified master rigger. Scott has AA Science and BS Forestry degrees. He is slated to depart April 29 with other Missoula jumpers for Silver City, New Mexico where conditions currently are very hot and dry. Scott lives in Missoula.

THE 1990'S

Tim Hurtado, MYC 95: Tim has fourteen jumps to his credit and is a medical student, working towards a Doctor of Osteopathy at the Chicago College of Osteopathic Medicine. At this time he is serving with the Army Medical Corps. His home is at Downers Grove, Illinois.

Michael Hill, West Yellowstone 95: Mike has fifteen jumps and took EMT training with the jumpers. He has a BS in psychology and a number of minors, to include business, biology and anthropology. He attended Radford University at Radford, Virginia.

Keith Wolferman, MSO 91: Keith has 100 jumps and is working on his rigger's license. He has a BA in anthropology. He said, "Many of my stories seem toe-curling and hair-raising to my drinking buddies, but are pale to mundane amongst theirs."

NEW MEN, MISSOULA BASE, 1957



Photo courtesy of Jim Hagemeyer

Standing, Left to Right: Bob Bolles, Tom Watson, Ken Pursell, John Morrow, Dean Weeden, Lowell King, Ed Bloedel, Jim Cherry, Craig Smith, Ron Swensson, Roger McClure, Dan Schradle, Norland Hagen, Jim Piggot, Jim Thompson, Jon Bledsoe, Al Dieffenbach, Dave Nelson, Jack Malenick, Jeff Davis, Herb Fischer, Fred Miller, Hank Mohland, Bob Holcomb, Dick Lukes, John MacKinnon, Bob Rolferty, Jack Truckner, Bob Reid, Jon Rolf, John Wagner.

Kneeling, Left to Right: Don Hansen, Glen Marlowe, Mick Martin, Harold Hoem, Charlie Sundstrom, Tom McGrath, Gary Lolly, Dave Blakely, Mike Flom, Bill Robertson, Fred Ebel, Wayne Hamilton, Charlie Bull, Dannie Hensley.

Sitting, Left to Right: Bill Fogarty, Roger Savage, Jim Hagemeyer, Dennis Guthier, Sam McNeil, Bob Wilson, Jim Hutchinson, Phil Shelton, Lee Bender, Ron Stoops.

NOTE: It is possible that several of the names are not spelled correctly. We do not have addresses for Bender, Bloedel, Cherry, Dieffenbach, Hanson, Hoem, Holcomb, Hutchinson, Lukes, Robertson, Shelton, Rolf, or Watson. In addition, Bolles, Guthier, King, Lolly, Malenick, McClure, Miller, Morrow, Rolferty, Schradle, and Thompson are not listed in our Master Roster, which contains more than 4,500 names. Rolf and Mohland are deceased.



Leonard Krout. Len was a Smokejumper for 31 years. At one time he was the Missoula Base Manager. He passed away in Missoula 4/17/92. Len is wearing early-day jumper equipment. Photo courtesy of his widow, Evelyn.



Les Grenlin. Les, MSO 46, is shown on the right, with Jack Nash, MSO 42, long-time parachute rigger, on the left. They, along with Chuck Pickard, MSO 48, who took this picture, went to Mann Gulch in early May, 1950 to look over the disaster scene. They checked the markers, which had fallen down during the winter, stood them up and dug them in. Photo courtesy of Chuck Pickard.



Helen and Les Grenlin. The picture was taken at their home in Oslo, Minnesota 6/29/91. Les began his Smokejumper career in 1946. There is a story about his mid-air entanglement with Jack Demmons in the 10th newsletter. Les passed away 9/10/95. He was at Guadalcanal during WW II, among other combat areas, for a total of 39 months in the South Pacific. He helped train paratroopers of the Chinese airborne division at Formosa after 1951 while with the C.I.A. Photo courtesy of Helen Grenlin.



Beechcraft L-23 (a Queen Air). A Command Transport of the type Steve Henault crashed in during Feb. 19, 1971 on Mt. Sanford in Alaska. This type first flew in 1959. It has two Lycoming engines with 320 hp each. Cruising speed is 214 mph at 15,200'; climb rate is 1300 fpm; service ceiling of 27,000'; and a range of 1,445 miles. The U.S. Army ordered substantial quantities of the L-23's in 1960. Photo courtesy of Irene Henault.

Wayne Webb, MYC 46, in the door of a Johnson Flying Service Ford Tri-motor after a dry run over Cottonwood Creek. Wayne was the spotter. See story about Wayne. Picture courtesy of the McCall base. (From a picture in their June 1993-May 1994 calendar, MCCALL SMOKE-JUMPERS 50TH ANNIVERSARY, 1943-1993.)



Art Flick, MSO 53, standing by the rogue bear he shot in the West Yellowstone area in 1953 while stationed there as a smokejumper. He used a borrowed rifle which had only three shells. Art stumbled after the bear using a crutch. Note casts on both feet that he broke during the pursuit. Art passed away at Bath, New York on Nov. 15, 1995. Photo courtesy of Chuck Viviano, MSO 53.



A Lockheed Model 18 Lodestar during a cargo drop out of Silver City, New Mexico during 1954. This was one of the fastest of the smokejumper aircraft through the years. Some of these planes are still flying. See story on page 7. Photo Courtesy of Carl Joe Wilson, MSO 53.



Francis Lufkin at Winthrop, Washington in 1939, preparing for an experimental jump. He and Glenn "Smitty" Smith made the first fire jumps in Region 6--August 10, 1940 at Bridge Creek, Chelan National Forest. The Stinson Reliant SR-8 aircraft was the first plane the U.S. Forest Service ever owned. Photo courtesy of the U.S. Forest Service.



Mongolian jumpers inside an AN-2 Russian-built biplane. Photo courtesy of Dave Pierce.



Former Johnson Flying Service Model 4-AT Ford Tri-motor N7861 in U.S. Navy markings. It is at the Naval Aviation Museum at Pensacola, Florida.

Photo courtesy of Don Courtney, MSO 56. He took the picture. Being an ex-Marine, he said the Tri-motor should have been in Marine Corps markings. (Both the U.S. Navy and U.S. Marine Corps once operated Ford Tri-motors.)