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Static Line, April 1994

National Smokejumper Association

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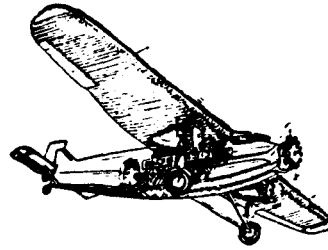
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National Smokejumper Association

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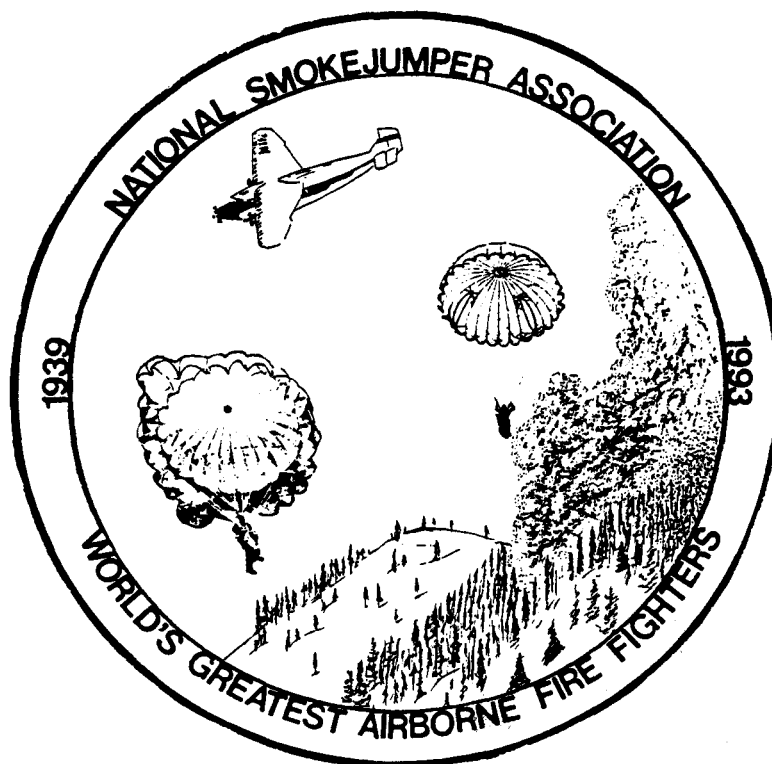


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"THE STATIC LINE"

Compiled by Jack Demmons, Missoula, and Edited by Carl Gidlund, Lufkin, Texas

The numerous ideas we received from jumpers and associates for a name for our newsletter were forwarded to our 11 Directors. We asked them to make a decision. Francis Lufkin, NCSB 39, Bill Moody, NCSB 57, and Harry Roberts, MSO 53, selected "The Static Line." Their votes constituted a majority for an entry. Five jumpers recommended that term. We had a drawing at the U.S. Forest Service's Region 1 office and the winner is Carroll Gambrell, MSO 52, currently living at Walhalla, South Carolina. We wish to thank everyone for their help in this matter. There were a number of good ideas. Carroll will receive a one-year free membership in the Association.

SMOKEJUMPERS--GENERAL INFORMATION

Jack Mathews, MSO 48, has been of great help to us in a number of ways. He is living at Santa Barbara, California. Recently he sent us articles and material, which included a story in the Gung Ho magazine, dated Nov. 1986. The title of the article he had in that magazine was "SMOKEJUMPER Smokejumpers Perish in Blazing Holocaust." It is an excellent article, with pictures. At the bottom of the 1st page is this notation: The author is a former smokejumper, soldier, and a retired official of the Central Intelligence Agency. Jack attended the University of Montana and during the summers of 1948, '50 and '51 he served as a member of the Smokejumper Aerial Group based at Missoula, Montana. Severe injuries prevented him from jumping in 1949.

He also forwarded a copy of an article by Miles Cunningham in the publication Insight, Sept. 26, 1988. The title was "Daring to Jump Into Inferno's Land." Jack gave us the Aug/Sept 1993 edition of the Smithsonian's Air and Space magazine. Tom Harpole wrote a 10-page article with the title "The Smokejumpers." There are other publications out there devoted to smokejumpers and associates. We would like to hear about them.

Jack Mathews was an advisor to the Chinese Airborne units--Taiwan--during the Korean War and gave us an enlarged copy on paper and in color of the Chinese jump wings they awarded him. Very impressive. We will have more accounts at another time about Jack, to include his adventures during the Vietnam War and the remarkable people he met and worked with, which included Col. "Bull" Simons.


In the last newsletter we mentioned Starr Jenkins, CJ 48, and his publication Some of the Men of Mann Gulch. It is still available from the Smokejumper Welfare Fund, c/o Aerial Fire Depot, USFS, Airport, Missoula, MT 59802. The cost is \$1.00, which includes shipping and handling.

Starr sent us some material relating to his brother Hugh, MSO 49. We mentioned earlier that Hugh had received the Silver Star during the latter part of the Korean War. He was killed in action while attempting to rescue one of his men who had been wounded. Starr included a pamphlet "Letters From a Hero," which had been prepared by Oberlin College in New York, where Hugh had gone to school. These are letters Hugh sent home during the war, and at the end is the notification from the War Department advising his relatives of his death in combat. The college created a Hugh Jenkins' Memorial Fund. He died trying to help make the world a better place in which to live.

Randle Hurst, MSO 54, wrote two books about smokejumping: The Smokejumpers, 1966, and Slots & Tails: The Smokejumper Season of 1956. The University of Montana Library has copies of both publications. We have tried to contact Randle, whose last address in our master roster was at Fresno, California. However, he is no longer there. Does anyone know where he is located? We would like to get in touch with him.

Jumpers and associates have been giving us much material relating to addresses and other information. We have made a great number of changes and additions to the master roster, but we need more current information for others in that listing.

<h1>National Smokejumper Association</h1>	
MEMBERSHIP APPLICATION	
Name _____	Membership category Check one: Smokejumper _____ Associate _____
Address _____	Dues category 1 year \$15.00 _____ 5 years \$60.00 _____ 10 years \$100.00 _____
Street _____	Make check payable to: National Smokejumper Assoc.
City _____ State _____	Return to: Nat'l Smokejumper Assoc. 1622 South Ave. West Missoula, Montana 59801
Zip _____	
Year Trained _____	
Base _____	



ARTICLES OF INCORPORATION

Included below are Articles One, Two and Three of the National Smokejumper Association's Articles of Incorporation, giving the name, designation and purposes of the N.S.A. It should be mentioned that the collection, storing and dissemination of Smokejumper history, and that of Associate activities, are major projects of our association.

ARTICLE ONE:

Name. The name of the Corporation is National Smokejumper Association.

ARTICLE TWO:

Designation. The Corporation is a public benefit non-profit corporation and it is organized exclusively for charitable, religious, educational, and scientific purposes; including, for such purposes, the making of distributions to organizations that qualify as exempt organizations under Section 501(c)(3) of the Internal Revenue Code, or the corresponding section of any future tax code.

ARTICLE THREE:

Purposes. The purposes of the Corporation are to preserve and promote the history of the forest lands in the western regions of the United States with emphasis on the role of fire and the control thereof for the protection of timberlands, watersheds, animal habitats, and recreational areas as situated in, or adjacent to, wilderness preserves, national and state forest, or national park lands. To further these purposes the Corporation is to assemble and maintain a registry of those men and women who have served as smokejumpers and who have actively participated in fire control activities. The Corporation may establish, administer, and promote activities devoted to the promotion of safety, fire control, and the wise use of natural resources, and may do so in cooperation with governmental, educational, and civic organizations. It may also carry on such other activities permitted to be carried on by organizations exempt from taxation under Section 501(c)(3) of the Internal Revenue Code including the acquisition of property for its corporate purposes by grant, gift, devise, or bequest, and to dispose of the same, subject to such limitations as are prescribed by statute.

GENERAL INFORMATION

Current and former smokejumpers are eligible for regular membership in the National Smokejumper Association. These include Bureau of Land Management and Forest Service smokejumpers, plus members of the 555th Parachute Battalion and the Civilian Public Service Program who were assigned smokejumper duties during WW II. Associate memberships are available for those who have worked closely with the jumper organizations. The latter category includes retardant operators, pilots, interagency hotshot crew members and others in direct support of smokejumping activities. Dues are the same for both categories: Annual - \$15; five-year memberships - \$60; ten-year memberships - \$100.

Memberships are valid for the prescribed number of months from the date you enroll in the Association. For example, if you purchased an annual membership on February 15, 1994, your renewal date would be February 15, 1995. Five and ten-year memberships are calculated on the same terms.

We intend to publish four newsletters each year, in January, April, July & October. We also intend to sponsor a national reunion every five years. The first one will be in Missoula on July 7 and 8, 1995. Subsequent gatherings will be at other bases on a rotation cycle to be determined.

For further information, contact the National Smokejumper Association headquarters at 1622 South Avenue West, Missoula, MT 59801, tel. (406) 549-9938 (new number) or Earl Cooley at (406) 543-6212 at 2801 Queen ST, Missoula, MT 59801.

MEMBERSHIP

NOTE: This listing includes those members who sent in paid applications between November 24 1993 and March 20, 1994.

Renewal Date	Name	Address	Base Descriptions	Base & 1st Year
2/16/2004	Aldrich, Grover (Tim) B	124 Silverwood Bozeman, MT 59715	(Missoula)	MSO 62
3/6/95	Ashcraft, Larry	15435 E Shore RT Bigfork, MT 59911		MSO 62
1/19/99	Beltran, Tony	Box 230 524 Anchorage, AK 99523-0524	(McCall)	MYC 69
2/15/95	Bethke, Floyd L	140 Sleeping Child DR Hamilton, MT 59840		MSO 58
1/3/95	Boatner, Tom	1337 Valley DR North Pole, AK 99705	(Alaska)	AK 80
12/27/94	Brauer, Fred	1809 S Reserve ST Missoula, MT 59801		MSO 41
3/6/95	Brennan, William C	419 Eddy AV Missoula, MT 59801		MSO 50
1/18/95	Burgon, Ted	%AAS U.S. Embassy Moscow, PSC 77 APO AE 09721	(Idaho City)	ID CTY 50
1/12/95	Carpenter, Hank	3144 Upper Fords Creek Orofino, ID 83544		MSO 65
2/23/2004	Carver, Bill	2214 27th AV Missoula, MT 59801-5130		MSO 47
2/28/95	Cavill, Fred L	860 River RD W Plains, MT 59859		MSO 54
12/6/94	Cherry, Parley (Bill) E	PO Box 27893 Lakewood, CO 80227		MSO 47
1/7/99	Clark, Harry	PO Box 742 155 Potter LN Lake Fork, ID 83635		MYC 59
1/10/95	Clark, Robert	4424 Bryce DR Anacortes, WA 98221	Smokejumper Pilot, Missoula	
2/16/95	Clearman, Richard V	4640 Goodan LN Missoula, MT 59802		MSO 52
12/13/94	Clinkingbeard, Jim	HCR 271-1110 Glasgow, MT 59230		MSO 50
2/3/95	Cloudas, Keith	1632 Bradley Eugene, OR 97401	(Redding)	RDD 68
3/19/95	Cohen, Stan	713 S 3d W Missoula, MT 59801	Pres., Museum of Mountain Flying	
11/29/94	Daugherty, Patrick A	9425 Lamar ST Spring Valley, CA 91977-2808	Pendleton, OR	45
3/19/95	Davis, Jeff	W 301 N Rowell AV Manhattan Beach, CA 90266		MSO 56
3/19/95	de Creeft, Bill	PO Box 30060 Santa Barbara, CA 93130	Travel Air Owner, Johnson Plane	
3/19/95	Egger, Bruce	403208 Lamonta RD Prineville, OR 97754		MYC 46
2/9/95	Everett, David E	HC 67 Box 70-A Grangeville, ID 83530-9505		MSO 68
11/29/94	Filler, Merle (Bud) C	4225 N Cole LN Boise, ID 83704		MYC 52
3/11/95	Flint, Dora	8 Fisherman's Paradise Rhinelander, WI 54501	Former Missoula Base Secretary	
2/5/95	Gambrell, Carroll J	1002 W S Broad ST Walhalla, SC 29691		MSO 52
2/18/95	Hay, John	2012 Canyon DR Coeur d' Alene, ID 83814		MSO 64
2/15/95	Heeren, Robert D	PO Box 217 Henrico, NC 27842-0217		MSO 52
12/4/94	Hermens, Stan	Rudio Creek Ranch HC82 PO Box 208 Kimberly, OR 97848		AK 60
11/26/94	Hertzog, Donald E	5602 32d CT SE Lacey, WA 98503-3854		MYC 48
1/29/95	Hilderbrand, Richard L	1003 Moorefield Hill ST Vienna, VA 22180		MSO 66
11/26/94	Hilliard, Thomas H	610 Morris ST Glennville, GA 30427		MYC 67
1/31/95	Hobbs, Eugene (Gene)	4784 O'Brien RD Orofino, ID 83544		MYC 61
3/15/99	Hodges, Thomas W	1600 Rita RD Vistal, NY 13850		MSO 54
1/10/95	Hubbard, Jack	3507 M ST Eureka, CA 95503		AK 90
11/15/94	Humphries, John L	PO Box 1087 McCall, ID 83638		MYC 79
3/4/95	Jensen, Nels	3306 S Raymond Boise, ID 83709	Smokejumper Pilot & Jumper	MSO 62
1/22/99	Johnson, Michael A	PO Box 100420 #12-102 Anchorage, AK 99510-0420		MYC 68
12/9/94	Johnson, Stewart (Lloyd)	401 Colorado AV PO Box 166 Fruitland, ID 83619		MSO 42
1/22/95	Klason, Richard P	6280 Snow View DR Park City, UT 84060		MYC 53
3/10/95	Lancaster, James (Jim) C	975 E SO Slope Emmett, ID 83617		MYC 62
1/11/99	Larrinaga, Louie	103 W Driftwood RD Boise, ID 83704		MYC 47
12/6/94	Mansisor, Ray	RT #1 Homedale, ID 83638 (PO Box 1102)		MSO 46
12/20/94	Manzer, Gene A	851 Jay DR Downers Grove, IL 60516	(Boise Interagency Fire Center)	BIFC 79
12/31/94	Marker, Ron E	305 Alitas DR Watsonville, CA 95076		MYC 52
2/12/95	Martinson, Ed E	2901 Queen ST Missoula, MT 59801		MSO 47
12/20/2003	McCann, Robert	PO Box 676 Victoria MAHE Republic of Seychelles (Cave Junction)		CJ 76
12/4/94	McDaniel, Fred J	14810 W Lacey RD Pocatello, ID 83202		MYC 53
12/30/94	McNabb, Lenn	910 Whitaker DR Missoula, MT 59803		MYC 87
2/22/95	Mowery, John S	2101 Belle Aire DR Nampa, ID 83686		MYC 64
3/7/95	Nelson, Gerhardt (Gary) H	3553 Silverthorn DR Stevensville, MT 59870	Assoc., NCSB	
2/10/95	Neufeld, Elmer	6312 Santa Cruz DR Boise, ID 83709	(North Cascades Smokejumper Base)	NCSB 44
3/5/95	Newlun, Bill	11603 North Old Stage RD Weed, CA 96094		MYC 70
3/8/95	Onishuk, Martin (Onie)	5855 Pinewood LN Missoula, MT 59803		MSO 51
11/26/94	Orr, Wayne E	589 S 72d ST Springfield, OR 97478		MYC 55
12/3/94	Palm, Kelvin M	PO Box 175 La Luz, NM 88337		MYC 93

1/18/95	Pape, Don L 1315 Harrison BLVD Boise, ID 83702	MYC 48
1/31/2003	Pappenhagen, Al 1751 Fisher DR Concord, CA 94520	MSO 47
12/11/94	Pavlovic, Fred PO Box 1552 Ruidoso, NM 88345	MYC 89
2/19/95	Perry, Howard (Butch) J 2726-404 Shelter Island DR San Diego, CA 92106	MSO 67
12/11/94	Pettigrew, Thomas Jr, III Box 680256 Park City, UT 84068	MYC 86
4/99	Piggott, James c/o Laboratory, Virginia Baptist Hospital, Lynchburg, VA 24503	MSO 57
2/31/94	Poncin, Dave 1220 South Idaho Grangeville, ID 83530	MSO 58
2/25/99	Purcell, Kenneth L 240 Garrett LN Carrollton, GA 30117	MSO 57
3/3/95	Roberts, Harry Box 1278 509 Brundage DR McCall, ID 83638	MSO 53
12/2/2003	Scott, Jonathan L 3898 Thousand Oaks Circle Salt Lake City, UT 84124	MYC 48
11/29/94	Seethaler, Karl 98 E 500 S Providence, UT 84332	MSO 55
1/31/95	Shaffer, William L 316 Rio Verde El Paso, TX 79912	MSO 62
12/3/94	Shaver, Carl B 423 Sutton Circle Danville, CA 94506	MYC 52
12/31/94	Shoemaker, Frank 7900 Shoemaker DR Meridian, ID 83642	MYC 70
3/3/99	Shulman, Deanne PO Box 3 Kernville, CA 93238	MYC 81
1/12/95	Sleznick, Tony 3575 Capricorn Way, Redding, CA 96002	RDD 92
12/4/2003	Smith, George E 14113 Lyle Point RD Anderson Island, WA 98303	MYC 62
2/12/95	Soria, Dale PO Box 502 Yosemite, CA 95389	NCSB 70
12/31/98	Steiner, Bob PO Box 771168 Eagle River, AK 99577	BIFC 71
1/18/99	Stohr, Dan W 4410 W Denton Boise, ID 83706	MSO 51
12/24/98	Stoleson, Roland M 1236 E 2925 N North Ogden, UT 84414	MSO 56
12/13/98	Stover, James (Smokey) B PO Box 155 145 NW Alder Waldport, OR 97394	MSO 46
11/26/98	Swartley, James R 6319 Montana AV Boise, ID 83704	MYC 63
1/24/99	Taynton, Roger (Shag) 3950 Kings Row Reno, NV 89503	MYC 52
12/6/94	Torgenrud, David A PO Box 1494 Boise, ID 83702	MYC 66
2/1/95	Troedsson, Nils (Swede) A PO Box 427 Dillon, MT 59725	MSO 59
11/29/94	Voelz, James F 62102 Fruitdale LN La Grande, OR 97850	MYC 71
1/31/2004	Wahl, Don K 107 Glacier ST Fairbanks, AK 99701	MSO 63
2/28/2000	Waite, Jim 30 N Wilbur AV Walla Walla, WA 99362-2573	MSO 40
2/26/95	Warner, Scott A 7008 Hermosa Way Redding, CA 96002	RDD 69
11/27/98	Webb, Wayne R 3649 S 4th AV SP 14A Yuma, AZ 85365	MYC 46
1/26/94	Wilde, Paul F PO Box 659 McCall, ID 83638	MSO 46
2/9/94	Wolf, Gordon A 6022 Roe LN Boise, ID 83703	MSO 67
12/21/2003	Yensen, William (Wild Bill) 850 S 1950 W #37 St George, UT 84770	MYC 53
12/4/94	Young, Austin 7310 Rim Acres LN Boise, ID 83709	MYC 54

SMOKEJUMPERS--GENERAL INFORMATION

Dale L. Schmaljohn, MYC 60, wrote an interesting book, Smokejumper, A Summer in the American Wilderness, 1982. In the foreward he mentions that the events related are based on his experiences as a smokejumper, that the historical, geographical and technical information is accurate, but that the names of the characters are fictitious. He includes the tragic plane crash that took place in the Norton Creek country more than 50 miles east of McCall. (The real people who died in that flaming disaster were smokejumper Ken Sayler, MYC, and pilot Byron Knapp. We will have more information on that incident involving a Twin Beech in the next newsletter.) We have lost contact with Dale. Should anyone know his present whereabouts, please contact us.

"Wild Bill" Yensen, MYC 53, has written to us and mentions that he has carried his engraving tools with him for more than 20 years, and has engraved hundreds of knives. He will engrave knives for jumpers and associate members for \$5.00 each. The knives must have brass, pot metal or plastic handles. (Stainless steel handles break his tools.) Wild Bill states that Swiss army knives are excellent for engraving. He needs to know your name, the year you began jumping, and the base. The engraving includes jumper wings. Wild Bill lives at 850 S 1950 W #37 St George, UT 84770. He plans on being at the National Smokejumper Reunion in Missoula 7 & 8 July, 1995.

Tony Peiffer, MSO 60, wrote to tell us he knows of two companies that are interested in making a special smokejumper folding knife. Tony lives at 4612 143d AV SE Bellevue, WA 98006. (He would like to see jumpers get together every 4th of July in one of the Missoula parks.)

Carroll Gambrell corresponded with us on several occasions. He is at Walhalla, SC and is an MSO 52. He states that he joined the 82d Airborne Division as a paratrooper after leaving the smokejumpers, because the South's Confederate Army had been disbanded some years ago. He has done much writing, to include two novels, the Kudzu Chronicles and Sugar Valley Saga. The first one is about pulpwooding in the South and the second concerns a couple of mountain boys who find themselves in the big town, Vulcan City, looking for a job. He also writes a weekly column, "The Kudzu Corner," for the Seneca Journal and the Keowee Courier. Carroll also wrote an article, "Thirteen Crosses," which pertains to the Mann Gulch Tragedy. He sent several other articles for us to read & they are good. Should you be interested, Carroll can be reached at 1002 West South Broad ST Walhalla, SC 29691. He classifies himself as an "Ancient Southern Gentleman."

In the next newsletter we will mention jumpers who retired last year, former jumpers, women jumpers and more. Let us know what you would like to read about, and projects you are working on.

PARACHUTE DEVELOPMENT CONTINUED



After WW I the United States began work on a manually operated chute. Leslie Irvin successfully demonstrated a parachute in his first free-fall descent at McCook Field, Ohio on April 19, 1919. He jumped from a DH-4 biplane flying at 100 mph. He jumped from 1,500 ft and opened his chute at 500 ft. (He broke an ankle on landing.)

Lt. Harold Harris on Oct. 22, 1922 made the 1st emergency jump over that field (later named Wright Field). Before long another test pilot became the 2d pilot to save his life with a parachute. McCook Field's parachute section formed the Caterpillar Club after that second emergency jump. The club is symbolized by a caterpillar lowering itself to earth on a silken thread.

The father of parachuting is believed to be Andre-Jaques Garnerin, who made the 1st successful parachute drop from a balloon over Paris in 1797.

A number of times animals had been dropped by parachutes from balloons. In 1838, John Wise, an Englishman, dropped a dog and then a cat by parachute. The cat landed on top of a house in Eleventh Street in Philadelphia. (It is not known if the cat went to the edge of the roof and jumped off to continue its descent to the ground by parachute.)

A number of other men tried to parachute from balloons in the 1700's and 1800's and not just a few died.

During WW II German paratroopers dropped scout dogs, and most of them seemed to enjoy parachuting it is said.

It is interesting to note that George Lowry of Butte, Montana (born at Homestake in 1886) at one time owned three balloons and toured different parts of the nation, making parachute jumps from them. (While in the smokejumper's years ago, there were those of us who had heard about monkeys being dropped by parachutes. George Lowry was the one who accomplished this, and it was part of his jumping act. One one jump in Eastern Montana he dropped his pair of monkeys from his balloon on two chutes. One decided to try and climb its shroud lines and ride on top of the parachute for a better view. That monkey's career as a parachutist ended with a free-fall to the ground.)

Leslie Irvin's name is synonymous with the development of the military parachute. He established his own company in 1926 here in the United States, and then moved to Letchworth, England where he lived the rest of his working life, deeply involved in the production and improvement of parachutes.

When WW II broke out, the manufacture of the Eagle parachutes was discontinued. The smoke-jumpers managed to get some Army Irvin chutes that were considered to be rejects. Before long experimentation took place, placing slots in them. Virgil Derry, one of Frank Derry's brothers, said that while the Eagle chute was steerable, it cost more to manufacture than the Irvin. (He said the Eagle opened so fast it would almost snap your socks off. Virgil was involved in some of the 60 experimental jumps that were made at Winthrop, Washington in 1939.)

Virgil has mentioned that a number of Army cargo chutes were dropped on fires in the beginning. He said a number of them were rotten and would split in different parts of the chutes. He, Frank and others, noticed that the chutes that had splits in them came down slower than those that were completely intact. That was quite a surprise. The damaged chutes did not oscillate as much as the good ones. Virgil said that it was from these observations that the slotted Irvin chute idea evolved.

It was in 1942 that the Derry slotted chute was designed. It proved to be very maneuverable, had an easier opening shock than the Eagle and had less oscillation. They were 28 ft in diameter, compared to 30 ft for the Eagles. The slots were seven feet long (In the beginning, the lengths varied.) and located seven panels apart to the rear of the jumper. The slots could gape open about 18 inches, jetting out air, giving the chute a forward speed of from 3 to 4 mph. The guide lines at first were attached to the lower ends of the slots, but were later moved to the lines just ahead of the slots, so that when the guide lines were pulled, the slots did not close, but were distorted, so that air jetted out in the same direction from both slots. (Parachute development will be continued in the 4th newsletter.)

DID YOU KNOW?

Fred Brauer
MSO

Several pages of each newsletter will be devoted to stories about present and past Jumpers, Pilots, and other Associated members. Should you have any ideas concerning who might be featured, please let us know, to include any pertinent particulars.

During the morning of Dec. 23, 1944, paratroopers of the 101st Airborne Division--the Screaming Eagles--were surrounded by Germans at Bastogne, Belgium during the Ardennes Offensive. They were holding fast, but running out of ammunition, supplies and equipment. The area had been "socked in" for several days and friendly aircraft had not been able to reach them. All eyes were looking skyward as the weather cleared. Suddenly, to the west, there was the sound of heavy gunfire, and then the roar of approaching aircraft. A flight of C-47 transports swept in at low altitude, dropping cargo while undergoing intense anti-aircraft fire. At the controls of the lead ship of that flight was a young Army Air Force captain, a former smokejumper by the name of Fred Brauer. For his actions that day he would receive the Distinguished Flying Cross. Fred was a veteran pilot who had dropped paratroopers and pulled troop-laden gliders on a number of invasions. The beleaguered paratroopers of the 101st at Bastogne were "his boys."

Fred had grown up near Missoula at what was called Finn Town, The Flat, or West Riverside, about five miles east of the Garden City. After graduating from high school he had attended the University of Montana on an athletic scholarship, and had been on the football team.

He had started fighting forest fires at the close of his freshman year in high school, telling a tall tale about his age in order to do so. He had fought fires every summer after that, and then joined the smokejumpers at Region 1 in 1941. He served with them until entering military service in 1943. He had been trained initially as a fighter pilot and dive-bomber pilot. Upon his return from the Army Air Force he became the Region 1 smokejumper fire suppression foreman and ran the loft for the jumper unit.

Those of us who knew Fred, and worked under him, would have gone through Hell for him. We trusted him. He was a leader, one who demanded much from the jumpers, to include proficiency in parachuting in order that they be prepared for the rigors of jumping into mountain terrain and fighting fires in rough, dangerous country. He was known as a man who backed his people. Fred had--and still has--a tremendous sense of humor. When he was sending you out on one of his projects--on one of Brauer's good deals--he made you feel like you were indispensable. (Martin "Onie" Onishuk, MSO 51, had been sent on a brush-piling project at one time, and was told he was getting one of Fred's good deals in Idaho. On his return to the jumper unit Onie hung a sack of fresh sheep manure on Fred's office door doorknob, with a sign, "Fred's Good Deal.")

Fred took over the smokejumper program at Region 1 in 1951. He stayed in that position until his 40th birthday in 1958. (On that date, Aug 23, he was suited up and ready to head out on a fire, but was not allowed to do so because of his age.) From the jumpers Fred went into the Forest Service helicopter program and also fire retardant programs.

Fred has been asked what it was that made him return to the smokejumper program year after year. He responded, "Jumping was a challenge. It developed good fiber and real good character. I was proud of those kids. They were just kids when most of them began, and within a few years they went away as real, good-thinking young men."

He was one of the men who did much to promote and further the smokejumper programs. He, like most of us, really misses those jump days. We remember words from a song from some time ago: "We thought those days would never end..." Fred had a severe bout with cancer some years ago, but he really bounced back. He would like to try one more jump. Fred retired in Missoula and lives there with his wife off Reserve Street.

You Think You've Got Troubles



Bill Moody started jumping out of La Grande, Oregon in 1957, and became a squad leader in 1961. He was moved up to training foreman in the mid-60's. Bill was promoted to base manager at NCSB (North Cascades Smokejumper Base) out of Winthrop in 1972 when Francis Lufkin (NCSB 39) retired.

Through the years Bill has participated in about 30 rescue jumps, and a number of rescue missions by helicopter. These missions involved plane crashes, body recoveries, and bringing injured jumpers, Forest Service personnel and recreation parties out of timber country. During 1982 he was on four rescue missions. One involved a jumper who fell out of a tree and broke his back. Another involved the crash of a Cessna 310 near the North Cascades Highway. Eight jumpers parachuted in, but the two occupants of the plane were dead.

During his early years, Bill and another jumper dropped to a fire on Gilbert Peak down on the Snoqualmie in the Tieton Ranger District. His jump partner went out of the aircraft with bad body position and his feet got caught in his lines, and he was upside down. Their parachutes almost touched. Bill landed near the jump spot but the other jumper, upside down all the way to the ground, landed on a rock slide and broke three vertebra in his back. The men in the plane thought they were OK and flew back to the base. It wasn't until the next day that Bill was able to make radio contact with an aircraft and provide for evacuation of his injured friend.

In 1958 tragedy struck out of Winthrop. A Twin Beech crashed during a very hot day with vicious wind currents., killing the pilot and three jumpers. There will be more about this tragedy in the next newsletter, along with the crash of a Twin Beech out of McCall and two deaths.

In another incident that Bill recalls, he was on a rescue jump on Delansy Ridge on the Winthrop District. This was in 1966. After the jumpers were fighting the fire about 20' of the top of a large tree burned through and very silently fell, hitting Johnny Davis. Davis received a collapsed lung, broken ribs, a broken arm and broken wrist. Bill and other NCSB jumpers parachuted to the scene in the middle of a lightning storm with heavy hail. They got Johnny on a stretcher and packed him over rock slides and downfalls to a pioneer road, where he was picked up and taken to a hospital.

Bill has been through many interesting experiences through the years. In 1974 he and others at Winthrop trained jumpers for a private smokejumper corporation that was established out of Whitehorse, Yukon Territory. At the conclusion of that training, Bill and other personnel from the NCSB took off in a Twin Beech and gave some exhibition jumps at Whitehorse. In 1976 Bill, Doug Bird--ex McCall jumper--and an interpreter went to Russia for about one month, touring Russian smokejumper bases throughout that country. He jumped over there, using both American and Russian equipment. That tour was a real highlight of his life.

Bill began jumping at the age of 17. He went on to make a total of 384 jumps. It was on that 384th that his luck ran out. The weather was rather rough when he parachuted to a fire in the Lake Chelan region during the summer of 1978. He was using an FS-10 chute and got caught in a downdraft. Bill said, "It just drilled me into the ground on my side and I took it...on my right side." He went to test his leg and it felt like a bunch of jello he said. They found out later that his right femur was shattered in seven places. He was evacuated by helicopter and spent 5½ weeks in a hospital on his back, and then another 5½ weeks on his back at home. Following those dreary weeks he was on crutches for 13 weeks. In the end, the injured leg turned out to be 1½ inches shorter than the left leg. In November 1982 Bill decided to have his good leg cut shorter so they would both match. While the doctors only took 1½ inches from the good leg, everything settled out OK in the end, and he is now 1½ inches shorter than when he began jumping.

Bill has been asked what skills jumpers develop. He replied, "Self-confidence is probably the greatest thing. Also, the discipline they acquire by going through tough training and continuing on in a jumper program. They have a feeling of pride in having conquered a great challenge. Basic decision-making is another aspect they learn."

And so, this former logger, who once worked in a gyppo sawmill while attending high school at Deschutes in 1956, went on to experience a very long and satisfying career as a smokejumper. He got to travel world-wide in his job, and then settled down in his favorite spot in the world--in the North Cascades, which constitute some of the toughest jump country in the nation. Bill retired in 1989 and he and his wife live at Twisp, Washington. He is a director for the National Smokejumper Association.

BLACK PARATROOPERS WERE WWII SMOKEJUMPERS

by
Carl Gidlund

Few associated with the aerial fire suppression program know that our ranks include a group of Black smokejumpers.

In 1945, they helped save millions of acres of Northwest forests from fires ignited by lightning and balloon bombs launched by our Japanese adversaries.

During that last year of World War II, authorities feared that the enemy incendiary devices and lightning would spark a fire storm that would blacken the forests of the Western United States and Canada.

Indeed, the crackling hot spring produced thunder storms, and with most trained fire fighters under arms, the Forest Service asked the Army for help.

The War Department responded by assigning the job to the 555th Parachute Infantry Battalion, the world's first all-Black -- and only -- paratrooper unit.

A unit officer, now-retired Lt. Col. Bradley Biggs, recalls the mission, dubbed by the War Department "Operation Firefly." In a unit history, "The Triple Nickles," he writes:

"Working in teams . . . we would be on emergency call to rush to forest fires in any of several western states and join with the Forest Service men in suppressing the blaze.

"At the same time, we would be prepared to move into areas where there were suspected Japanese bombs, cordon off the area, locate the bombs and dispose of them."

That duty required special training and equipment.

"We knew how to jump from airplanes," Col. Biggs writes. "But the heavily forested areas of the Northwest presented drop zones that were more difficult and dangerous than any we had faced before.

"We knew how to handle parachute lines. But here we would be using a new type of 'chute -- one with special 'shroud lines' for circling maneuvers. We knew how to read military maps. But the Forest Service maps were something new. We were used to explosives, but we had little, if any, experience in the disarming of bombs.

"Fire fighting, of course, was an entirely new experience."

Training included demolitions, timber jumping, let downs and fire fighting.

The Forest Service issued the men football helmets with wire face masks, however, the new smokejumpers had to don fleece-lined flying jackets and trousers rather than canvas jump suits.

After three training jumps, battalion members were dispatched to two bases. The largest contingent was stationed in Pendleton, Oregon, for deployment in Oregon, Washington, Montana and Idaho.

The other group worked out of Chico, California, to provide coverage for nearby forests.

From mid-July to early October 1945, the Black smokejumpers participated in 36 missions and amassed more than 1,200 jumps.

They suffered casualties.

One man was killed while lowering himself from a 150-foot tree with a let-down rope. He slipped or lost his grip and plunged to the rocks below.

Thirty others suffered injuries that included a crushed chest, broken legs and a fractured spine.

"By late autumn 1945, it became apparent that Operation Firefly was nearing its end," writes Col. Biggs. "The hot dry season would soon be over. More important, a rapid demobilization of the military was underway. Civilians would resume many operations that had been assigned to military units, including ours."

The battalion was shipped to North Carolina where it was initially assigned to the 13th Airborne Division, and then to the 82nd Airborne Division.

Nearly a half-century later, the Forest Service will honor the men of the 555th Parachute Infantry during a ceremony on the Mall in Washington, D.C. to celebrate Smokey Bear's 50th birthday.

If you're on the Mall that day, look for a knot of aged, Black vets, standing mighty tall. Then say, "howdy."

They're our kind of people.

THE LOON LAKE BOMBER

On February 3, 1943, the Army Air Force Public Relations office at Boise, Idaho announced that a twin-engine bomber (Douglas B-23 "Dragon") was down. It was missing on a flight from Tonopah, Nevada to its home base at McCord Field near Tacoma. The plane had been missing since Friday, January 29th. A radio call from the crew came in to Boise on Monday, February 1st, and it said the plane had crashed at the south end of a lake somewhere near Boise, and that one of the crew was injured. That was the last transmission from the ship.

Penn Stohr, legendary mountain pilot in both Idaho and Montana, and later a smokejumper pilot, was based out of Cascade, Idaho at the time, flying for the Johnson Flying Service of Missoula. Penn flew for 14 consecutive days, looking for the downed ship. The weather was quite stormy. A close friend of Penn's, Stewart "Lloyd" Johnson, flew with him as an observer on some of the flights. (Lloyd had started with the Forest Service in 1929 and had worked at several positions, including those of alternate ranger and central dispatcher. He would go on to become the 1st smokejumper foreman at McCall during the summer of 1943, and was responsible for first organizing that base.) On the 16th day Penn and Lloyd decided to check to the north of McCall while on a flight to Warren--an old mining town--with supplies and mail. Along the route they spotted the downed aircraft on the south shore of Loon Lake. Men were standing near the wreckage, but they did not see all eight of the crew. After circling, Penn decided they should fly on to Warren and drop off the cargo and mail. On the return, near dusk, Penn landed on the small lake and dropped Lloyd off with supplies. It would have been too dangerous to try and fly out that evening with a load. The snow level on the lake was about six feet. The five crewmen at the plane were in good shape.

Early the next morning Penn was again airborne and landed at Loon Lake with the Travel Air. He then taxied up and down the lake for some time to make a packed track. It was around -20 degrees. Penn flew two of the airmen out on his first trip, taking them to Cascade and Sam Egger's hotel. On the return flight Penn brought back several more Forest Service personnel, who would later assist Lloyd in trying to locate three of the crew who had taken off earlier after the crash to try and find help. The other three from the downed bomber were also flown to Cascade. Lloyd stayed at the lake for two nights, and he said the temperature dropped to more than -30 degrees. He laughed about the hard boiled eggs he and the five crewmen had during the first morning. Lloyd said they were frozen so solid it took forever for them to thaw. They were hard as rocks. He had taken his rubber packs off that first evening before crawling into a sleeping bag and it took an hour to thaw them out in the morning.

After breakfast on the second night at Loon Lake, Lloyd and the other personnel Penn had flown in took off on snowshoes to try and locate the three missing members of the crew. It had snowed several feet since those men had left the scene. They followed what looked like a trail and headed for the Secesh River to the southeast of the B-23. At the river, they found more tracks, which led downriver.

By this time, another legendary pilot, Dick Johnson, had flown in from Missoula in another Travel Air. Both he and Penn flew over the general area. Penn spotted tracks which led from the river up Lick Creek to the west (This was about 12 miles from Loon Lake.). Flying over the Lakefork Ranger Station (unoccupied during winter months) he saw a man standing in a clearing waving at him. He flew back to McCall after circling, since there wasn't any place to land.

Before he landed, word had reached civilization that two of the missing three were at the Lakefork Ranger Station. It so happened that the telephone operator at McCall had noticed the station's light shining on the switchboard. At first she thought nothing of it, that there might be a problem with the wiring. Finally, she plugged in the line and got the shock of her life when a faint voice responded. Two of the crewmen were at the station and the third was at the Lakefork CCC camp suffering from frostbite.

Lloyd and his crew had a radio with them and were told of the rescue. They then walked down to the Crassel Ranger Station on the Secesh River where Penn landed and picked them up. The three missing members of the B-23 were picked up by the Forest Service, using snow planes--they have cabins like light aircraft with propellers mounted behind. Ski-mounted, they can travel at high speeds.

Penn Stohr Jr was born during the year the B-23 went down. He is a senior vice president for Evergreen International, which is based out of McMinnville, Oregon. He and his wife live at Tigard, Oregon. Penn told me he was surprised one day to find that a former crewman on that B-23 lived very close to him at Tigard. His name is Edwin Freeborn. He told Penn more about the story, and also that the pilot and copilot were sent to the Pacific Theatre of Operations. They were shot down and killed in action.

Harry Roberts, a former McCall jumper and foreman, went to the McCall The Star and found information and pictures relating to the crash and rescues. He has flown over the bomber. He is retired at McCall. Lloyd Johnson is retired at Fruitland, Idaho. I certainly want to thank them for their help, and Penn also--he has a story about a .50 cal. machine gun taken from the bomber which is a story in itself, and will be told at another time.

The Loon Lake bomber? It is still resting on the south shore of the lake and has been there for more than 51 years now. It is about seven miles from the closest road. It is a rare aircraft and few of its type remain in the world today.

SMOKEJUMPER BASE, REDDING, CALIFORNIA--REGION V

Smokejumpers from Cave Junction, Oregon, Region VI, made the first fire jump in California in 1944. When Paul Stathem became supervisor of the Shasta-Trinity National Forest he fought for a permanent California smokejumper base. Approval for such a base came in 1956. Fred Barnowsky from the Missoula base was selected to be its first smokejumper foreman. He arrived at Redding in 1957.

Three overhead jumpers and six experienced jumpers arrived at Redding from Cave Junction on June 15th, to form the nucleus of the new crew. From the middle of June until the middle of July the Cave Junction operation trained 30 new jumpers, with half of that group going to Redding at the completion of their training. The first jump from the new Redding jumper base took place on July 19, 1957, with four men parachuting from a Lockheed Lodestar on the Shasta-Trinity National Forest. Those four men were Warren Webb, Hal Werner, Fritz Koepp, and Vern Lattin. That season Redding jumpers parachuted 127 times on 22 fires.

In 1961 The Shasta-Trinity group became a regional crew. A satellite base was set up at the Columbia Airport. Fred Barnowsky resigned that year as foreman.

Bernie Weisgerber became the first Redding "retread" jumper. That term was used for a jumper who qualified at the Redding base each year, and then returned to duties in his national forest to be called when needed. The jumpers stationed at the Redding base all season were called "regulars."

1967 proved to be the busiest fire season in the history of the Redding base up to that time. Its jumpers were flown to Alaska, Montana, Oregon, Idaho, and many places within California. Butterfield and Weter were the first Redding jumpers to parachute to fires in Alaska. There were 425 jumps on 129 fires that year.

It was in 1968 that Dave Nelson was reassigned as a district ranger and Dick Tracy took over the helm that April. During Spring training Dick made his 200th Forest Service jump. It was during 1968 that Redding jumpers parachuted from a DeHaviland Twin Otter for the first time.

1970 proved to be a very explosive fire season. It was during that year when Redding suffered its first smokejumper fatality. On June 2nd, the Big Bar District of the Shasta-Trinity was struck by an unpredictable lightning storm. Ed Smith and two rookies jumped on the Oak Fire. but more men were needed. At 12:30 P.M. the next day 12 men jumped from a DC-3 as reinforcements for those who had jumped on the 2nd. Tom J. Regennitter was number 3 in the 3rd stick. He was a "retread" from the Angeles National Forest. The 2 spotters and several jumpers in the plane noticed that he tripped as he approached the door. One of the spotters saw a helmet falling below the 3 men, whose chutes had opened. Regenitter was coming down with his arms and head hanging limp. A helispot was cleared and a doctor flown in. Regenitter was declared dead after being examined. He had died from a broken neck, caused by his static line releasing from the stows before he exited from the aircraft. He had jumped with a Model FS-5A, 32 foot chute, manufactured by Switlik in April, 1965. It was his 33rd jump.

At 6:00 P.M. on September 28th, a helicopter crash took the lives of Redding jumper Steve Grammer, 2 members of a hot-shot crew, a foreman and the pilot. A California hot-shot crew, along with 3 smokejumpers from Redding, had been battling the Forks Fire on the Angeles National Forest. The helicopter had been involved in shuttling crews between the camp and the fire that evening.

During 1979 a large group of new men trained at Redding. There were many out-of-region trips to fires. Dan Mitchell took part in a rescue jump to an airplane crash in the Idaho Mountains of the Boise National Forest, and broke a leg. Bill Rolls broke a leg on the Chalk Fire jump. During that year most of the Redding jumpers parachuted to more fires in Region IV than in Region V.

In 1980 no new jumpers were hired for the first time in the history of the Redding base. While on a fire in the Lolo National Forest of Montana part of a Redding crew made a quick trip to the North Cascades jumper base at Winthrop on the way back to retrieve the pilfered R-V Smokejumper Logo Plaque that Cave Junction jumpers had taken from Redding while passing north through Region VI to Winthrop, Washington.

During 1979 jumper Dan Mitchell formed the Potato Anti-Defamation League to further the career of jumper "Spud 'Holly' Sexton."

We wish to thank Dick Tracy for the material used in this article. He became foreman at Redding in 1968. He will be featured in the 4th newsletter. Dick has given us much historical material.

HIGH DRAMA AT HIGGINS RIDGE

At 11:00 A.M., August 4th, 1961, 12 smokejumpers from the Missoula base were flown in a DC-2 to the Higgins Ridge Fire in the Nez Perce National Forest, about 7 air miles northeast of the Moose Creek Ranger Station, where 8 jumpers from Grangeville had been dropped earlier. Fred "Fritz" Wolfrum was the squad leader in charge.

During the first part of August hot, dry winds had been blowing across much of the Western and Northwestern parts of the nation. Many fires were started by lightning, and one such blaze was on Higgins Ridge. A southerly flow of air from a cold front was responsible for the winds and fire activity.

When Fritz and his men arrived at the fire at 1:00 P.M., the fire was about 2 acres in size. At 2:30 P.M. the winds picked up and Fritz knew that they would not be able to control the fire. Then, at 4:15 P.M., the fire took off with violent force, burning upslope. Suddenly, it made a complete reversal, and began burning north towards the original fire, outflanking it. Dave Parry, the squad leader for the Grangeville crew, was working on the east side with his men, along a rocky ridge, to keep the fire from circling behind them. Tom Kovolicky, later the Supervisor of the Nez Perce Forest, was with Fritz's crew.

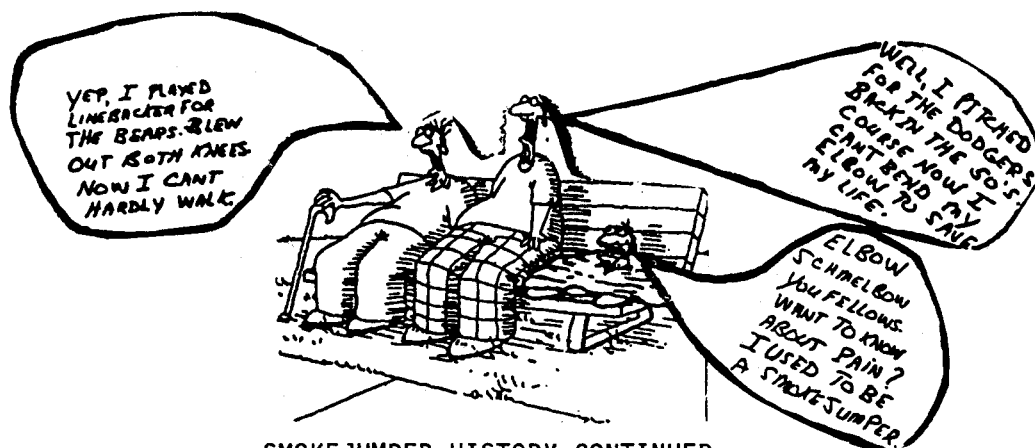
Tom said he had been detailed to check the situation behind the Missoula crew. He said the fire suddenly exploded like a blowtorch, and he ran through the flames to brief Fritz. Now the winds had increased to about 50 mph, and Fritz led his jumpers back to an old burned area. Tom said Fritz kept very cool. They were instructed to clear areas for themselves in the ashes. Several 5-gallon water cans were on hand and some of the men tore up their T-shirts and soaked them in the water, placing them around their heads. The jumpers were wearing the new orange colored fire retardant shirts, except for Fritz. He had been dispatched to the fire at the last moment and did not have time to get his before boarding the aircraft.

Five of the Grangeville jumpers were working below them and to the east, but had retreated into a rock slide area. A thunderhead had formed overhead from the heat of the fire and lightning was coming down into the area. Fritz said not a man panicked. The men got down on the ground and kept swatting burning embers off one another. The 20 jumpers were completely surrounded by flames. The wind was still gusting to about 40 mph and the area was heavily covered with blowing smoke and ashes. Tom said he suddenly saw something above him and at first thought a tree was falling on them. Fritz saw the object also and the men found themselves staring at the skids of a helicopter. The pilot was Rod Snider of the Johnson Flying Service and he had spotted the men and their orange jackets. The men had not heard the helicopter because of the noise from the fire.

Fritz and Snider quickly organized an evacuation plan. Snider had to drop down vertically and take off the same way because of old snags surrounding the jumpers. On the first few trips Rod took out 2 jumpers on each run, having them ride in the cabin. Then, with the helicopter getting hotter, Rod told them he would take 4 out each trip. Two rode in the cabin and 2 hung on to the skids. Rod was able to ferry all 20 jumpers to the Freeman Ridge fire camp. Fritz and Tom were among those on the last trip out. The next day they were flown by helicopter to the end of the road at Elk Summit in the Clearwater National Forest east of Powell Ranger Station, and were loaded into a stakebody truck and driven to Missoula. Some of the jumpers were treated at St Patrick's Hospital for smoke-burned eyes. Within several days most of the jumpers who had been on the Higgins Ridge Fire were out jumping on more fires. It was a very critical fire season.

For his actions, Rod Snider was awarded the North American Forest Service Medal, which is given for outstanding heroism. And then there was another day. The Missoula Sentinel on Jan. 18, 1962 made this comment: "A Missoula helicopter pilot, who snatched from death 20 fire fighters trapped on Higgins Ridge in Idaho last August, is to get National recognition for his achievement . . . He will receive the Stanley-Hiller Jr. Pilot of the Year Award at the 14th Annual Meeting of the Helicopter Association of America at ceremonies in Dallas Texas Tues., Jan. 23." The paper went on to mention that the pilot was Rod Snider of the Johnson Flying Service.

Fritz said that after the fire had cooled, the area was checked and all that was found were several parachute harness buckles. He lost a \$400.00 camera. We want to thank Fritz and Tom for the information in this article. Fritz is living at Spangle, about 17 miles south of Spokane. Tom lives at Grangeville. He is one of the Directors for the National Smokejumper Association. Rod Snider lives in Boise.



SMOKEJUMPER HISTORY CONTINUED

Emergency Chute Pulled After 1,000 Foot Fall: Paul Nicholas of Dayton, Ohio, MSO 42, sent us a number of pictures of jumpers during training at Nine Mile and Seeley Lake in 1942. That was the year when static lines were being perfected. They had first been used by smokejumpers in 1941. Paul also sent along some old clippings from the Missoula Sentinel paper in 1942. (Paul gave us a video earlier, made up from film footage during training jumps in 1942.) One article said, "Halfway down in a 2,000 foot jump . . . the recruit, making his third jump, suddenly realized he was a thousand feet down without a billowing parachute . . . he pulled his emergency chute cord quickly and was soon riding safely within its spread. . . the squad leader at once sent him up again for another jump to wipe out any after-realization of what might have happened." The static line had pulled loose from the steel line in the aircraft. Several days later another jumper had the same exhilarating experience, and also fell about 1,000 feet before getting his emergency opened. The smokejumpers soon devised a pin to place in the static line to keep it from pulling loose from the cable in the aircraft.

Barry Hammond's Bizarre Accident: One of the most serious and bizarre accidents to befall a smokejumper happened to 18 year old Barry Hammond, MSO 56. He was one of several who had jumped on a fire in the Helena National Forest southeast of Helena on Tues., Aug. 14, 1956. He had landed in a tree, and was hung up about 20 feet above the ground. He had been impaled by a broken branch that pierced his thigh and went on up into his abdominal cavity. He could not move. Barry was connected to the tree and in extreme pain. Jumpers went up and cut the branch away from the trunk of the tree, but left the branch in his body. If they had removed it Barry might have bled to death. It was too dark to send in a smokejumper rescue team by air, although one was flown to Helena and the jumpers walked to the scene. In the meantime, Dr. Amos Little (retired in Helena), who had been trained by the smokejumper program much earlier in parachuting walked in two miles to give aid to Barry. He was taken to Helena and treated. Currently, we do not know where Barry is located. If anyone knows his address, please get in touch with us. Thanks.

Bruce Jackson, Former Redmond Jumper: Bruce started jumping at Redmond Air Center in Oregon in the Deschutes National Forest in 1969, five years after the base was first opened. He made jumps out of Redding, California; La Grande, Oregon; McCall, Idaho; Winthrop, Washington; in Alaska; and also in the Yukon Territory during his years as a jumper. He made jumps out of Cave Junction, Oregon too, which was Redmond's sister jump base. Bruce recalls a jump made by Ed Wisenback, RAC 64. It was in the Willamette Forest out of Roseburg. Ed had crashed into a tree and then his chute broke free. He tumbled down and hit rocks. Ed had severed his tongue a couple of inches back from the tip. He had a fractured femur, and a broken hip and arm. His jaw was fractured and his spine compressed. Billy Vaughn, RAC 69, and Bruce jumped in shortly after the accident to help Ed. They were the only 2 jumpers left on the Twin Beech. They worked furiously to get a helispot carved out of the extremely large timber in the area. They needed a helicopter as soon as possible, and before evening. Bruce and Billy were afraid Ed would not last through the night. A Forest Service Bell chopper came by, but did not have the power to get in. Then, a private Hiller 1100, owned by Evergreen Helicopters, and piloted by a Vietnam veteran, came swooping in and put his ship down in a very tight spot Bruce said. The blades were ticking against the side of a tree. Ed was flown to a hospital in Roseburg, Oregon and survived his ordeal. The hospital confirmed Bruce and Billy's thoughts about Ed's being able to survive the night without medical care. Bruce has made the comment, that people who go into smokejumping, be they men or women, will share a very common bond that will last a life-time. Very, very true. (We do not know where Ed is living now. Do any of you know?)

Reed Harrison, MSO 60: Reed, his wife and a daughter are still missing on a flight in Reed's Beechcraft Bonanza, from Roosevelt, Utah to the home base at Camarillo, California. They disappeared on July 25, 1993. The search for the downed aircraft will continue when the snow disappears. The home is at Westlake Village, California. Jack Mathews of Santa Barbara is keeping us informed on developments.

Proposed Jump at Washington, D.C. Carl Gidlund, MSO 58, is very much involved in the planning for this jump. Recently, he met with officials in Washington D.C. to discuss the event. He was here earlier this year and gathered with officials from the Missoula area. He states that a team of current and former BLM and Forest Service smokejumpers are planning a smokejump on the Mall in Washington, D.C. for Smokey Bear's 50th anniversary on August 9. The Secretaries of Agriculture and the Interior are petitioning the President for permission to make the drop. We should have final results in the July newsletter.

"Trooper Tom" Lugtenaar: Trooper Tom is still with the Fish, Wildlife and Parks in Alaska. We had mentioned in the last newsletter that we would have information this time about his experiences on mainland China. He was tracked down to a motel in Charleston, South Carolina late one night and we had quite a visit about his world travels. Tom was attending a FWP national conference in Charleston. We will delay a report on his wanderings--all over the world--until July. He is still stationed at Galena, Alaska.

Russian Smokejumpers: So far, we have not had a response to the letter sent out some time ago to one of the Russian bases, but we have not given up hope. We have contacted Ted Burgon, who is with the American Embassy in Moscow, to see if he can supply us with addresses of other Russian smokejumper bases. Russia has well over 1,500 smokejumpers, scattered from bases near the Ural Mountains all the way into Siberia.

Conference Call, Tues., Dec. 14: The conference call on that date went very well. All of the 11 Directors came on the line, or had base managers representing them--in 3 instances. The Directors were in Montana, Idaho, Oregon, Washington, California and Alaska.

National Forest Service Museum: Work towards making this museum a reality is progressing. At the request of the N.F.S.M. directors, our listing of paid members in the N.S.A. was released to them after discussion at one of our meetings. Written confirmation has been received from the N.F.S.M., stating that the listing will not go to other organizations or individuals. As we have mentioned before, we plan on having a smokejumper wing in that museum one day. The N.S.A. Executive Board members belong to the N.F.S.M. You are eligible.

Smokejumper History Video: Work continues on this project, and we plan on having one ready for the National Reunion in Missoula on 7 & 8 July, 1995. Wallace Littell, MSO 44, gave us a video on smokejumper training at Missoula in 1944-45, and at Winthrop during 1947-48. Excellent footage. (We stated earlier that Paul Nicholas of Dayton, Ohio also gave us one, with very good pictures.) Wallace is retired at St. Petersburg, Florida.

Museum of Mountain Flying: This a very dynamic organization. Jack Demmons is the N.S.A. representative on its Board of Directors. At a meeting held recently at the Missoula County Airport about 70 people were in attendance. Penn Stohr flew in from Tigard, Oregon to talk to the group about museums and Howard Hughes' Spruce Goose, which Evergreen International has purchased and moved from the Los Angeles area to McMinnville, Oregon. He had slides of that move. Amazing, how they brought the aircraft--still the world's largest--to Oregon! Jack continues to pinpoint the location of downed aircraft in Northern Idaho and Western Montana. Recently, he met with the President of North Star Express, Mark Timmons, on behalf of the M.M.F. concerning the B-17G bomber that crashed on a retardant run south of Superior on July 21, 1979, where smokejumpers parachuted in very shortly after it went down. Mark told Jack that the M.M.F. can have the remains of the B-17. An aircraft at the bottom of a lake in the Clearwater Forest of Idaho? This concerns a story heard as far back as the 1960's, and was taken by most people to be simply a story. Jack has found that there is indeed a plane in a lake and is following through with Powell Ranger Station officials about it. That story will be in the July newsletter.

Master Roster Update: More than 950 changes and additions have been made in our master roster with more than 4,600 names. We have had to increase the price from \$3.50 a copy to \$7.50. (It costs more than \$3.50 for postage and the printing of the rosters.) We are still in need of more current addresses. Total membership as of 3/21/94 is 618.

The N.S.A. is looking for a C.P.A., preferably a jumper or former jumper. If you know of anyone, please let us know. Thanks.