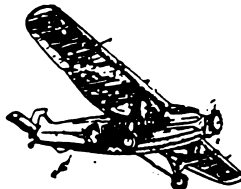


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THE STATIC LINE

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THE STATIC LINE STAFF

COMPILER-EDITOR: JACK DEMMONS

ADVISORY STAFF: DON COURTNEY,

ART JUKKALA, ROGER SAVAGE

COMPUTER OPERATORS:

PHIL DAVIS, JACK DEMMONS, ROGER SAVAGE

PRESIDENT'S MESSAGE

On April 10th, 1999, your Officers and Board of Directors met in Missoula for our annual meeting. I would like to thank the Officers and Board Members who have served the organization during the past two years. Your hard work and dedication shows.

I wish to congratulate our new slate of officers: **Carl Gidlund, President**, Missoula, '58, residing at Hayden Lake, Idaho; **Larry Lufkin, First Vice-President**, Cave Junction, '63, living at Olympia, Washington; **Chuck Sheley, Second Vice-President**, Cave Junction '59, whose home is at Chico, California; **Monroe "Spud" DeJarnette, Secretary**, Missoula, '49, residing at Auburn, California; and **Jon McBride, Treasurer**, Missoula '54, living in Missoula. They will do a great job! They will take office July 1, 1999.

The organization is financially healthy, but not wealthy. A zero-based budget was approved and this will allow us to continue to grow and improve our services to you.

Our Board Member/Historian **Jack Demmons has resigned** and will be very much missed, as Jack dedicated himself to serving the organization since its inception more than six years ago. This is his last newsletter—the 23rd one. His hard work and commitment did not go unnoticed and we will have a hard time filling his shoes. He will still be in the area, in fact, right across the aisle from our office, working with the Museum of Mountain Flying. You can still write to him using our address. At this time no one has come forward to take his place as Historian and Newsletter Editor/Compiler.

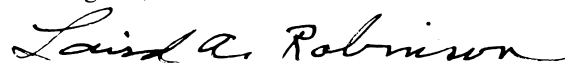
I would very much like to thank Fred Rohrbach, Board Member and Chairman of the Video Committee, for the hard work on the Video production. I also want to thank all of you who contributed to this project. We are still short funds to pay for the project, so please keep the donations coming.

Lee Hebel, MSO '44, and his wife **Edith**, are Co-Chairpersons for the CPS (Civilian Public Service) **Camp 103 Smokejumper Reunion in the Year 2000**, and asked that I make this announcement. The Reunion is scheduled for July 14-17 at William Penn College, Oskaloosa, Iowa. Usually, at least 100 persons attend the Reunions, including wives. The men had served as smokejumpers at least one year during 1943-1945. You can contact Lee and Edith at H.C.I. Box 1, Karthaus, PA 16845.

We ask members having **e-mail addresses** to please forward them to us if you have not already done so. Thanks.

As President, Vice-President and Secretary over the past six years, I wish to convey to all of you how much I've enjoyed serving the organization and working with the great people we have had, and have today. Thanks for giving me this opportunity.

Best regards,



Laird A. Robinson
NSA President

REUNION 2000

Mark your calendars now for June 16-17-18 in Redding, California for the NSA Reunion 2000.

The Reunion Committee is working hard to make this the biggest Smokejumper Reunion ever. The room rates are great! There are many things to do and see in the Redding area and Northern California. Make this a family vacation. Reunion room rates will apply a few days before and after in order that you may take the time to vacation on Northern California.

The Redding Convention Center will be the site of the Friday BBQ and Saturday night dinner/dance. Saturday afternoon the outdoor amphitheater will be the location for music on the green. You can relax and visit old friends while enjoying adult beverages/soft drinks and plenty of stories.

Reunion packets will be mailed out in January, 2000.

We are always updating our roster of names. If you know of any jumpers who don't get the Static Line, or whom you think are not on our roster, please forward names, addresses, phone numbers or whatever information to Chuck Sheley, (530) 893-0436, or e-mail to: cnkgsheley@earthlink.net in order that they too might receive a reunion packet. (Of course, forward such names to the NSA headquarters also for updating of files.)

**SEE FIRST PAGE OF INSERTS FOR
FURTHER INFORMATION
CONCERNING THE YEAR 2000 REUNION**

NEW MEMBERS

Note: This listing of new members includes those who joined between January 16, 1999 and April 16, 1999. Those who join after April 16, 1999 will be mentioned in the 24th Newsletter, which will be sent out in late July, 1999. Should names be misspelled, or addresses be incorrect or changed, please let us know as soon as possible.

NAME	ADDRESS	BASE YEAR
Atwood, David "Dave" L.	1001 Salmon River RD, Somes Bar, CA 95568	RDD '67
Austin, Richard "Dick" D.	PO Box 947, Joseph, OR 97846	MSO '53
Beebe, Grant S.	2316 Lemp ST, Boise, ID 83702	BOISE '90
Blackwood, Richard "Rick"	C-2 Woodcrest, Princeton, WV 24740	CJ '79
Condon, Pat,	110 Hilltop DR, #126, Redding, CA 96003	RAC '91
Graham, Robert "Bob" L.	HCR 61 Box 47-D, Bonners Ferry, ID 83805	MSO '52
Gregg, Gordon	PO Box 3211, Hayden, ID 83835	RDD '71
Hawkins, Steve	7 Gilgandra RD, Moxton Park, NSW 2171, Australia	AFFILIATE
Hinkel, Ben W.	225 Ridgetop DR #216, Redding, CA 96003	ASSOCIATE-PILOT
Jensen, Bryce A.	1947 Snyder AV, Bremerton, WA 98312	RDD '97
Johnson, Russell "Russ" J.	19525 Red Feather RD, Apple Valley, CA 92307	RDD '70
Loe, Matthew "Matt" A.	5000 S Centinela AV, Mar Vista CA 90066	RDD '97
Middaugh, Mike M.	13495 Pasco Terrano, Salinas, CA 93908	IDC '68
Mohr, Francis R.	1555 Fourteenth ST, Baker City, OR 97814	MYC '63
Mullen, James "Jim" D.	PO Box 1242, Pinecrest, CA 95364	RDD '68
Nobles, Sidney L.	2083 Elmira DR, Redding, CA 96001	AFFILIATE
Oswalt, David "Dave" P.	2880 Spring BLVD, Eugene, OR 97403	CJ '68
Overby, W. Michael "Mike"	5719 Moss Creek Trail, Dallas, TX 75252	MSO '67
Reinboldt, Tom	Box 3534, Smithers, British Columbia, VOJ 2N0, Canada	CANADIAN
	(Base Manager, British Columbia Smokejumpers, at Smithers, B.C.)	
Reynolds, Steve H.	5810 Gordon AV, Tampa, FL 33611	AFFILIATE
Ricketts, Robert "Rick"	27 Woodfield Close, Exmouth, Devon EX84HA, England	ASSOCIATE
Risken, Bill B.	1509 S Idaho ST, Liberty Lake, WA 99019	MSO '49
Rodriguez, Louis	4520 King ST, Apt #508, Alexander, VA 22302	AFFILIATE
Shoemaker, Clarence N., Jr.	1201 Walnut ST, Yankton, SD 57078	MYC '66
Silva, Michael "Mike" M.	1338 Leslie ST, North Pole, AK 99705	RDD '72
Slate, Steven M.	PO Box 242, Chilcoot, CA 96105	RDD '77
Warner, Dewey L.	3652 SW 32 nd ST, Redmond, OR 97756	RAC '75

N.S.A. LIFE MEMBERSHIPS--38

The National Smokejumper Association, as of April 16, 1999, now has 38 Life Members. They are: Keith L. Beartusk, MSO '68; Tony G. Beltran, MYC '69; Dave Bennett, MSO '61; James "Jim" E. Blaine, MSO '63; Fred O. Brauer, MSO '41; F. James "Jim" Clatworthy, MSO '56; Earl E. Cooley, MSO '40; George Cross, MSO '74; David "Dave" R. Cuplin, MSO '48; Robert "Bob" L. Derry, MSO '43; Charles "Chuck" Fricke, MSO '61; Orval W. Gastineau, MSO '63; George W. Gowen, MSO '54; Mike Greeson, MSO '59; Joseph "Joe" J. Gutkoski, MSO '50; Donal "Don" W. Halloran, MSO '53; Wallace "Wally" D. Henderson, MSO '46; Tom Kovalicky, MSO '61; Richard A. Kreitzberg, MSO '52; Gerald "Jerry" J. Linton, MSO '48; Lee G. Lipscomb, MSO '58; Michael "Mike" D. McCullough, MSO '56; Ben O. Musquez, MSO '56; Jim Murphy, MSO '48; Bill D. Poppie, MSO '58; Robert "Bob" Quillin, FBX '71; Robert E. "Bob" Reid, MSO '57; Fred G. Rohrbach, MSO '65; Maynard Rost, MSO '58; Loren C. "Bud" Rotroff, RDD '67; Michael "Mike" D. Seale, Associate, Former Air America Pilot; Roland M. "Ron" Stoleson, MSO '56; H.W. "Skip" Stratton, MSO '47; Thomas "T. J." Thompson, MSO '55; John J. Tobin, MSO '59; Thomas "Tom" R. Uphill, MSO '56; Dick Wilson, MSO '48; Anonymous.

DECEASED JUMPERS AND PILOTS

This listing of deceased jumpers and pilots is current from January 15, 1999 to April 16, 1999. Should dates and other information be incorrect, or if you have additional information, please let us know. Thanks.

NAME	BASE YEAR	COMMENTS
BLAKEMAN, BILL	AIRTANKER CAPTAIN	Bill passed away from cancer late in 1998. A memorial service was held in Powell, Wyoming and the funeral took place in Beulah, in northeastern Wyoming, near the South Dakota border. He was born June 2, 1940, in Spearfish, South Dakota and completed high school in Sundance, Wyoming and then served in the U.S. Navy. Later, he went to work for Black Hills Aviation under Arnold Kolb, flying a 4-engine B-17 retardant bomber. This is where it all began for Bill in his 30+ year career in aerial firefighting. He was an outstanding and unforgettable pilot and man that people came to know. He first began working for Hawkins & Powers Aviation out of Greybull, Wyoming in the 1970's as an Initial Attack Captain. He was rated in a number of airtankers, to include the B-17's, PB4Y-2's, C-119's, and P2V's, and also held a helicopter rating. Bill also used another name for himself—Igor Granny Schwartz. Early in 1970 Bill's airtanker, T-121, a Consolidated PB4Y-2, was painted white and there were plans to do striping, but Bill and his plane were called out on contract to West Yellowstone. The smokejumpers at West Yellowstone had a great deal of respect for Bill (Igor) because he supported them so well on the fires they fought. When T-121, "The Great White Tanker," landed at West, the jumpers dubbed it "Moby Dick." Then one night the jumpers decided to decorate it. When Igor reported for standby the next morning, the fuselage was covered with red, yellow and blue circles, and looked like a loaf of Wonder Bread. From that time on Tanker 121 was known as the "Wonder Tanker." Bill's skill, professionalism and courage were always an invaluable asset to his employers as well as his friends. He liked people and would go out of his way to do a favor when asked. Bill was a collector of old wagons, antiques, guns and automobiles. Janet Stockton, a 30-year employee for Hawkins & Powers, recalled that "he was a perfect professional pilot. The experience he possessed was equaled by few in the airtanker industry." Al Hammond, MSO '46, who knew Bill, sent this information to us.
CALLAWAY, MILTON "COOKY"	FORMER FOREST SERVICE AND JOHNSON FLYING SERVICE PILOT	

Cooky took his last flight into the sky at Whitefish, Montana on March 15, 1999, at the age of 72, after suffering for a period of time from an alzheimer-related disease. He was born April 10, 1926 in Latuda, Utah and graduated from Missoula County High School in 1944. He later served with the U.S. Air Force. He made his first solo flight in 1944 and later was involved in a flying career that spanned 40 years. He retired as a U.S. Forest Service pilot in 1985. **Cooky's favorite airplane was the Douglas DC-2 that the Johnson Flying Service owned. He made many flights with smokejumpers in that plane and would always ask how "his plane" was doing in the years when he was suffering from alzheimer's.** (That plane is flying out of Santa Monica, California today with the Douglas Aviation Museum, the only flying DC-2 in the nation.) Cooky married Virginia Gosney in Great Falls Montana in December, 1949. He is survived by Ginny; sisters Venus Shrider of Missoula; Colleen Coffman and Norma Hofer of Oregon; a son Jerry and his wife of De Bary, Florida; and a daughter, Cheryl VonLindern and her husband of Whitefish, Montana. Cooky enjoyed camping and especially loved bass fishing, big game hunting and golf. A memorial service was held at Friday, March 19 in Missoula. Aviation lost another outstanding Mountain Pilot. Ginny donated Cooky's flight jacket, log books, and other memorabilia to the Museum of Mountain Flying, which shares hanger and office space in Hanger 24 with the National Smokejumper Association at the Missoula County Airport.



Cooky Callaway is standing at the far left in a picture taken at the Beech Aircraft Corporation on June 11, 1969 at Wichita, Kansas. Attendees at a luncheon were guests of Olive Ann Beech—seated at the table, widow of Walter Beech, former president of the corporation. Seated at the left is John F. Holsman, who was a Forest Service pilot. Third from left, standing, is Frank E. Hedrick, who at the time was President of the Beech Aircraft Corporation. Others in attendance were corporate pilots and Beech Aircraft Corporation executives. Photo Credit: Beech Aircraft Corporation.

(Continued on page 5)

DECEASED JUMPERS AND PILOTS CONT.

(Continued from page 4)

NAME	BASE	YEAR	COMMENTS
CLEMENSEN, CHARLES	CJ	'48	Chuck passed away from a heart attack in February, 1999 at the age of 74. A Celebration of His Life was held at Orange, California in the Los Angeles area on February 17 and his ashes were scattered in San Pedro Harbor to the south of L.A. Starr Jenkins, CJ '48 , gave us this information. (In the July, 1999 newsletter there will be a story about Chuck that was written by Starr for Chuck's son Rick, relating to Chuck's smokejumping days at Cave Junction, Oregon in 1948.)
HEINTZELMAN, JACK	CJ	'43	Jack died in Seattle March 3, 1999 from natural causes. He served as a Civilian Public Service smokejumper at Cave Junction during WW II days. He later became District Ranger on the Olympic N.F. in Washington. He moved on to become the Personnel Officer in the Forest Service Chief's office in Washington D.C. Jack then served with the Forest Service's Eastern Region out of Milwaukee, Wisconsin, beginning in 1968. He retired in 1972 and moved to Seattle. He is survived by his widow Annette, two daughters and grandchildren. Ed Heilman, former F.S. official-34 years with the USFS-whose last assignment was Director for Fire and Aviation, Region 1, and now retired in Missoula , gave us the material relating to Jack's death. (Ed had once worked with Jack at Milwaukee in the Region 9 office.)
LARRINAGA, LOUIE	MYC	'47	Louie died December 21, 1998 at the age of 69 in Boise after a long battle with cancer. Burial was in Mt. Calvary Cemetary in Nampa. Louie was born April 24, 1929 at Nampa to Luis and Sala Larrinaga. He graduated from Nampa High School in 1947 and then worked that summer out of McCall as a smokejumper. Louie worked for Pacific Fruit Express in 1949. He served with the U.S. Army from 1951-52 and married Angela C. Bicandi in August 1951. They had four children. He then worked more than 30 years for Mountain States Telephone and Telegraph before retiring in 1984. After his retirement, Louie drove school buses for the Boise-Winnemacca Stage Company. He met his second wife, Sandra Wilbur, at that time and they were married in April 1992. He had a special love for the Owyhee Mountains of southwestern Idaho. Louie also enjoyed raising sheep and cattle on his ranchette in Boise. He is survived by his widow Sandra; mother Salu; daughter Micaela Swanson and her husband Dan; son John and his wife Toni Jo; son Robert and his wife Marguerite; and 11 grandchildren. Leo Cromwell, Idaho City '66, residing in Boise, and Richard "Pete" Peterson, MYC '47, now residing at Weiser, Idaho , gave us this information.
NYQUEST, GLORIA			Gloria, the wife of Ted Nyquest, MSO '54 , died instantly in an auto accident at the Clearwater Junction in the Blackfoot Valley northeast of Missoula on March 18, 1999. She was alone at the time. Funeral services were held at the Bonner School east of Missoula. Gloria was born March 18, 1949 in Missoula and was raised and educated in Missoula. She and Ted were married May 22, 1965. They had three sons, Erick now living at Salem, Oregon; Dave at Salt Lake City; and Leif of Missoula. Gloria was a very lovely, vivacious woman. She was a member of the Toastmistressees; PTA; Five Valley Accordion Club; Missoula Bowling League; Sentinel Swimming Team, among other associations and was very active in both the Cub Scouts and Boy Scouts. She had always been very active in community affairs in the Bonner-Milltown area.
SULINSKI, PAUL	NCSB	'59	Paul was killed instantly in an auto accident near Piercy, California in the northwestern part of the state, along Highway 101, when he hit black ice. He is survived by his mother, Mary Sulinski, who lives at San Carlos, California in the San Francisco area. Paul rookied at the North Cascades Smokejumper Base out of Winthrop, Washington in 1959 and worked as a jumper through the 1962 season. He worked for the Forest Service in the southwestern part of the United States for awhile, and then returned to the NCSB jumpers in the mid-1970's. From there he went to the Alaska smokejumper base and jumped into the early 1990's with that unit—he jumped during five different decades. Throughout his life he was a world traveler and a "free spirit." He had the nickname "Coyote." Arlen Cravens, Redding '78, and currently the Redding, California Base Manager, and Bill Moody, NCSB '57, former Redding Base Manager , sent us the above information. Steve Nemore, Redmond Air Center '69 , initially sent the information to Bill. (Bill mentioned that Paul was one of the most colorful fellows they ever had in the NCSB smokejumper program.)
MURRY, AUSTIN (ART) J.	CJ	SMOKEJUMPER PILOT	We had mentioned Art's death previously on Feb. 14, 1970, but Delos Dutton, MSO '51 , sent us additional information relating to Art. Delos said: "Art was a great pilot and the jumpers were very impressed by his cargo-dropping accuracy. He had been selected as a jumper pilot from the Rosenbaum Aviation firm at Medford, Oregon, where he had been flying B-26 retardant aircraft. Later, the Wenatchee N.F. recruited him from the Siskiyou at Cave Junction and he became their lead plane pilot. He was striving to lose weight and was on a diet. Then, something went terribly wrong. He was jogging one morning and a neighbor found his body lying alongside a road about a mile from his home. He had died from a heart attack. Art had been a very active sportsman. At one time he had been the Air Operations Officer for an aerial reseeding project on the Wenatchee N.F., which involved three Twin Beech's. He took his golf clubs with him and played golf when he couldn't fly. Art was a great person as well as a very good pilot. He was well liked by the smokejumpers, fellow pilots, and all of the people he worked with. We miss him very much much."

DON COURTNEY, MSO '56

RAMP TO RAMP, A SPECTATOR'S VIEW OF A GOOD LITTLE TWO-MANNER

Ed's Note: This is a story by Don Courtney, from an experience that took place between August 21-22, 1998.



*Don Courtney, as a young jumper visiting the Winthrop base in 1961. He is standing next to one of Bob Johnson's Douglas C-47's that was an ex-WW II aircraft.
Photo courtesy of Don Courtney.*

Blue Mountain is one of three or four lookouts still in service on the Lolo National Forest. It is about eight miles southwest of Missoula, and is a tourist attraction as well as a working lookout. About eight or ten miles straight north, lies the airport and the Missoula Smokejumper Center.

When you're 63 years old, 36 years past your last fire jump, and 20 years past your last jump of any kind, there's not a lot of scope for participation in the fire control business. But last summer, I lucked into a stint as a volunteer part-time lookout on Blue Mountain. I mostly got to talk to visitors and say the usual sort of Smokey Bear things you're supposed to say, and got to watch some lightning strikes and listen to fire crews on the radio. Called in a couple of little fires that went out before anybody could get to them, and had some

wonderful days of quiet time.

Then in mid-August something really great came along. On a Friday afternoon, August 21st, a little smoke stuck its head up on the ridge between Johnny Creek and Dick Creek, northwest of Lolo Peak and about 15 miles

southwest of Blue Mountain. I called it in. There wasn't a road or a place to land a helo, and it was getting late. Missoula District called it a jumper fire. As we all know, a fire jump that starts at 1700 (5:00 p.m.) on a Friday is the best of all worlds, as that is when a weekend of over-time starts. The only imperfection in this tale is that the jump was scheduled for the next morning at 0930.

The Forest Service doesn't buy the best binoculars in the world, but they are a lot better than any I ever bought for myself. That Saturday morning on the 22nd, they were glued to the jumper ramp at the Missoula Johnson Bell Field. At about 1000 I watched a turbo DC-3 leave the jumper ramp, taxi out, take off, climb out, and fly past me to the west—door off (ho ho). It flew to the fire, circled, made some streamer

passes and then two jumper passes—one-man sticks during each, chutes making it into a shaggy saddle a couple of miles from the fire. Then, a pass for the firepacks. There was a lady and some kids from Canada visiting the lookout at the time. "Excuse me ma'am, I've got to watch this."

Talked with the crew on the radio, tried to help with relaying as they couldn't "work" Missoula too well from where they were. Listened late into the night, and turned up the volume so the radio would wake me up—if it needed to.

Next morning there was still plenty of smoke, but there wasn't any heart in it. About 1600 Sunday, a helo went up there and started hauling gear and the jumpers out of the helispot they'd cut. Couldn't help but think: "Now there's a helispot, there won't be any more jumpers working on that ridge." (Continued on page 7)

DON COURTNEY, MSO '56 CONTINUED

(Continued from page 6)

While we were waiting for the second helo trip, I called one last time and wished them a good fire season and a happy life. Jumper by the name of Wright answered that he'd planned to give me a call and thank me for the help. "Us jumpers have got to stick together," I said. There was a long pause. And then he asked, "Who am I talking to?" And there was another long pause while I figured out what to say. "Oh, you wouldn't know me. Class of '56." "Well, I'll see you somewhere along the way," he said.

I watched the helo flap on down Lolo Creek to the Bitterroot River, turn the corner back to the Missoula base and set them back where they'd started.

We all know the cliché about the retired old fire horse that breaks out of his stall and follows the bell on the fire wagon. The time comes when old guys count themselves blessed when they are allowed to watch. This was just an ordinary little two-manner on the Missoula District, but I got to watch it. All of it, from the lightning strike, to smoke, to ramp and back to ramp. And it was just about the best thing that had happened to me in a long time. Mr. Wright, when we do meet somewhere along the way, the first round is on me. (The Missoula base said the jumper was Mark Wright.)

Ed's Note: Don jumped out of Missoula during 1956 and '57. He graduated from the University of Oklahoma in geology (in absentia, because he was on a four-manner in the Bob Marshall Wilderness Area just north of Monture Creek in the Blackfoot Valley of western Montana on graduation day).

He went on active duty (Marine Officer Candidate School, Quantico, Virginia) that fall and ended up as an engineer officer at Camp Pendleton, California until the end of 1960. He then returned to jumping during the 1961 and '62 seasons—West Yellowstone in '62.

Don served 25 years with CIA Clandestine Services, mostly in Special Operations. He continued on in the Marine Reserves and was able to finish USMC Command and Staff by mail because he was in a H-34 helicopter in Southeast Asia that caught a "golden BB," lost hydraulics, and crashed into the jungle. Don left some pieces of teeth, some knee ligaments and a few other small "spare parts" behind. During the next

couple of years he walked with a cane, did correspondence courses, and did most of his work sitting at a camp out in the "bushes."

He was later assigned to various U.S. military commands as a liaison officer/advisor/instructor, which gave him a chance to do Air Force Command & Staff, and Air War College course work by seminar.

What did Don do the most good with the United States Marine Corps Reserves was working with organizations with sexy names, like Special Operations Task Force, Europe (SOTFE); 1st SFOD DELTA; SEAL Team Six; 1st Special Operations Wing; Joint Special Operations Command (JSOC); and JFK Center/Special Forces Schools, Fort Bragg, North Carolina.

Included in his couple of years of CIA training was a military jump school that awarded military wings. His last jump was in 1978 off the tailgate of a US Army CH-47 helicopter at the Special Forces camp at Bad Tolz, Germany. During his last three years before retiring from the CIA he ran the CIA's Special Operations School. In the mid-1960's he took some skydiving training because he was on the way to Africa to "sell airplanes and parachutes." He also once made a jump as Santa Claus in a driving rain with a flapping red robe.

Parachute people can catch the "jump is the main job" disease, an affliction that Don got especially sensitive to. He recalls a French colleague pointing down from a French Army helicopter to an interesting little jump spot high in the Pyrenees. Don wanted to smoke him out a little, and made some comment to the effect it would be a demanding exercise, but in the real world, wasn't it usually better to disguise the troops as a football team and infiltrate them by bus? The French Para colonel laughed: "Of course! But they love jumping so much! And exercising it builds their morale and esprit!" "And he had it exactly right," Don says. "It builds morale and esprit so much that it sticks with us the rest of our lives."

Don retired as a colonel in 1985. He and his wife Anita live 25 miles northeast of Missoula in the Blackfoot Valley near Potomac. Their son Ian, a Marine Corps captain, is currently serving on active duty as a helicopter pilot.



BRAD HUGHES, NCSB, '86

Brad lives at Tonasket, Washington, 20 miles north of Omak, in the central part of that state. He is another of a number of smokejumper artists.

Brad mentioned, "My short-lived jumping career began when my district position in fuels was axed, due to imaginary budget cuts. Fortunately, my brother-in-law, Bob Brownlee, NCSB '76, was a squad leader at the Winthrop base. With his recommendation I managed to secure a rookie slot at the 'Birthplace of Smokejumping.' Our rookie class had about 40 men, 10 from NCSB and a mix of Redding (RDD), California and Redmond (RAC), Oregon recruits and training took place at Redmond. The high desert of that area was a great place to spend a month trying to make the grade as a jumper. The first morning began with an alphabetical lineup and weigh in. As we began our mandatory pull-ups, this guy in front of me, named Herrera, asked if I would keep his place in line while he went to the can. I noticed that he was a little overweight and had noodle arms. Never saw him again. The trainers kept calling his name all day.

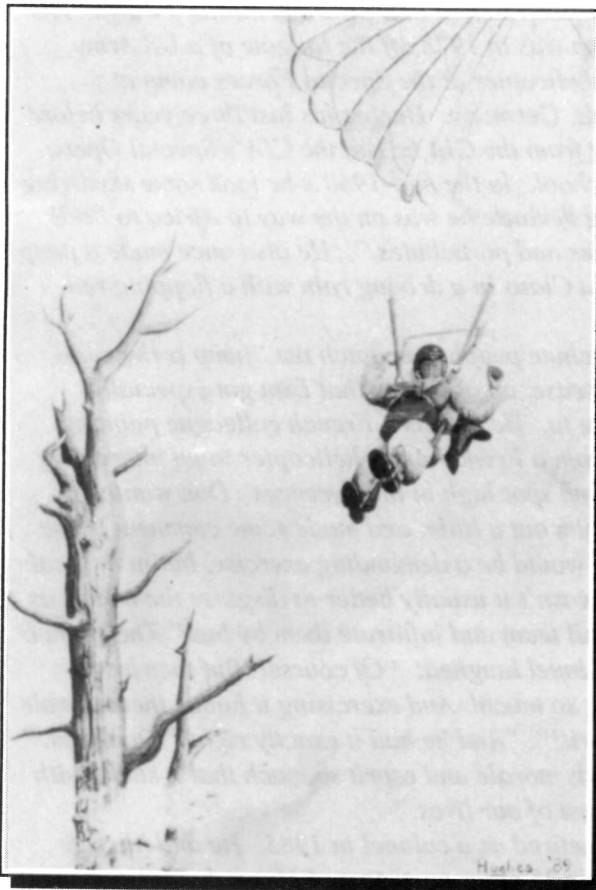
"The rookie experience was everything I expected and more. It prepared me for that first leap. When it finally came, I wrote home saying that jumping out of perfectly good airplanes was better than sex! All of the NCSB applicants made it and the bond of rookie brotherhood was formed. We

swaggered back to Winthrop, thinking we were smokejumpers. Yeah, right!

"It took only a week or so to move to the top of the jump list, and that night our forest got pounded with lightning. I could barely sleep. We were rousted out of the bunkhouse at first light and suited up. Didn't get to hear the wail of the siren for my first jump.

"It was a clear, cool morning. The air was dense and the winds were light. It was a cake jump with a spot big enough to land a Twin Otter aircraft in. After a short hike Pont and I reached our fire—a 20' diameter spot with very little active flame. We lined and "potato patched" it in short order, then took a break. I asked Pont if we were ready for demob and he just grinned at me. He took his gloves off and dropped to his knees. We cold trailed every inch of that fire, until it was stone-cold. Kinda made the six hour watch obsolete!

"What a summer! Lots of fires and good memories. I have to tell you my favorite jump story. It involves a grizzly bear of a man named Steve Reynaud—NCSB '65. We called him Dad. Steve was the Base Foreman and had hundreds of fire jumps. All of the rooks loved and respected him. He was a great guy. He was first on the jump list and I was second. Our Base Manager, Bill Moody, was spotting. (If you don't know who Bill is, then you're not a jumper!) The fire was a sleeper on the top of Granite Mountain.



One of a series of Brad's prints, depicting a Winthrop jumper descending near an old snag.

"It was a beautiful morning jump and with perfect weather. Bill pointed to a small helispot on the top of the rugged peak. Steve asked me if I wanted to jump first, so I'd have more room to get into the tight area. I agreed. Bill kicked us out right over the spot because there wasn't any wind. I just

(Continued on page 9)

BRAD HUGHES, NCSB '86, CONTINUED

(Continued from page 8)

spiraled in and looked up to see how Reynaud was doing. He ran in hot, landing butt first on a big rock right in front of me. I asked him what the problem was, and he said that I needed a lot of room being a rookie and all. So we got the fire out and were back home in time to catch dinner at the messhall.

“I sat with the Rooks and Steve sat with the Old Men. He had his back to me and didn't see me come in. I could clearly hear him telling the boys what had really happened. He forgot to tighten his butt straps, and when his chute deployed he slid so far down in his jump suit that he couldn't see. In the meantime, while fumbling for his zipper, he was sailing off in the wrong direction! By the time he got it unzipped far enough to see out, he had to run like hell to get back to the spot! I got up and went over to the Old Men's table and thanked him for the extra room. Well, we had a good laugh over that one!”

Brad had another story to tell, and that one isn't so funny. “We were dispatched as a booster crew out Redmond and had a mixed load—four Winthrop jumpers in front and four Redmond fellas in back. Reynaud was in the door. The fire was in the Mountain Lakes Wilderness west of Klamath Falls, Oregon. It was butt ugly. The jump spot was a small bench on top of a cliff. It was ringed with old growth Douglas fir and snags. Six sets of streamers were thrown out before Steve agreed to jump to it. The first two were gone and Chris Paul—NCSB '82—and I were next. At that point my pucker factor was at a maximum. As the old saying goes, ‘You couldn't drive a needle up my arse with a sledge hammer.’ I probably had my eyes closed when the spotter gave me the slap. Anyway, after the opening I faced the wind and sized up the situation. It sucked! Pointing into the wind, my chute was racing backwards too darn fast, but not fast enough to get me into the spot. I pulled a turn to run in, hoping to hook it. Was almost there and tried to crank a turn back into the wind. A shear caught me and I slammed into the bole of a big old Doug about 20' off the ground. My right leg took the full impact. I woke up awhile later and tried to stand, then fell over in pain. It took some time for the boys to find me.

“The ship dropped the rest of the load about a mile down the hill where a helispot for evac could be cleared. Six guys packed me in a clamshell almost a mile just to get me out of where I had landed. I remember apologizing a lot, because it almost killed those jumpers. At some point we passed where Reynaud had ‘snagged up.’ His chute was some seventy feet up, plastered against the side of a huge larch snag. Just at that moment, as we passed by, the wind quit and his empty chute drifted to the ground. Unknown to me at the time, my life as a Jumper was over. The thirty-seventh would be my last.

“Life on base was pretty easy for me after Moody found that I had some artistic abilities. He did more for my art career than I ever attempted to do. He always had a neat project lined up for me. A lot of my work is still at the Winthrop base. The boys have sold thousands of my T-shirt designs over the years. When the Standard Orders were revised, Bill took me to Boise with him as the project artist and to present the viewpoint of the fireline grunt. Most of my Jumper paintings were done the year that I was injured. ‘On the Ground’ is one that I painted for John Button—NCSB '75, and now Assistant Base Manager—while I was still wearing my cast! Many fond memories from those jumper years.”

Prints are available at my website: <http://members.tripod.com~Visagoth/firestorm.html>



Francis Lufkin's original jump suit, dating back to October 1939. It is bright red. The picture was taken at the Twisp, Washington Community Center on May 2, 1998 during a Memorial Service for Francis Lufkin, NCSB 1939, who passed away February 12 of that year. Francis was the NCSB Base Manager from 1941-May, 1972.

Photo credit Jack Demmons.

DICK SINGLETARY, MSO '51

Dick, originally from Florida, first first jumped out of Missoula in 1951. Currently, Dick lives with his wife at Surrey, British Columbia, which is located on the southeastern fringe of Vancouver.

Dick received a B.S. from the Black Hills Teachers College at Spearfish, South Dakota in 1952 and an MBS at the University of Colorado at Boulder in 1960. Later, he attended the University of Seattle and acquired a Ph.D. in 1972. He was then a mathematics teacher for a considerable period of time and retired in 1981. However, he acts as a bookkeeper and administrative assistant for his wife's business, which involves a mental health care home.

Dick's first visit to Yellowstone Park was via parachute. Nine jumpers were dropped on one side of the Snake River in the southern part of the Park in Wyoming and seven on the other side. Dick said everyone on the aircraft became airsick, except him, and that included two pilots, two spotters, two park rangers and their wives.

He had been scheduled to be the first jumper out on a four-man stick. The one who was supposed to be second asked Dick if he could go first because he had hesitated on his last jump, and when the spotter "slapped" him out, had missed the jump spot. So Dick switched positions with him, with the understanding that Dick would kick him out if hesitated—he didn't. "Curiously," Dick commented, "the



Dick, hunting in the Republic of South Africa in October, 1994. He had downed a Southern Greater Kudu. (Horns average 4'-5' in length.)

other three jumpers landed in the jump spot—a meadow. However, an updraft caught me, picked me up, and deposited me approximately one-fourth of a mile from the spot in the trees."

Charles "Chuck" Palusa, MSO '51, now living at Altus, Oklahoma, broke an ankle on that jump and had to ride out on a "stumble-footed" horse nine miles three days later.

Later, Dick was in California for the first time in his life, arriving by parachute after flying out of Cave Junction, Oregon to a fire. His chute caught on trees between 70-80 feet in height, and then collapsed. He plummeted down, hit a shale slide, and skidded to a safe landing. "Whoopieee!" he shouted upon coming to a stop.

During his Forest Service days he jumped from Ford Tri-Motors, Travel Air's, Douglas C-47's and Fokker Super Universal's. He jumped the 28' "candy stripe" chutes. (They were so named because of their alternating red and white panels.)

He made his last parachute jump on October 14, 1952, when Lloyd Brown, MSO '49—currently residing at Council, Idaho; Stanley Barclay, MSO '51—deceased; and he jumped into the Bitterroot Mountains southwest of Missoula to hunt elk.

Dick broke his back on that jump and had to be evacuated.

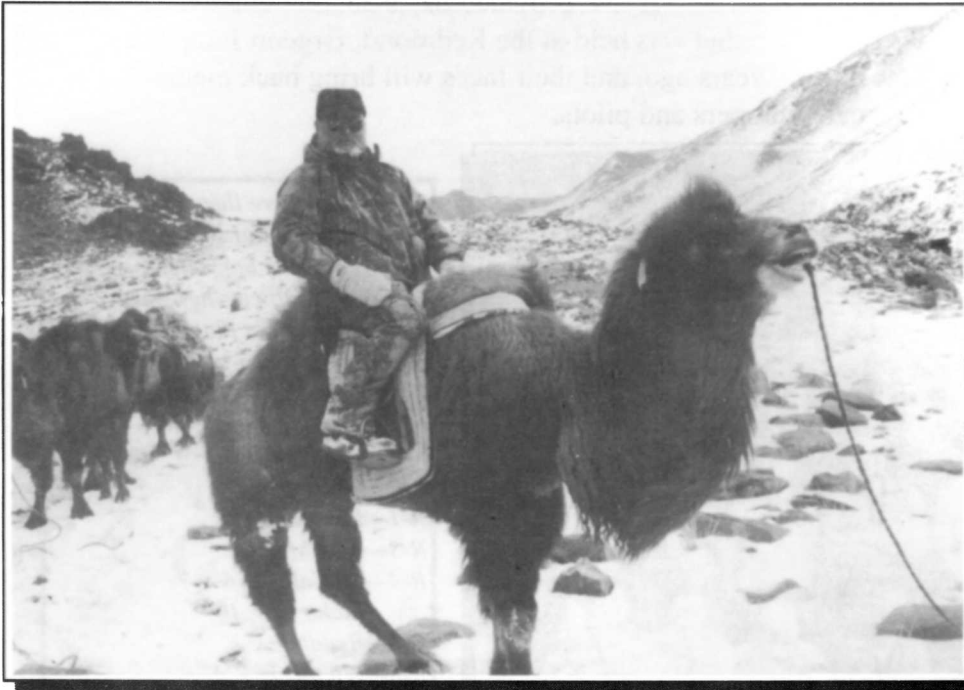
He later hunted in Florida, Wyoming, Montana, British Columbia, Alberta, South Africa and Mongolia. (On May 15, 1998 he departed for a hunting trip in Argentina—for quail, doves, pigeons, and ducks.) In addition to hunting, Dick has fished in some interesting parts of the world, such as the Sea of Cortez in the Baja California area of western Mexico.

He said he still has many hunting trips planned for different parts of the world in the years ahead. Dick concluded, "Looking back, being a smokejumper was one of my greatest achievements in life."

(Continued on page 11)

DICK SINGLETARY, MSO '51, CONT.

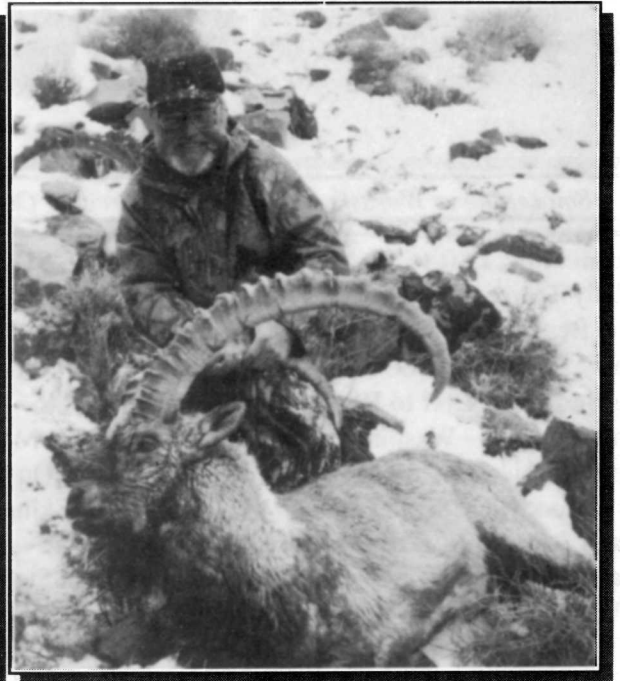
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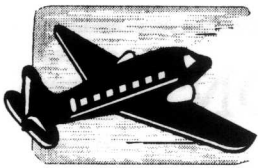
Dick on a camel in the Altai Mountains of Mongolia during March, 1996 while on a hunting expedition. (They are classified as Bactrian camels—with two humps, and are found in Asia. The Arabian camels, or dromedaries, with one hump, live in the Middle East.) All pictures courtesy of Dick Singletary.



Dick with a Striped Marlin that he caught in the Sea of Cortez, in the Baja California area of western Mexico, January, 1997.



Dick with an Ibex (classified as a wild goat, whose horns curve backwards 50 to 60 inches) he shot in the Altai Mountains of Mongolia in March, 1966. (The Altai Mountains are located in the western part of Mongolia. One peak, Tsat Bogo Ula, rises to 13,865'.)



FROM OUT OF THE PAST

The photo below that **Tony Percival, NCSB '54**, provided us, is another classic. It was taken during a Smokejumper Workshop that was held at the Redmond, Oregon Jumper Base between October 29-31, 1969, or almost thirty years ago, and their faces will bring back memories for many jumpers and pilots.



Smokejumper Workshop at Redmond, Oregon, October 29-31, 1969

The bases where they first trained (when applicable) are given first, followed by the Smokejumper Regions or Offices they were working out of at the time the picture was taken.

BLM—Bureau of Land Management, Fairbanks & Anchorage

R-1—Missoula, MT

R-3—New Mexico

R-4—McCall, ID & Idaho City, ID

R-5—Redding, CA

R-6—Winthrop, WA, Cave Junction, OR & Redmond, OR

WO—Washington, D.C.

MEDC—Missoula Equipment Development Center (now known as the Missoula Technology & Development Center)

Front Row, Left to Right: Delos Dutton, MSO '51—R-6, Cave Junction (Siskiyou); Wally Tower—Air Officer, Region 6 Office, Portland; Harry Roberts, MSO '53—R-1; Ray Beasley, MYC '52—MEDC; Larry Wright, CJ '56—R-5; Earl Cooley, MSO '40—R-1; Larry Johnson, MSO '51—R-6 Regional Office, Portland; Hugh Fowler, MSO '47—Washington Office.

Second Row, Left to Right: Jim Stover, MYC '46—R-4, Idaho City; Henry Viche—R-1 Regional Office; Monte Pierce—Washington Office; Wayne Webb, MYC '46—R-4, McCall; Tony Percival, NCSB '54—R-6, Redmond; Thad Duel, MYC '56—R-4, McCall; Bill Moody, NCSB '57—R-6, Winthrop; Dave "Skinny" Beals, MYC '45—R-6, Redmond.

Back Row, Left to Right: Rey Zander, NCSB '55—R-3, deceased; Hal Weinmann, NCSB '47—R-6, Redmond; Ron Stoleson, MSO '56—MEDC; Al Boucher, CJ '49—R-6, Redmond; Bill Wood, MSO '43—R-6, Regional Office; Bill Robertson, MSO '57—BLM, Fairbanks; Francis Lufkin, NCSB '39—R-6, Winthrop; Dick Wessels—R-6, Cave Junction (Siskiyou); Jack Lewis, FBX (Fairbanks) '63—BLM, Anchorage; Art Jukkala, MSO '56—MEDC; Hal Samsel, MSO '49—R-1; Dick Tracy, MSO '53—R-5.

Tony tells how **Wally Tower** (at the time the Jumper Pilot out of NCSB) would on occasion get even with the jumpers for the tricks they played on him. After practice jumps, or following an early morning fire run, Wally would return in the Noorduyn Norseman jump ship just after daylight, throttle back and "slide down the hills" adjacent to the airport until he got to the bunkhouse or the messhall, and then he would "cob" the throttle, flatten the prop and raise the dead. Tony said, "The six-foot prop made so damn much racket the cooks would drop things and the jumpers in the bunkhouse would fall flat on the floor, hearts racing, shouting and cursing."

WALTER MORRIS, 555TH PARACHUTE INFANTRY

THE TRIPLE NICKELS

PENDLETON OREGON

There is a great story behind the **TRIPLE NICKELS**, America's first all-black paratrooper unit. In 1945, during WW II, the unit was moved from Camp Mackall, North Carolina—near Fort Bragg, to the Pendleton Air Base at Pendleton, Oregon in Umatilla County in northeastern Oregon. They acquired a new temporary name—"Smokejumpers." They were to take part in a project that was a highly classified mission at the time, known as "Operation Firefly." The Japanese were been sending thousands of hydrogen-filled balloons, with clusters of incendiary bombs attached to them, across the Pacific Ocean and some were landing in western forests. The 555th Parachute Infantry was to work out of the Pendleton Air Base in teams, and would be on emergency call to parachute to forest fires in any of the western states. The main group of the 555th was based at Pendleton with the mission of fighting fires and handling bombs in Oregon, Montana, and Idaho. Another group was based at Chico Air Base in north central California and helped fight fires in that state. First they had to undergo training and utilize new gear and parachutes, similar to that of the Forest Service's smokejumpers. The rest of the story of the 555th will be taken up in a future edition of our newsletter, with pictures of members of the 555th Parachute Infantry Battalion during their days when they were smokejumpers. **However, we would like to picture Walter Morris now, a former 555th Paratrooper, former smokejumper and one who has been a member of our Association for a long time.**



This picture was taken in conjunction with the Fiftieth Anniversary, held at Fort Bragg, North Carolina, on Jan. 15, 1998, commemorating the deactivation of the 555th Parachute Infantry Battalion and its subsequent reactivation as the 3rd Battalion, 505th Airborne Infantry Regiment, 82nd Airborne Division on Dec. 13, 1947.

*From left to right: Joe Murchison, current President of the 555th Parachute Infantry Assoc.; Lt. Col. Bradley Biggs, Ret.; author of the book *The Triple Nickels*; Barbara Gavin; (Flauntleroy), General Jim ("Jumping Jim" of WW II 82nd Airborne fame) Gavin's widow; **Walter Morris, first enlisted volunteer in the 555th**; and Sharon Murchison, wife of the President of the 555th Association..*

Photo credit: Static Line, Your Airborne Lifeline, College Park, Georgia, February, 1998.

CAVE JUNCTION, OREGON

1952 & 1957

Photos courtesy of Jim Allen.



Left to Right: Jim Allen, NCSB '46; Phil Clarke, CJ '51; Orville "Orv" Looper, CJ '49; and Bob Newberry, CJ '51, waiting at the Cave Junction base in the Autumn of 1952, prepared to head for the Mule Creek Fire.

A reliable source said, "During the jump, Jim landed in an apple orchard, almost on top of a bear, and Orv landed on a road, and flattened a milepost sign."

Does anyone know where Bob Newberry is?



Bullseye!

Cave Junction, 1957. Left to Right: Ron Price, CJ '56; Jim Allen, NCSB '46; Rod Newton, CJ '51; Joe Emory, CJ '56; and Al Boucher, CJ '49, after a practice jump. Ron and Al were paying off a bet. Jim landed right in the middle of the jump spot. Jim told us Al's comments were unprintable. Jim was saying, "I really hate to take your money fellows."

We do not know where Joe Emory and Rod Newton are at today? If anyone does, please let us know.



SILK STORIES: *Fractured Fables From the Fireline*

by Charley Palmer, MSO '95, Active Missoula Jumper. "Silk Stories" was originally started by Scott Belknap, MYC '83, also an Active Missoula Jumper.

THE BOYS OF A DIFFERENT SUMMER

They report to Spring Training, ready to take part in the conditioning and drills that will prepare them for another season. The winter break has allowed them more time to spend with those closest to them. Each knows too well that during the heat of the summer time comes sparingly, and in miserly small amounts. The break has also given them a chance to get stronger, and to heal some of the small, yet nagging injuries that were suffered the year before. They have dissipated in the off-season, like smoke in the swirling wind, exploring, exploring...



Charley Palmer, during a 1998 refresher session, practicing letdown procedures under the watchful eye of Ken Wabaunsee, MSO '86, Missoula Loadmaster Foreman.

But now, they are back, a team again, ready to reunite for another summer in the sun. Their away schedule this year will take them to the cities, such as Silver (New Mexico) and Miles (Montana), and many places in-between. Contests will be waged, and when they are done the competitors will slap each other on the back, congratulating themselves on another hard fought victory. The scenario will be repeated, time and again, until the leaves turn crimson and gold, and the crisp nights of October condenses their breath.

However, these are the boys (and girls) of a far different summer. The parks they visit will be of the National variety, not the baseball kind. While they will usually fly to their contests on the road, vintage DC-3's and powerful Otters will replace the luxurious charter jets. The time to suit up will come often, but yellow Kevlar will be donned in place of home whites or road grays. Oil will be slathered on leather, however it will go on logger boots instead of Rawlings gloves. Pulaski's, not Louisville Slugger's, will be swung, and salaries will be measured in the low thousands, not millions. They will do their jobs and do them well, then quietly move on to the next place where they are needed. Scores of standing spectators will be there to watch, but the only sounds emanating from these viewers will be an occasional creak or groan, and the whistle of the wind as it moves through the upper branches.

The goals of the season have been set high: keep the errors down, and make certain that no one gets caught in a rundown, and above all else, get through the season with no losses. With hard work, dedication, and a little bit of luck thrown in for good measure, all of these should be attainable. Another fire season is upon us. Let's play ball!

AL DEVOE, CJ '47

Al jumped out of Cave Junction, Oregon in 1947. He was invited back for the 1948 season, but worked for the U.S.F.S. instead on timber inventory around Mt. St. Helens in Washington State. He took a number of photographs during 1947 and a few are shown here.



Al during a timber jump out of Cave Junction from a Noorduyn Norseman.



Left to Right: Chuck Foster, CJ '46; Al, CJ '47; Dick Courson, CJ '46. The picture was taken at the Illinois Valley Airport by Cave Junction, 1947.



Left to Right: Al, CJ '47 and Dick Courson, CJ '46, bucking logs at Grayback Camp on August 18, 1947.



Left to Right: Walter "Mac" McNally, CJ '46; Lyle Hoffman, CJ '46; Ray Mast, CJ '45?; and Herb Krissie, CJ '46, on July 30, 1947 at the Illinois Valley Airport



Smokejumper training at Cave Junction in 1947—High Letdown practice area in background. Jumpers were 50 feet in the air.

BOB HOOPER, ALASKA SMOKEJUMPER

Bob first jumped out of Cave Junction, Oregon in 1967 and made his last jump in 1998. He is now residing and working in Tucson, Arizona. He has some interesting stories to tell about his jump days in Alaska.

This article concerns some of the days in 1968 when he was with the Anchorage, Alaska Smokejumper base, a base that many former jumpers know little about. The BLM base was located on East 72nd Street. During 1968 the Anchorage jumpers took training at the Fairbanks base since Anchorage did not have such facilities.



Grumman Goose N641 waiting for the smokejumpers on the shore at Ugak Bay in the Kodiak Island area, to fly them back to their base at Anchorage in May, 1968. Photo credit: Bob Hooper.

May 11, 1968: Bob and five other Anchorage smokejumpers made the earliest fire jumps—at that time—in Alaska, and the first ones ever made on Kodiak Island. They dropped from a BLM DC-3 at Ugak Bay, some 250 miles southwest of Anchorage. Bob said it was a 250 acre fire and not difficult to control. During the jump there was a 20+ mph wind blowing and he was dragged along the ground into the fire area before managing to release his chute. Their squad leader landed OK but a gust of wind got him tangled in his lines and the chute was dragging him over the terrain until Bob ran over and collapsed the chute. There was snow 200 feet above the fire and it stopped there, and the ocean on the other side brought the fire to a halt in that vicinity. The jumpers spent four hours mopping up hot spots and then radioed their base in Anchorage that they were ready to be picked up. A BLM Grumman Goose amphibian, N641, came in later, landed on the bay and then parked on the beach. They were soon on their way back to Anchorage.

June 27, 1968: Nine Anchorage jumpers dropped on a fire started in the deserted village of Holacschuck in southwestern Alaska. (It was located along the Innoko River, west of McGrath.) They jumped shortly after midnight and had flown in a BLM DC-3 from Aniak to the fire. (Aniak is located on the Kuskokwim River, 320 miles WNW of Anchorage.) The fire was six acres in size and man-caused. The village had been deserted for five years. Before being flown out Bob and the others caught some 25-inch pike and cooked them on metal shingles from one of the vacant buildings.

July 7, 1968: Bob and thirteen Anchorage jumpers parachuted in a 30 mph wind to the 75 acre Minchumina Fire in the interior of Alaska. Bob said they had 2 1/2 loads of retardant dropped on the fire and needed much more, but the aircraft were diverted

to fires near Fairbanks. He said the fire burned green grass and tundra faster than any brush fire he had ever seen. All they could do was run from the flames. **Bill Bruster, RDD '66** and **Bernard Shanks, MSO '62**, had to jump into a pond to escape the fire, since they were trapped. The rest of the jumpers ran to the edge of a nearby lake for safety. They lost radios, seven jump suits and six parachutes.



May 11, 1968. Site of the first fire jump ever made in the Kodiak Island area—Ugak Bay, Alaska. Photo credit: Bob Hooper.

(Continued on page 18)

BOB HOOPER, ALASKA JUMPER, CONTINUED

(Continued from page 17)

July 21, 1968: On this date a fire designated as X-97, located 80 miles south of McGrath and 230 miles west of Anchorage, was at 75 acres and growing rapidly. Bob and eight jumpers flew to the fire in a DC-3. They radioed for retardant drops. A North American B-25 (a former twin-engine medium bomber) and a

Consolidated PB4Y-2 (a former Navy patrol bomber) came in and dropped retardant, which made it possible for the jumpers to control the fire. The next day the PB4Y-2 crashed near McGrath, killing all four persons on-board. "Sandy" was the name of the pilot and a good friend of the jumpers. It was believed that the plane was flying low and a tip of one wing caught in the tops of trees when the aircraft was in a bank. It then started cartwheeling into the ground. (About a week prior to the crash Sandy had given Bob and his fellow jumpers a case of beer after they had called for a retardant drop on a fire they were on.)

July 22, 1968: There was a 10-acre fire in McKinley National Park, code-named X-99. Bob said, "We mopped up lots of deep smokes. The third night five Park Service fellows came in by helicopter to help with the fire. We left



April 1, 1968. A view of part of the Anchorage jumper base. The tall structure is the loft, which Bob helped set up, along with tables for packing chutes. The Chugach Mountains are in the background, to the east of Anchorage.

Photo credit: Bob Hooper.

on the 4th day by helicopter. Due to the weight of our equipment the small Bell could only take out one at a time. I was the second to be transported. When the ship was lifting off to take out **Gary Sharp, CJ '67**, it lost power when it was 25 feet up. Gary and the pilot were only shaken up but the helicopter was damaged."

Editor's Note: Gary Sharp and Dave Ames were later killed in the crash of Dave's private aircraft on takeoff from McGrath. At this point we do not know the date. We are still trying to find out for sure when and where Dave rookied (FBX '67?). It is a mystery at this point. If you know, please check with us. Thanks.

There will be more stories and pictures from Bob in the months ahead. He gave us his logs and much other material to copy, and all of it is on file at our Headquarters here in Hanger 24 at the Missoula County Airport.

One program Bob gave us information about concerns water landing schools. (They are no longer used.) They had been established to reduce the possibility of smokejumpers drowning in the event of water landings. The programs were set up to educate smokejumpers in proper survival techniques and to reduce anxiety that might be caused by unexpected water landings. He has loaned us slides showing such techniques being practiced.



A picture of Grumman Goose N640 coming in to pick up Bob and three other jumpers along the Stony River after they had put out a fire. (Stony River is located west of Anchorage and to the west of the Alaska Range. It flows to the northwest and empties into the Kuskokwim River near a small isolated settlement known as Stony River.)

Photo credit: Bob Hooper.

RUSSIAN SMOKEJUMPERS AND RAPPELLERS



Most of the individuals in this picture, taken during the summer of 1998 at the Missoula Smokejumper Base in front of the Missoula DC-3 C jump ship, N115Z, were **Russian Smokejumpers and Rappellers, plus Russian Pilot-Observers**—known as Smokejumper Spotters at the United States bases. They were taken to the Region 4 Cobalt Ranger District of the Salmon National Forest where they were used as Hot-Shot crew members. (Salmon, Idaho is 125 miles south of Missoula and the Cobalt R.S. is 25 miles southwest of Salmon.) The one in charge of the group is **Hardy Bloemeke, MSO '77**, kneeling second from the right, with sunglasses. He is a Missoula Smokejumper Squad Leader. Next to him, at the far right is **Lanie Graff**, who was a visitor. Others in the group who are not Russians are: Front row: 2d from left, **Brack Hudson**, who is a Forest Service employee with the Salmon N.F.. Back row: At far left is **Todd Bryning, MYC '83**, a McCall, Idaho Smokejumper, and 11th from the left is **William "Willie" Kelly, GAC '92**, a Grangeville, Idaho Smokejumper. Russia has approximately 1,500 Smokejumpers and 1,500 Rappellers, most of whom work in the Siberian portion of eastern Russia. Many of the Russian Jumpers and Rappellers are cross-trained and can function in either role.

Photo courtesy of Hardy Bloemeke.

One of the Russian Jumpers, Alexander "Shura" Mamontov from Komsomolsk-na-Amur, made up a poem that he presented to the American Jumpers. It reads as follows:

To American Brother - Jumpers

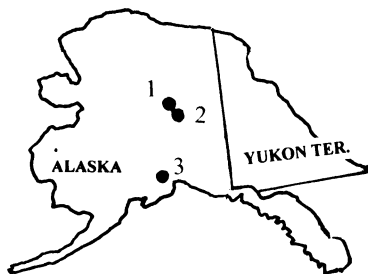
- | | |
|--|---|
| <p>(1) Our Life is worth little — rubles and Kopecks;
Yours — more: dollars and pennies, dollars and dimes.
As for the rest, you and we are "bro's,"
We play at identical games.</p> | <p>(2) We have the same set of toys:
Parachutes, and fireline explosives, and fires.
Just screw up, and Fate rains down on all
The same ruthless retribution.</p> |
| <p>(3) She has a fifth ace in her breast pocket
But tears impair the vision—we do not cry.
No, I think, Fate shall not cheat us
If we firmly believe in friendship and success.</p> | |

BASE SUMMARIES, SPRING '99

DATES WHEN BASES WERE FIRST ESTABLISHED

BLM—Bureau of Land Management. USFS—U.S. Forest Service

NOTE: Numbers in front of Base names match numbers on the maps.



- (1) **Fairbanks:** 1959, BLM. Base and facilities moved to
- (2) **Fort Wainright,** a short distance south, in 1974.
- (3) **Anchorage:** 1965, BLM. Closed in 1972.
- (4) **Boise:** Established as a USFS base in 1970 and closed in 1979. Established as a BLM base in 1987.
- (5) **Cave Junction:** Opened in 1943 as a USFS base. Closed in 1981.
- (6) **Grangeville:** Opened in 1972 as a USFS base. Established as a Missoula base spike camp in 1951. New facilities were built in 1967.
- (7) **Idaho City:** Became a USFS spike camp for McCall in 1948. In 1954 it became an independent base under Jim "Smokey" Stover who was its first foreman. Base was closed in 1969 and moved to Boise and set up as a USFS jumper base there, and was then closed in 1979.
- (8) **La Grande:** Established in 1974 as a USFS base. Closed 12/82.
- (9) **McCall:** First began as a USFS base in 1943. A new loft was constructed in 1959.
- (10) **Missoula:** All smokejumping was consolidated in Missoula in 1941. (In 1940 a crew was stationed at Moose Creek in the Nez Perce N.F. after training at Seeley Lake, Montana.) In the early days training took place at Seeley Lake northeast of Missoula and at Nine Mile to the west.
- (11) **Redding:** Opened as a USFS base in 1957.
- (12) **Redmond:** Established as a USFS base in 1964.
- (13) **West Yellowstone:** It became an independent USFS base in 1972. It was first created as a Missoula spike camp in 1951. New facilities were built in 1967.
- (14) **Winthrop:** First established as a USFS base in 1940. From that date until 1945 it was a temporary base. 1945 marked its emergence to status as a permanent base.
- (15) **Grand Junction:** A BLM spike camp located in Colorado.
- (16) **Silver City:** A USFS spike camp located in New Mexico. It is served early in the fire season by jumpers from various bases.

CURRENT SMOKEJUMPER BASE OVERHEAD PERSONNEL

Abbreviations: AK-Anchorage; BIFC-Boise; FBX-Fairbanks—although the base is now at Fort Wainwright; CJ-Cave Junction; GAC-Grangeville; IDCTY-Idaho City; LGD-La Grande; MYC-McCall; MSO-Missoula; RDD-Redding; RAC, Redmond; WYS-West Yellowstone; NCSB-Winthrop.

FAIRBANKS, ALASKA—BUREAU OF LAND MANAGEMENT

Base Manager-Dalan Romer, FBX '83.

Foremen-Bert Mitman, RAC '70; Gary Baumgartner, FBX '88; Mel Tenneson, FBX '86; Jim Raudenbusch, FBX '82; Fred Hernandez, RDD '80; Tony Pastro, FBX '77.

Head Spotter-Chip Houde, FBX '88.

Squad Leaders-Jay Wattenbarger, FBX '92; John Lyons, FBX '90; Murry Taylor, RDD '65; Bruce Ford, MSO '75.

GS 8'S-Steve Theisen, FBX '86; Dave Hade, MYC '77.

BOISE, IDAHO—BUREAU OF LAND MANAGEMENT

Base Manager-Sean Cross, FBX '83.

Foremen-Eric Reynolds, BIFC '90; Tom Romanello, FBX '88—recently promoted; Jon Curd, FBX '82; George Steele, NCSB '72; Ken Franz, LGD '75; Grant Beebe, BIFC '90—recently promoted; Walt Wasser, MYC '79.

Spotters-Mike Tupper, FBX '85; Jason Hofman, BIFC '88; Mike Morgen, BIFC '88; Kent Hamilton, FBX '90—recently promoted; Jim Olson, FBX '78; Ted Mason, BIFC '88.

Squad Leaders-Bud Derham, RDD '85; Dan Arnold, RDD '86; Mike Dark, MYC '87; Guy Herkshan, RAC '87; Mike Burin, MYC '88; Dave Estey, BIFC '90; Kasey Rose, NCSB '89; Emil Magallanes, BIFC '92; Eric Walker, BIFC '95.

BASE SUMMARIES, SPRING '99 CONT.

(Continued from page 20)

CURRENT SMOKEJUMPER BASE OVERHEAD PERSONNEL CONTINUED

GRANGEVILLE, IDAHO—U.S. FOREST SERVICE

Base Manager-Jerry Zumult, RDD '70.

Foreman-Randy Nelson, GAC '87.

Squad Leaders-Robin Embry, GAC '85; Chris Hertel, GAC '91; Margery Kuehn-Tabor, RAC '91;
Tim Tevebaugh, MYC '84; Chris Young, GAC '92.

MCCALL, IDAHO—U.S. FOREST SERVICE

Base Manager-Neal Davis, MYC '69.

Foreman-Eric Brundige, MYC '77; Dan Felt, MYC '77; John Humphries, MYC '79; Barry Koncinsky, MYC '74.

Squad Leaders-Scott Anderson, MYC '84; Chuck Buescher, MYC '79; Dennis Geving, MYC '89; Rick Hudson, BIFC '73;
Hector Madrid, MYC '89; Dennis McCoy, MYC '83; Jerry Ogawa, MYC '67; Dan Pierson, BIFC '76;
Pete Pride, MYC '83; Roger Staats, MYC '86; Larry Wilson, MYC '84; John Carothers, MYC '88—Detail;
Rob Morrow, MYC '89; Fred Paviovic, MYC '89.

MISSOULA, MONTANA—U.S. FOREST SERVICE

Base Manager-Dave Custer, MSO '70.

Foreman-Jim Beck, MSO '75; Paul Fieldhouse, MYC '83; Jeff Kinderman, MSO '75; Jim Linville, MSO '69;
Todd Onken, MSO '82; John Smith, MSO '82—just promoted; Ken Wabaunsee, MSO '86; Everett Weniger, MSO '80;
Wayne Williams, MSO '77.

Squad Leaders-Hardy Bloemeke, MSO '77; Paul Chamberlain, MSO '71; Joe Chandler, MSO '71; Andy Hayes, MSO '79;
Kevin Lee, MSO '79; Margarita "Marge" Phillips, MSO '88; Bill Thomas, MSO '75; Rudy Trujillo, MSO '82.

REDDING, CALIFORNIA—U.S. FOREST SERVICE

Base Manager-Arlen Cravens, IFFS, '77. Arlen jumped in the Canadian Northwest Territories for a Canadian firm known as International Forest Fire Systems. He jumped out of bases at Fort Providence—located where Great Slave Lake empties into the Mackenzie River; Fort Simpson; and Norman Wells, each located along the Mackenzie River. The firm also had a base at Whitehorse, Yukon Territory.

Foremen-Rick Haagenon, RDD '79; Robert Harris, RDD '75.

Squad Leaders-Robert Bente, RDD '88; Scott Brockman, RDD '83; Stan Kubota, RDD '75; Tim Quigley, RDD '79;
Don "Max" Sand, RDD '79.

REDMOND, OREGON—U.S. FOREST SERVICE

Base Manager-Dewey Warner, RAC '75.

Foremen-Mike Brick, RAC '76; Tom Fitzpatrick, RAC '86.

Squad Leaders-Tony Loughton, RDD '83; Mark Gibbons, RAC '87; Ron Rucker, RAC '76; Mark Corbet, LGD '74;
Mike Jackson, RAC '86—Detail.

WEST YELLOWSTONE, MONTANA—U.S. FOREST SERVICE

Base Manager-Greg Anderson, MSO '68.

Foreman-Bill Werhane, MSO '66.

Squad Leaders-Bill Craig, MSO '66; Jon Ueland, MSO '81; Brad Sauer, GAC '91; Bob Ault, WYS '91.

WINTHROP, WASHINGTON—U.S. FOREST SERVICE

Base Manager-Doug Houston, NCSB '78.

Foremen-John Button, NCSB '75; Dale Longanecker, RAC '74.

Squad Leaders-Matt Woosley, NCSB '84; Frank Clements, NCSB '88; Dick Gordon, NCSB '86.

ANTICIPATED NUMBER OF ROOKIES FOR THE 1999 SEASON

(Note: Figures could change by the time training commences.)

Alaska—10; Boise—1; Grangeville—3; McCall—8; Missoula—8; Redding—3; Redmond—8; West Yellowstone—3; Winthrop—3.

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BASE SUMMARIES, SPRING '99 CONT.

(Continued from page 21)

NSA BOARD OF DIRECTORS SMOKEJUMPER BASE LIASON PERSONNEL

As part of the National Smokejumper Association's efforts to make the Association more meaningful to the current "on the job" Smokejumpers, members of the Board of Directors have volunteered to be liasons to the bases. The Liason personnel will visit the bases several times a year to pick up information that can be passed on to the Association's Static Line newsletter. **Chuck Sheley, CJ '59**, volunteered to be the NSA rep. to the Redding base. This is his first report to the Static Line.

"Twenty-four returnees reported March 15 for their two week refresher training and will be working on projects until June. Eight rookies reported April 26th to start their seven week training. They have interesting and varied backgrounds, with most having had Hotshot experience. There is one with a Ph.D. in fire and another with a Masters in history. A third is a County Sheriff in the off-season. **Rick Haagenson, RDD '79, and Bob Bente, RDD '88**, are heading up the extended rookie training which gives the trainees 15 practice jumps each before the session ends.

"Redding is entering its 3rd season of a unique training opportunity program, whereby permanent GS government employees (who qualify) train and spend a season as Smokejumpers before going back to their regular fire jobs. These people will rookie with the regular contingent. This program has tremendous potential in returning employees to their jobs with a real insight into the Smokejumper Program. Six individuals have completed this program in the past two years.

"**Base Manager Arlen Cravens, IFFS '77**, told me 'the door is open at any time.' That attitude, coupled with the many creative programs I see with the California Smokejumpers, reflects Arlen's unabated pride in his organization. This is an impressive group!"

STATE	JUMPERS	STATE	JUMPERS
AK.....	95	MT.....	496
AL.....	6	NC.....	25
AR.....	2	ND.....	12
AZ.....	60	NE.....	6
CA.....	377	NH.....	4
CO.....	66	NJ.....	9
CT.....	5	NM.....	51
DC.....	5	NV.....	31
FL.....	28	NY.....	19
GA.....	16	OH.....	34
HI.....	4	OK.....	18
IA.....	4	OR.....	283
ID.....	361	PA.....	17
IL.....	21	SC.....	7
IN.....	15	SD.....	4
KS.....	15	TN.....	12
KY.....	3	TX.....	37
LA.....	4	UT.....	42
MA.....	6	VA.....	28
MD.....	6	VT.....	2
MI.....	15	WA.....	364
MN.....	31	WI.....	15
MO.....	9	WY.....	19
MS.....	4		

SMOKEJUMPER STATISTICS

JUMPERS ADDRESSES BY STATES.

This listing applies to present locations of all former and present-day jumpers as shown in our Data Base File, which has more than 5,000 names—not just NSA members. (It is possible that some have moved from the last known locations.) We still have many of "The Missing" to locate, but much progress has been made in this area during the past year.

THERE WILL BE MORE STATISTICS IN THE JULY '99 NEWSLETTER—RELATING TO THE NUMBER OF ROOKIES TRAINED EACH YEAR SINCE 1940, AND PER BASE; MEMBERSHIP BY YEAR TRAINED; AND THE NUMBER OF NSA MEMBERS PER STATE.

NATIONAL AND WORLD DISTRIBUTION OF NSA MEMBERS

Currently, we have members of the NSA living in every state except Delaware, Iowa and Maine. In addition, we have members in Australia, Norway, England, British Columbia, Alberta, Yukon Territory and Thailand.

The idea for this section of the Static Line came from Fred Brauer. MSO '41.

DO YOU KNOW, OR DID YOU KNOW?



ON THIS PAGE YOU WILL FIND AN ANSWER TO A QUESTION ASKED IN THE "DO YOU KNOW, OR DID YOU KNOW" SECTION OF THE JANUARY 1999 NEWSLETTER.

WHICH FIRE HAD THE MOST SMOKEJUMPERS DROPPED ON IT?

This was question 6 of the January 1999 Newsletter. We had a number of answers. They have been added to our history files and we certainly thank you for your responses. It appears that the **SHELL CREEK FIRE, late July 1969**, in the Salmon River country of Idaho, had the most jumpers dropped on a fire in the history of smokejumping—93 from Missoula and McCall. Two jumpers who were on that fire have verified the number. They are: **Neal Davis, MYC '69, currently the McCall Base Manager; and Rondey Lay, MSO '67.**

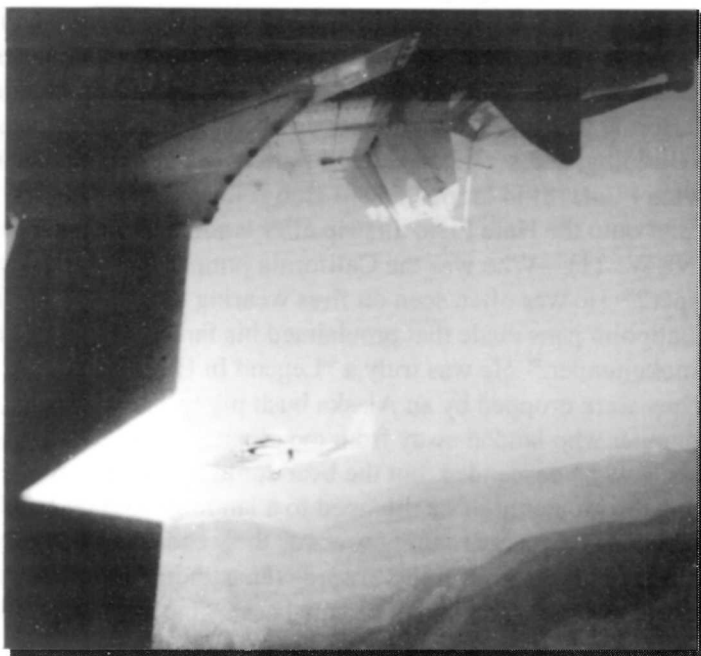
The fire was in the Shell Creek drainage of the Salmon National Forest, about 15 miles downriver from the old settlement of Shoup. Shell Creek runs north into the main branch of the Salmon River, about three miles upriver from the mouth of the Middle Fork of the Salmon. Horse Heaven Peak (8,063 feet) is just south of the headwaters of Shell Creek. Neal and Rondey mentioned there were occasions when four

Missoula and McCall jumper aircraft were in a pattern above the fire at one time. Snags and timber in the tight jump spot were festooned with personnel and cargo chutes.

One of the Twin Otters that was dropping jumpers is circling over the drop zone. The picture was taken by Rondey Lay who was in another Otter. The Salmon River country can be seen in the distance. Rondey said there was much turbulence at the time and some of the jumpers were getting sick, and were very anxious to get out of the aircraft. Rondey said he never felt better and was ready to jump and tangle with the fire.



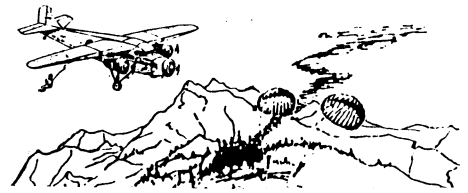
There are eight personnel and cargo chutes in this portion of the drop zone. There were many more to the left and right of the picture. Photo courtesy of Rondey Lay.



(Continued on page 24)

There are many more incidents to report in this section of the Newsletter. Please keep sending them in.

DO YOU KNOW, OR DID YOU KNOW, CONTINUED



(Continued from page 23)

NOTE: We do not know the identities of all of the individuals who were mentioned in the 10/98 & 1/99 Newsletter incidents of "Do You Know, Or Did You Know," but here are some of them.

OCTOBER 1998 NEWSLETTER: Karl Nussbacher, MSO '41 (changed his last name to Glades later):

He tried using mattress springs on the bottoms of his boots to cushion landings. Does anyone know what happened to Karl? We have never been able to locate him.

Bill Carver, MSO '47 and Fred Barnowski, MSO '42: They were the jumpers who gave pilot Bob Johnson a bad time by leaning out the door of a Tri-Motor, and then pulling down on the elevator cables (attached outside of the fuselage) with pulaski's, causing the plane to suddenly climb. Bob caught them on their third try.

Hal Samsel, MSO '49: Hal has confessed that he was the one who dropped the drift chute in Flathead Lake in western Montana—from a Ford Tri-Motor and not a Douglas C-47. They were coming back from a four-man dry run. **Ed Thorsrud** was the pilot and saw the chute leave the aircraft. Ed then circled the area until the chute sank into the water. Hal saw about half a dozen boats head for the area on "rescue missions," but the chute sank before the boats got there. News of the event preceeded their arrival in Missoula. **Jack Hughes**, Johnson's chief pilot, had been contacted by the authorities and Jack explained that a drift chute had "accidentally" fallen out of the plane. The incident made the Missoula paper.

Jim Linville, MSO '69 and Bernie Hilde, MSO '69: They were the "smokejumper sailors" who launched a boat out of Grangeville, Idaho (with two gals on-board) and it started to sink because the drain plug had not been secured. The intrepid "sailors" managed to get the boat to shore before it became a submersible.

Fred Barnowski, MSO '42: Fred was the one hoisted aloft in a "boatswain's chair" at Marana, Arizona years ago to change the bulb on a tall light pole. He and his buddy expected a \$700.00 award, but all they received for their efforts were several free bottles of beer. Fred secured a rifle and proceeded to shoot the light out.

JANUARY 1999 NEWSLETTER: (1) and (3)—Rondey Lay, MSO '67: He was the one with the large cowboy hat who looked like a pissant standing under a cabbage leaf, and was also the "aerial acrobat" at a jumper party at the Heidelberg in Missoula, who was swinging from a chandelier and fell to the floor with it. The jumpers were told (not asked) to leave forthwith and take their inebriated "aerial gymnast" with them.

(2) and (4)—**Jim Linville, MSO '69 and Bernie Hilde, MSO '69:** They were the jumpers who were climbing the radio tower and singing "My Name Is Sue, How Do You Do?" The police arrived and shouted up, "You had better come down Sue, and soooon!" Bernie was the "smokejumper cowboy" who rode his horse through the Unviersity of Montana's Liberal Arts Building, and soon had U of M flatfeet in hot pursuit. He escaped!

(5)—**Slim Phillips, Johnson Flying Service Pilot:** Slim looped one of Bob Johnson's Tri-Motors. He also bounced a Tri-Motor over South Avenue and onto the Hale Field airstrip after landing short one evening.

THE FOLLOWING INCIDENTS ARE NEW: (1)—Who was the California jumper that was known to many as "The World's Best Dressed Smokejumper?" He was often seen on fires wearing bow ties, colorful fire attire, and always had a big smile. He later had ballpoint pens made that proclaimed his fame. They were embossed with: _____, "World's Best Dressed Smokejumper." He was truly a "Legend In His Time."

(2)—Who were these Alaska jumpers? They were dropped by an Alaska bush pilot, **Rudy Bilberg**, from a C-47 near Huslia in the Interior, and one jumper who landed away from the others, was suddenly confronted by a black bear. (The jumper shouted at the bear as he descended, but the bear could not tell where the sounds were coming from. The bear began stalking the jumper after he thumped to a landing close by.) Billberg saw this from the air and radioed the other jumpers. They came running towards their endangered buddy and the bear took off. Billberg then saw a second bear in the area, running towards the gathered jumpers. It ran right into them, skidded to a stop, did a doubletake, and then ricocheted into the brush, "burping" from its behind.