

4-1-1995

Static Line, April 1995

National Smokejumper Association

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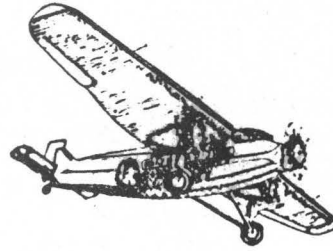
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National Smokejumper Association, "Static Line, April 1995" (1995). *Smokejumper and Static Line Magazines*. 7.
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National Smokejumper Association



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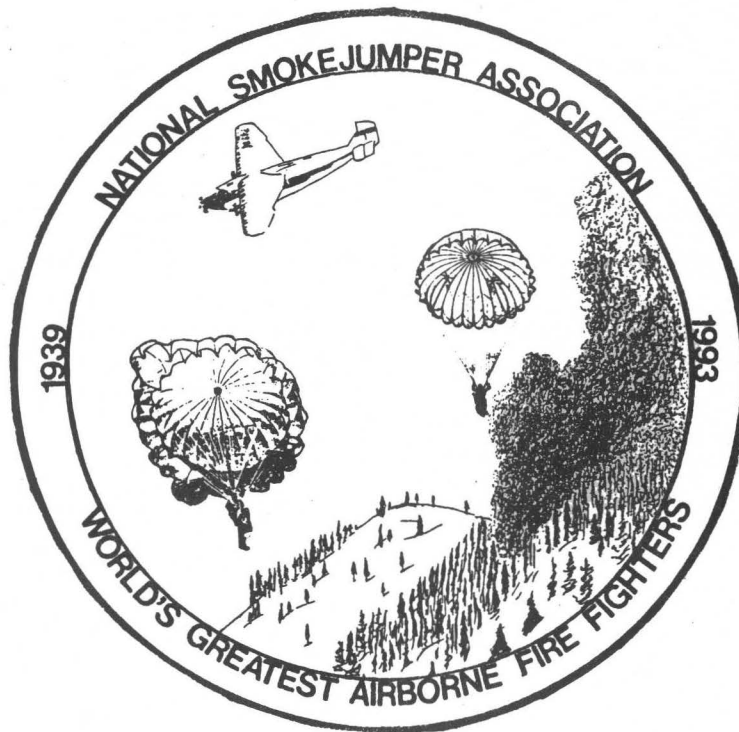
Missoula, Montana 59806-4081 Ph: (406) 549-9938

Forwarding and Address Correction Requested

Volume 2

April, 1995

Edition 2



PRESIDENT'S MESSAGE

Greetings to all of the new members in the N.S.A. Just a few lines to bring you up-to-date on recent developments in the organization. We have had responses from several members in helping us find addresses for many of the jumpers in our list of "lost addresses" that we sent out in the last newsletter. Steve Nemore from the Boise base sent us a list of several names that we have now contacted and received memberships from. Many more addresses for those on the list of "lost addresses" are coming in daily.

We have a list of approximately 1,200 more jumpers from the 1989 roster with no addresses that we plan to list through our newsletters as we go along. Any help you can give us will be greatly appreciated.

We have arranged to take the applications for new members and renewals, with dates received and expiration dates, where and when first trained, with current addresses and correct zip codes, and copy them on sheets of paper so that we will have information for our computer and have an accurate record for our files. Some members have telephone numbers on their checks that we may use. In some cases the telephone numbers can be written up on the application forms. We are planning on revising the application forms and have a place for the renewals, new members and telephone numbers as we go along.

We have had a number of delinquent dues in the past, so we have decided not to send newsletters to those who are delinquent. Since we have all-volunteer help in the N.S.A., it has become a problem to notify and reinstate all of the delinquent members. We will continue to place expiration dates on the newsletter address labels so that you will be reminded of your renewal dates, and send you notices of expiration.

We will appreciate any suggestions you might have concerning simplifying our method of handling membership dues. Please notify us of any errors we may have made in processing your applications, or any address changes you might have.

We will plan on having the election of officers at the Reunion time, to be phased into the organization as we go along. It will not be practical to change all of the officers at this time. This can be worked out to the satisfaction of all members present.

The Reunion Committee has sent out more than 2,200 flyers on the time, place, costs and various activities for the Reunion on the 7th, 8th and 9th of July, 1995 here in Missoula. This unit is entirely self-supporting and no funds from the N.S.A. will be used for this purpose. All correspondence and prepaid checks for the Reunion will go directly to the N.S.A. Reunion Committee at PO Box 4081, Missoula, Montana 59806-4081. All membership applications with membership dues will go directly to the Membership Committee. Please keep the purchase of merchandise and membership dues on separate checks for simpler accountability. PLEASE NOTE: CONCERNING THE REUNION FLYER. THE TOLL FREE NUMBER FOR SUSAN OF BROADWALK TRAVEL SHOULD BE 1-800-284-8028, NOT 1-800-284-8024.

I would like to have a committee set up to accumulate and condense all the history from the N.S.A. newsletters into a hardback book, which will be placed in the museum once it is set up in Missoula. This should be done while a few of the original jumpers are still in the organization and available for questions and pertinent information on various subjects.

We hope that you have enjoyed the past newsletters and look forward to seeing you at the Reunion.

Carl Cooley
EARL COOLEY
President

National Smokejumper Association

MEMBERSHIP APPLICATION

Name _____
Last First

Address _____
Street

City State

Zip

Year Trained Base

Membership category
Check one:
Smokejumper
Associate

Dues category
1 year \$15.00
5 years \$60.00
10 years \$100.00

Make check payable to: National Smokejumper Assoc.
Return to:
Nat'l Smokejumper Assoc.
Box 4081
Missoula, Montana 59802



NEW MEMBERS

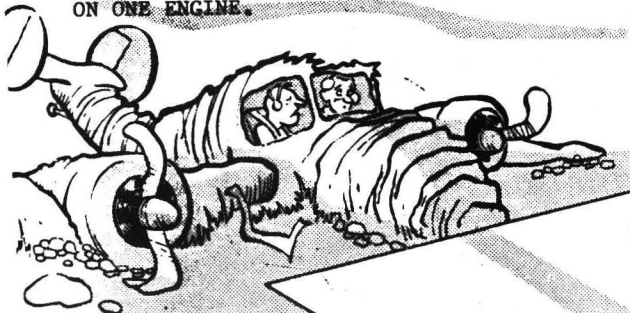
NOTE: This listing of new members includes those who became members after the issuance of the 6th Newsletter in January. The cutoff date for applications received from new members was April 13, 1995. If your application was received after that date, you will be listed in the 8th newsletter. If your name was missed, please contact us.

Name	Address	Base & 1st Year
Allen, Robert "Bob"	PO Box 6982 Big Bear Lake, CA 92315-6982	AKA 93
Atkin, David "Dave"	PO Box 10008 Eugene, OR 97440	CJ 70
Barba, Bill	463 Lost Quartz RD Polson, MT 59860-9428	Assoc Pilot
Bilboa, Julio	1003 Ranch RD Boise, ID 83702	MYC 64
Boles, John "Mac"	PO Box 717 Edwards, CO 81632	MSO 71
Brown, Ray	712 Kemp Missoula, MT 59801	MYC 87
Brunk, James "Jim" R.	1211 Woodcrest Circle Harrisonburg, VA 22801	MSO 45
Buckley, William "Bill"	4916 Tralee LN Redding, CA 96001	Assoc Pilot
Collins, Robert "Bob"	3145 Mack RD Fairbanks, AK 99709	MSO 46
Courville, Homer L.	PO Box 14 St Ignatius, MT 59865	MSO 61
Cromwell, Leo	3556 N Lena AV Boise, ID 83713	IDCTY 66
Cumley, Del	3201 Washburn ST Missoula, MT 59801	MSO 50
Danforth, Terry	PO Box 243 Yellowstone Park, WY 82190	MSO 59
Darling, John	6600 Flowery Divide RD Cashmere, WA 98815	NCSB 69
Deeds, Jack	5513 S Young Field Way Littleton, CO 80127	MSO 65
DeSilvia, Craig	2394 E Gossaner LN Boise, ID 83706	MYC 59
Dunton, Al	12768 S Cloverdale Kuna, ID 83634	FBX 67
Dunton, Robert "Bob"	2811 S 2520 E Salt Lake City, UT 84109	MSO 88
Eastly, Donald "Don"	16309 Crescent DR SW Vashon, WA 98070	MSO 46
Egan, Terry	9518 55th CT West Tacoma, WA 98467	CJ 65
Eriksson, Richard "Dick"	3937 Norman RD Stone Mountain, GA 30083	MSO 60
Finney, Don	PO Box 682 Ward Cove, AK 99928	MYC 50
Frakes, James "Jim"	1230 20th AV Clarkston, WA 99403	RDD 65
Gordon, Jack	4618 Edward AV Missoula, MT 59801	MSO 64
Graber, Craig	2018 17th AV SE Olympia, WA 98501	RED 74
Graff, Dale	2028 Goldrush AV Helena, MT 59601	MSO 60
Hale, Bill	W 4312 Excell AV Spokane, WA 99208	MSO 53
Hamilton, Wayne	RT 61 Box 264 Gardiner, MT 59030	MSO 57
Harmsen, Rolf	1939 E Broadway Missoula, MT 59802	MSO 55
Harper, John	505 W Main Suite 305 Lewistown, MT 59457	MSO 69
Harper, Ronald "Kent"	4300 Cyclone DR Bakersfield, CA 93313	RDD 75
Hembest, Michael "Mike"	6441 Plantation LN Boise, ID 83703	NCSB 74
Hettrick, Gary	249 Chad's RD Hamilton, MT 59840-2902	MSO 80
Ingraham, Stephen "Steve"	600 Las Lomas Way Walnut Creek, CA 94598	RDD 76
Jackson, Bruce	7823 N Woodworth AV Tacoma, WA 98406	RED 69
Jellar, Tom	1619 S Marblehead RD Clemmons, NC 27012	MSO 69
Johnston, Jim	2839 Desert RD Idaho Falls, ID 83404	MSO 64
Kamm, Wendy B.	PO Box 234 Fort Benton, MT 59442	MSO 82
Klump, Jim	PO Box 5 Forbestown, CA 95941	RDD 64
Kurth, Troy	4020 Snowdrift Missoula, MT 59802	FBX 62
Lavoie, Eugene "Gene" E.	201 Finley PT LN Polson, MT 59860	MSO 45
Lay, Rondey	PO Box 426 Florence, MT 59833	MSO 67
Layser, Earle	RT 1 Box 3393 Alta, WY, via Driggs, ID 83422	MSO 64
Lewis, Denny	1107 21st La Grande, OR 97850	NCSB 68
Lillard, Donald "Don"	2126 E Glenhaven DR Highlands Ranch, CO 80126	IDCTY 67
Lindh, Craig	PO Box 33036 Juneau, AK 99803	MSO 59
Linton, Rod	3245 Driftwood DR Coeur d' Alene, ID 83814	MSO 48
Locklear, William "Bill"	445 Sarah DR Salisbury, NC 28146	MSO 63
Lufkin, Larry	7101 Alderwood CT SE Olympia, WA 98503	CJ 63
Manley, John	PO Box 58023 Fairbanks, AK 99711	CJ 62
Marshall, Robert "Bob"	804 W Paradise AV Visalia, CA 93277-4763	MSO 45
Mart, Roy M.	1828 Charlott AV Missoula, MT 59801	MSO 41

NEW MEMBERS, CONTINUED

Name	Address	Base & 1st Year
Martin, Michael "Mike"	803 W Lincoln ST Tullahoma, TN 37388	MSO 57
McIver, Rod	902 Laurel ST Conway, SC 29526	MSO 60
McLaren, Jan	6212 Hillview Way Missoula, MT 59803	MSO 70
Miller, Dennis	1431 Cherry Ridge DR Sugarcreek, OH 44681-9101	MSO 45
Miller, Freddie J.	2 Southland DR R2 Haven, KS 67543	MSO 45
Miller, Jerry	7215 W Moon Valley Eagle, ID 83616	MYC 61
Moore, Larry	PO Box 5041 Boise, ID 83705	MYC 59
Morgan, Lawrence "Larry" R.	910 Herald RD Spokane, WA 99206	MSO 44
Morrison, Arthur "Art"	9405 Avenida Del Oso NE Albuquerque, NM 87111	MSO 68
Morrow, Ray	865 E Hwy #20 Upper Lake, CA 94598	RDD 64
Nally, James "Dyke" M.	140 Parkway DR Boise, ID 83706	MYC 66
Nelson, Stephen "Steve"	620 W County RD Loveland, CO 80537	MSO 58
Onken, Todd	11840 Chumrau Loop Missoula, MT 59802	MSO 82
Oswalt, Lonnie	5137 NE Wistaria DR Portland, OR 97213	CJ 65
Petterson, Jon	3270 Grandview DR Baker City, OR 97814	MYC 64
Pfeifer, Theodore "Ted"	44663 Crestview RD (RD 2) Columbiana, OH 44408	MSO 45
Phillips, Wayne H.	2601 3RD AV N Great Falls, MT 59401	MSO 63
Rangee, Fred	Box 892 Slana, AK 99586	MSO 45
Reesman, Lloyd L.	670 4th AV W.N. Kalispell, MT 59901	MSO 58
Roberson, Dan	103 Montana AV Whitefish, MT 59937	MSO 75
Roberts, Ellis	5330 Nebraska AV NW Washington, D.C. 20015-1353	MSO 43
Rose, Mike	PO Box 147 Frenchtown, MT 59834	MSO 62
Rowles, Gridley D.	746 N AV Challis, ID 83226	Assoc Pilot
Rumble, Joe	PO Box 179 Monitor, WA 98836	MSO 49
Satterfield, Burr	1511 W Pomona PL Tucson, AZ 85704	NCSB 59
Sayre, James "Jim"	381 Hummingbird LN Newport, WA 99156	MSO 80
Schlabach, Abe	1702 E Griswold RD Phoenix, AZ 85020	MSO 45
Scott, George R.	3306 S Pacific Hwy #33 Medford, OR 97501	MSO 60
Shaner, Douglas "Doug"	PO Box 338 Plains, MT 59859	MSO 60
Stockman, Bob	1045 Augutana DR Naderville, IL 60565	FBX 66
Stutzbach, Stephen "Steve"	935 Ronan ST Missoula, MT 59801	MSO 66
Tanner, Bertrand "Bert"	Box 266 Mendon, UT 84325	MSO 68
Taylor, David "Dave"	28999 Sequoia CT Coarsegold, CA 93614	RDD 69
Travis, Ken	PO Box 1217 Helena, MT 59624	MYC 55
Trenouth, Roland	2355 N Shore RD Bellingham, WA 98226	MSO 61
Tyler, Del	420 Golden Eagle LN Missoula, MT 59801	MSO 48
Vacura, Wayne	PO Box 692 Plains, MT 59859	MSO 73
Vittum, Steve	135 Ruby LN Nipomo, CA 93444	MSO 71
Ward, William "Bill"	7944 Tillamook Boise, ID 83709	MSO 63
Welch, Gary	2524 Cedar Ridge RD Waco, TX 76708	CJ 60
Welch, Larry	RT 10 Box 39A HH New Braunfels, TX 78132	CJ 61
Whyde, Don	4023 Dorset Casper, WY 82609	MSO 66
Wilder, Kenneth "Ken"	PO Box 336 Camden, AL 36726	MYC 57
Wildes, Chuck	PO Box 917 Challis, ID 83226	MSO 66
Wolfrum, Fred "Fritz"	S 29515 N Kentuck Trail Spangle, WA 99031-9706	MSO 53
Wolske, Gary	1026 Sweetwood Circle Nampa, ID 83651	MYC 65
Woodford, Richard "Dick"	1396 E Claybourne AV Salt Lake City, UT 84106	MYC 54
Wright, Larry	603 S Marshall AV Willows, CA 95988	CJ 56
Yeager, Bart	PO Box 135 Lakefork, ID 83635	MYC 92

YOU WERE RIGHT, A TWIN BEECH DOES NOT DO WELL ON ONE ENGINE.



WE'VE LOST #2 HAWK-EYE!



MORE MISSING ADDRESSES: In the last edition of the National Smokejumper Assn newsletter, we published a list of former smokejumpers for whom we had incorrect addresses. The response to that list has been good enough that we feel it worth while to continue. Of all the former jumpers that are on our master list, there are about 2000 for whom we have never had any address at all. This prevents us from letting those people know about reunions and for that matter even the existence of the NSA. Beginning with this newsletter, we will start listing those people and will continue in forthcoming news letters until we have waded through the entire list. If you know of the current address or death of any of these people, would you please share that information with us? Again, the Base-Trained Codes are listed below for your convenience.
 AKA or FBX-Fairbanks, BIFC-Boise Interagency Fire Center, CJ-Cave Junction, IDC-Idaho Cty, LGD- LaGrande, MSO-Missoula, MYC-McCall, NCSB- Winthrop, RAC-Redmond, RDD-Redding.

Abate, James	MYC	?	Athern, Murray	MSO	42	Beattie, Kenneth	MSO	?
Abrams, Steve	RDD	79	Athes, Waldo	MSO	42	Beaty, Chester B	MYC	?
Adams, Dale	MSO	42	August, Mike	LGD	79	Beck, John	MSO	42
Adams, Edward	MYC	46	Austin, David G.	MYC	?	Beckley, Bob	RAC	84
Adams, John J.	MSO	46	Axelson, Kenneth	MYC	?	Bedard, Roy G.	RAC	78
Adams, John J.	MSO	69	Ayling, Albert	MSO	47	Beer, Matt	RDD	?
Adams, Roland K.	MSO	?	Baas, Walt	RDD	65	Beesley, Stanley	MSO	?
Adams, Todd	RAC	?	Bailey, Robert	MSO	47	Begalka, Walter	MSO	?
Ahlbrecht, Robert	MSO	?	Baird, Mike D.	RAC	75	Bell, Donald H.	MYC	?
Ahrendt, Jerome	MSO	?	Baker, D.	RAC	71	Bell, Doug	MSO	?
Ahshapanek, Brian	?	?	Baker, Michael C	MSO	?	Bender, Lee	MSO	57
Aiken, Arthur E.	MYC		Baker, Norm	RDD	?	Bennetts, R.	RDD	77
Alban, Ron H.	RAC	76	Baker, Orville	MSO	?	Bente, Bob	RDD	88
Albeita, Fernando	CJ	?	Baker, Pat	MSO	85	Benton, Ralph B.	?	?
Alber, Robert Z.	MSO	?	Baker, Steven	NCSB	91	Bergerson, John	MSO	64
Alderson, Skip	RAC	?	Balzas, Mark D.	RAC	78	Berglund, Arn	MYC	?
Alexander, Brent	MYC	?	Bald, John	RDD	?	Berhard, Donald	MSO	?
Alexander, James	MSO	40	Baldwin, Lamarr	?	?	Bernhardt, Wm.	MSO	?
Allen, Franklin	MSO	49	Ball, Stanley C.	MYC	?	Berrien, Curtis	MSO	?
Allen, Gary	NCSB	?	Ballard, James	MSO	?	Berry, John	RAC	70
Allen, Jack	MSO	44	Baranco, Barlett	MYC	?	Berry, Rick	?	?
Allen, Russell H.	RAC	65	Barber, William	RDD	61	Best, Michael K.	MSO	?
Allen, Terry	RAC	90	Bardal, Curtis A.	MYC	?	Bierlein, John	MSO	?
Allwin, Vernon	MSO	48	Barduson, David	MSO	?	Bierman, Steve	MYC	86
Anderson, Andy	AKA	87	Barker, John	RDD	82	Bilboa, Frank S.	MYC	?
Anderson, George	MYC	?	Barker, Norm	RDD	81	Billingsley, Marty	MSO	?
Anderson, James P	MYC	74	Barker, Stanley	MSO	46	Bina, Michael J	MSO	?
Anderson, Keith	RDD	?	Barkley, William	MYC	56	Bittner, James	MYC	?
Anderson, Leslie	MSO	85	Barner, Tony D.	MSO	69	Bivin, William	MSO	?
Anderson, Martin	MSO	49	Barnes, Rick	LGD	74	Black, Dean K	MSO	?
Anderson, Richard	MSO	46	Barnett, Howard J	MSO	64	Black, Leland	MSO	?
Anderson, Robert H	MYC	?	Barnett, Steve	NCSB	?	Black, Otho	MSO	49
Anderson, Robert J	MYC	?	Barnhardt, David	MSO	?	Black, Otto	MSO	49
Anderson, Steve	MSO	?	Barr, James	MSO	47	Blackdeer, Dirk	RAC	83
Andres, Benjamin	RDD	62	Barrett, Ron	RAC	88	Blackwell, Cedric	MSO	54
Andrews, Charles	RDD	70	Barron, James B.	MYC	?	Blackwood, Richard	CJ	79
Andrews, John	RDD	73	Barry, Mike	RDD	?	Blaha, James A	MYC	?
Andrews, Richard	RDD	68	Bartonicek, Ivan	RDD	77	Blair, Robert E	RAC	67
Annala, Fred	MSO	47	Bass, Walt	RDD	?	Blake, Peter	MSO	63
Apicello, Mike	CJ	78	Bassett, Howard M	MSO	?	Blake, Clyde D.	MSO	?
Arden, Harold D.	MYC	?	Bate, George Dean	MYC	?	Blakely, Alymer	MSO	?
Armijo, Pat	RDD	76	Bates, Robert H	MSO	?	Bloom, Mike M	RAC	78
Arnold, David L.	RDD	64	Bauer, Ed	MSO	46	Bober, Michael	MSO	46
Aschim, John	RAC	77	Bauman, Richard	MSO	46	Bolton, Bob	RAC	75
Ashbrook, Ray	RDD	63	Baumann, Roddy	CJ	70	Bonney, Byron	RAC	71
Asher, James	MSO	?	Baylor, Ronald L	MSO	?	Booth, David A	MYC	?
Askhum, Leonard	MSO	?	Beach, David W.	MYC	?	Boucher, Don	NCSB	?

Bowen, Tom	RAC	68	Burtch, Patrick J	MYC	?	Clark, Charles	MYC	?
Bradford, Lester	MSO	?	Burton, Ira T	MSO	?	Clark, Jed	AKA	80
Bradford, Walter	MYC	?	Burton, Walter W	MYC	?	Clark, Louis	MSO	41
Bradley, Dennis	RDD	57	Buselt, Jim	RDD	63	Clark, Ralph	MSO	46
Bradshaw, Richard	MYC	63	Bushnell, Jerry	NCSB	72	Clark, Ralph B	RAC	67
Brady, Patrick	RDD	57	Butler, Dail J	MYC	?	Clayton, John A	MSO	46
Bragdon, Charles	RAC	80	Button, Ted E	MYC	?	Cleary, Dennis	RDD	85
Brecino, Mike	MSO	88	Byerly, Andy	RDD	91	Clegg, Burk O	MSO	49
Brechbill, Marion	MSO	49	Byers, Donald V	MSO	47	Clifford, Robert	MYC	?
Bremmer, B.	RAC	69	Byrne, William J	MSO	46	Clifton, Jay	RDD	58
Brennan, Jow	RAC	86	Cablayan, Francisco	CJ	73	Clippinger, David	MSO	?
Brewer, Joseph W	MSO	46	Cairns, Charles D	MSO	?	Clithero, Robert	MSO	?
Breyfogle, William	MSO	?	Camel, Ken	MSO	87	Coats, Durwood E	MSO	?
Brice, Paul	RDD	57	Cameron, Bruce J	MSO	64	Cochrane, Chris	RDD	86
Briceno, Mike	MSO	?	Campbell, Brent	MYC	?	Cochrane, Willard	MSO	?
Briesbrock, Joseph	MSO	?	Campbell, Ron	RDD	64	Cockerill, Jeff	RAC	82
Briggs, Maurice D	RAC	65	Cannon, Joel	RAC	71	Coker, Stacy A	MSO	?
Brings, Yellow A	MSO	?	Carlson, Alan	RDD	?	Cole, James J	MYC	56
Brissey, Forrest	MSO	?	Carmean, Edward B	MSO	?	Cole, Pat	MSO	?
Brist, Howard	MSO	?	Carnahan, Mike J	RAC	72	Coleman, James H	MYC	?
Brizee, Harry A.	MSO	?	Carney, William P	MYC	?	Coleman, James M	MSO	?
Brockman, Scott	RAC	83	Carpenter, William	?	?	Colgan, Daniel L	MSO	?
Brooke, James M.	MSO	68	Carpino, Paul S	MSO	?	Collier, Thomas W	MYC	?
Brophy, William	RDD	57	Carter, Milton F	MSO	?	Collins, B	RAC	69
Brothers, John W	MSO	53	Carter, Philip	MSO	48	Collins, Gary	MSO	48
Brothers, Steve	RDD	70	Casagrande, Don	MSO	49	Collins, Robert	RAC	69
Brown, Allen G	MYC	?	Casey, Laurence	MSO	46	Collins, Robert J	MSO	46
Brown, Charles E	AKA	88	Castillo, Ambrosio	RDD	75	Collins, William	MSO	46
Brown, David F	RDD	70	Catron, Arthur	RDD	70	Condon, Patrick	RAC	91
Brown, Dennis W	RDD	73	Caward, Jack E.	MYC	?	Conger, Brian	RAC	74
Brown, Gary G	MSO	?	Caxon, Joseph J.	MSO	?	Conklin, Douglas	MSO	?
Brown, Hal D	MSO	?	Cernick, Dean	LGD	74	Conley, John	?	?
Brown, James	RAC	69	Chacon, Larry	RAC	92	Connerton, Richard	MSO	56
Brown, Jim	MSO	46	Chadwick, Howard	MYC	?	Coody, Gilbert	CJ	51
Brown, Lee R	MSO	?	Chaffin, Mark	RDD	76	Cook, Leroy	CJ	?
Brown, Leo K	MYC	56	Chambers, Wally	AKA	81	Cook, Ralph	MSO	53
Brown, Michael	RDD	68	Chandler, Dirk	RDD	64	Coons, Al	RDD	61
Brown, Timothy	RAC	67	Chandler, Scott	MSO	?	Cooper, Fred	NCSB	62
Brown, Vernon	MSO	46	Chapman, Ken	NCSB	?	Cooper, John H	MSO	?
Brownlee, Brian	NCSB	78	Cheff, Mark	MSO	91	Cooper, Robert S	MSO	?
Brusstar, Bill	RDD	66	Cheney, Bruce A.	RAC	67	Cope, Ernest	RDD	69
Bryan, Dennis D	MYC	?	Cheshire, James T	MSO	?	Coppin, Mike	RAC	72
Bryan, Mark	NCSB	?	Chester, Douglas	MSO	?	Cordes, Ralph	NCSB	48
Bryant, Ron	RAC	83	Childers, John W	CJ	60	Cordova, Luis M	MSO	?
Buchanan, Max	MYC	?	Chipman, Lawrence	MYC	?	Cork, Gerry D	RAC	68
Budenholzer, James	CJ	77	Chiprany, Thomas	MYC	?	Costello, Jerry L	MYC	?
Buff, James	MYC	?	Chorbajian, Torky	MSO	?	Costello, Terrance	MSO	?
Bull, Charles J	MSO	57	Chrismer, Robert	MSO	?	Cote, Gary	CJ	74
Bullard, Kirby	MSO	47	Christensen, Davis	MYC	?	Cottle, Taylor F	MYC	?
Bunderson, Deidre	BIFC	88	Christensen, Mark	RAC	88	Cousins, Dick	RDD	66
Burchardt, James	MSO	?	Christensen, P.	?	81	Covich, Rich	RDD	79
Burgett, Debie	NCSB	86	Christianson, James	MSO	?	Crabb, Warren F	MYC	?
Burke, Thomal M	RAC	77	Christler, Mel	?	?	Craig, Jim	RDD	67
Burleson, Roger A	MSO	?	Christopherson, D	MYC	?	Craig, Robert	MSO	46
Burling, Bruce	RAC	69	Chuck, Chris	MSO	?	Craig, Stewart	RDD	76
Burnett, Steve	NCSB	69	Cinker, James R	MSO	?	Crain, Dan	AKA	89
Burns, Craig	RAC	73	Clabaugh, Paul L	MYC	46	Cramer, Fred	CJ	58
Burnside, Jesse C	MYC	?	Claggett, George	MSO	?	Cramer, Jack I	MSO	?
Burr, Eric L	MSO	?	Claman, Dave	?	88	Cramer, Mike	CJ	59
Burrows, Dan	NCSB	67	Clapp, Donald F	MYC	?	Cramer, Robert G	MSO	46
Burtch, Boyd	MSO	87	Clark, Beryl	MYC	?	Crane, Walt (Bud)	MSO	?

Wendy was interviewed on 11/30/84 for the Smokejumper's Oral History Project. Material in this article comes from that interview. Wendy now lives at Fort Benton, Montana 35 miles northeast of Great Falls. She is a member of the N.S.A.

Wendy's first year of jumping was in 1982, at the Missoula base. She made 6 fire jumps that year. She was one of three women selected for training at that base in 1982. The other two were: Kim Maynard (now living at Arlington, Virginia) and Marty Billingsly. (We do not know where she is residing. If anyone, does, please let us know.).

It was during the 1983 fire season that Wendy was injured. She was on a two-manner up on Big Knife Ridge, in the Jocko country not too far from Arlee. They were jumping out of a single-engine Cessna 206. The previous evening they had circled the fire and the winds were very high at that time. Consequently, they took off at 6:30 A.M. the next morning and checked the area out. They could not find any smoke and did not know just where the fire was at. The spotter plane flying along with them did know where the smoke had come from and tossed a roll of toilet paper out over the site, and the jumpers and their pilot did see that. They still could not see any smoke, but it was decided they should jump anyway to check out the area.

Wendy was the second one out of the ship. She remembers there wasn't any wind, and her parachute was handling very well as she came into a patch of timber, thinking, the more trees the better. Her body hit the top of one tree and she was swung to the right, and then sort of bounced and went down through the timber. She said she remembered looking up and saying, "God I'm falling awfully fast." She was hoping that her chute would catch on a tree. "My chute should catch now, and it didn't catch, and it didn't catch, my chute should catch now, and I never felt the chute catch. Next thing I knew I hit the ground; I never felt my chute catch the trees," she said.

As soon as she hit, Wendy knew that she was badly hurt. She could hardly breathe and her back was very sore. She was getting claustrophobic and was doing her best to get the helmet and suit off. Wendy shouted for her jump partner and he came rushing over. Wendy mentioned the bad part was that no one was at the base while she waited for help, the reporting time being 9:00 A.M. that day. (Wendy and her partner had jumped at 8:00 A.M.) She had to lie on the grass, waiting to hear an airplane fly overhead. Wendy said that it was a very frustrating time.

She remained conscious the entire time and knew that she did not dare to try and get up and walk. Jumpers came in with a "scoop" stretcher and cut a helispot for the Life Flight helicopter to land. She was flown to the hospital on the stretcher. There they found she had a sprained ankle and compression fracture in a lumbar vertebrae--below the ribs of her lower back. She was in the hospital for quite some time and then after being released from the hospital, developed blood clots in the leg that had been injured. Wendy then had to return to the hospital for several weeks. She spent much of that winter recovering.

Wendy did not lose any movement in her legs. She said the damaged vertebrae looks like a mushroom now, flattened out on top. Her comment was: "I'm probably half an inch shorter than I used to be...It's a common injury in parachuting." (She is very correct. There have been many such back injuries in the history of smokejumping.)

She later found her chute had torn the top out of the tree she had hit. While the trees in the area were about three feet apart, and the diameter of her chute at the bottom was about 15 feet wide when fully opened, the chute had collapsed after hitting the one tree. There weren't any branches on the tree from the ground up to 25 feet.

During the winter while recovering, Wendy did much exercising, lifting weights, swimming and later running. She then returned to jumping the next summer in 1984 and made 10 fire jumps. She was nervous on her first refresher jump, but she did not have any trouble with her back. (Her doctors thought she was crazy to go back.) She made a number of jumps in Alaska in 1984. Wendy commented that landings in Alaska are great, like landing on a big mattress at times, but that walking about is difficult. "...everything rolls and moves when you stand on it." During three years of her jumping she was sent to Alaska each time. Wendy certainly proved that she is a very courageous woman.

CRASH OF REGION 4'S DC-3 ON JUNE 11, 1979

On the morning of June 11, 1979 a DC-3 was airborne out of Grangeville, Idaho on a flight to the Moose Creek Ranger Station in the Nezperce National Forest. At the controls were Marvin "Whitey" Hackmeister of Boise, Idaho, chief pilot, and John Slingerland from McCall, who was acting as copilot. Twelve people were onboard, heading for a wilderness orientation session. The flight between those two points normally took about 35 minutes. Hackmeister was a seasoned pilot who had also served as a smokejumper pilot.

That morning a photographer from a Spokane, Washington newspaper happened to be hiking along a trail next to the Selway River in the Selway Bitterroot Wilderness area about 10 miles downriver from the ranger station and close to where the Three Links Creek empties into that river. He saw an aircraft pass overhead with the right engine on fire. Shortly, that engine fell off the ship and hurtled to the ground. (He managed to get a picture of the smoking engine as it fell earthward, which was later published in a number of newspapers.) Others in the area saw the ship wobble and then steady itself.

The pilot then tried to land on the river, missing the canyon walls. However, one wing hit a tree near its top and the plane cartwheeled into the river, nose first. Three people survived the crash, but one died shortly after the mishap. The survivors were Bryant Stringham of Cottonwood, Idaho and Charles Dietz from Republic, Kansas. Stringham later stated that the left engine had died and then the right one caught fire before tearing itself loose from the wing. He was sitting near a rear cargo hatch and the doors were thrown open as the plane hit the river. His pet beagle, named Bettie, was tied down in the ship and Stringham managed to get him loose and out into the river where he swam to shore. Stringham said he himself was not a strong swimmer but made it to shore. He then walked 10 miles upriver to the ranger station to notify authorities about the crash.

Search crews were quickly dispatched to include 12 smokejumpers who parachuted in to the site. Milton (Cooky) Callaway from the Region 1 office, who was the Forest Service Air Safety Officer, was in charge of the search efforts. High, murky water from the spring runoff hampered the search efforts. Eventually, all of the bodies were located, with "Whitey" Hackmeister being the last one. Debris had been washed downriver more than 25 miles.

On August 24th of that year the Missoulian paper reported that the crash was caused by a missing oil-transfer pipe in one of the engines, and some pre-existing cracks in the other, as reported by a U.S. Forest Service source. Glenn Haney, who headed the Forest Service investigation, said that Hackmeister apparently followed correct procedures and could have done little else to avoid the crash.

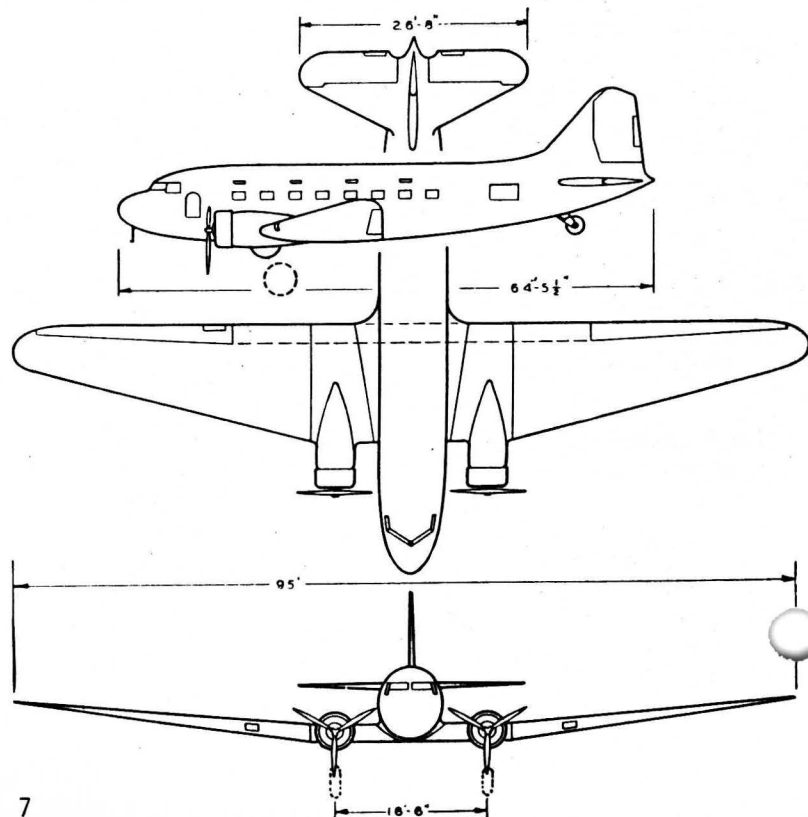
One DC-3 copilot some years ago said:

"The DC-3 groaned, it protested, it rattled, it leaked oil, it ran hot, it ran cold, it ran rough, it staggered along on hot days and scared you half to death, its wings flexed and twisted in a horrifying manner, it sank back to earth with a great sigh of relief--but it flew and flew and flew. It brought us home again, honest, faithful and magnificent machine that it was."

Yes, there are many of us who will concur with his statements. Also, the sound of a DC-3's (C-47's) engines were some of the sweetest sounds on earth.

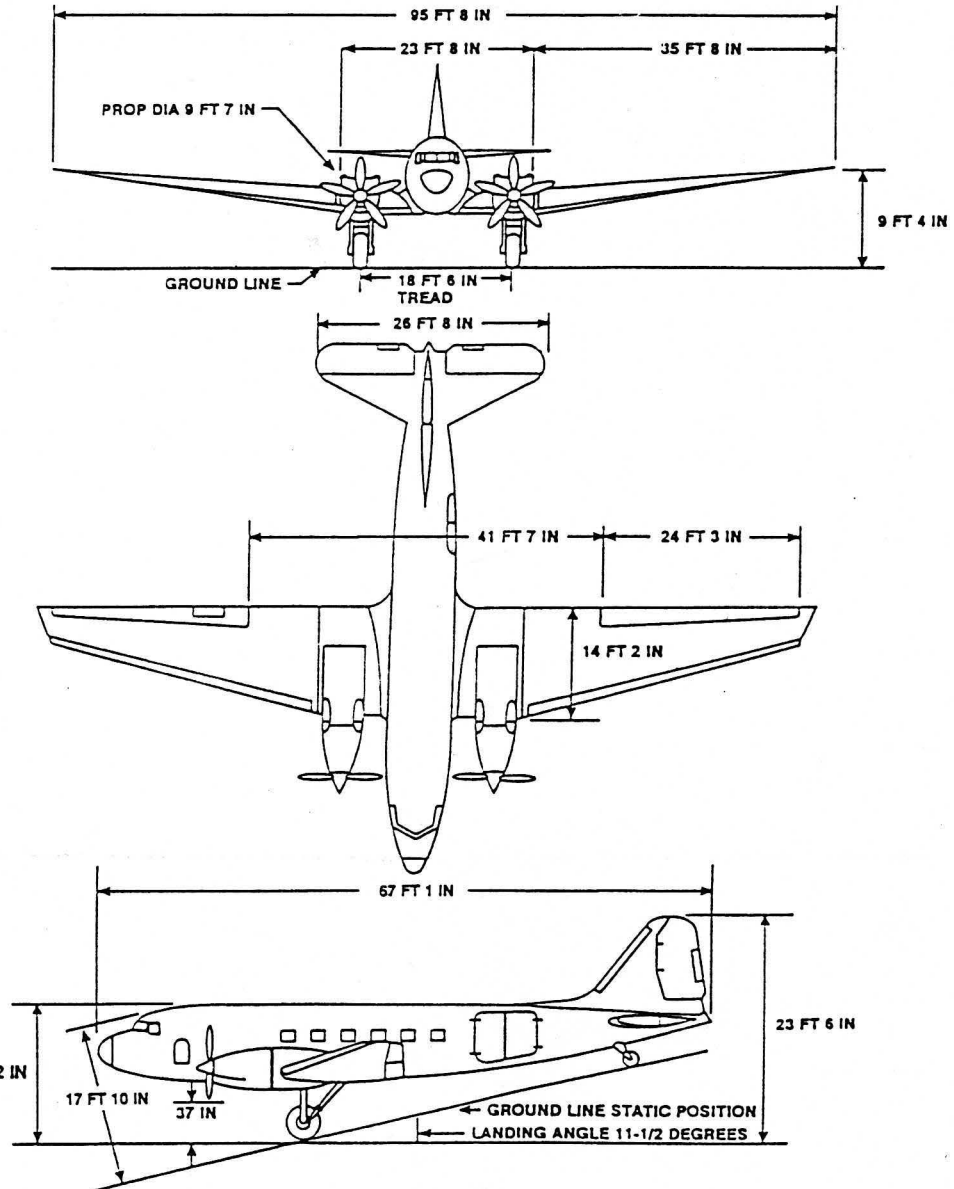
Flying in these aircraft was participating in the history of aviation.

Three views of a 21-passenger DC-3 with two Pratt & Whitney 1830-94 engines, rated at 1350 hp each.



TURBO DC3-TP67

AIRPLANE THREE-VIEW



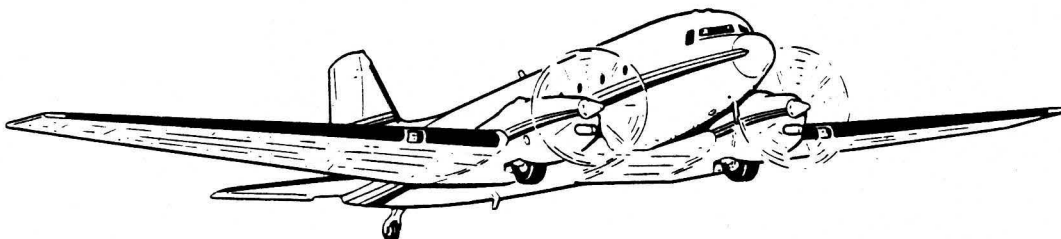
Two current jump ships are the DC3C TP67's. They operate out of Missoula and McCall during the fire seasons. The Missoula based one is N115Z and the McCall ship is N142Z. They were once C-47B ships that were produced during WW II at the Douglas plant at Oklahoma City for the Army Air Force. Extensive modifications were made at the Basler Turbo Conversions, Inc. plant at Oshkosh, Wisconsin at more than \$1,000,000 each. They will be flying well into the 21st Century.

The engines are Pratt & Whitney PT6A-67R turboprop gas turbines. The propellers are 5-bladed Hartzell HC-B 5MA-3 units, with 115" diameters. They are full-feathering, and reversible. Maximum airspeed is 170 KIAS, or about 195.6 mph. Maximum take-off weight is 28,750 pounds.

N115Z and N142Z are Forest Service aircraft that carry generally between 12 and 16 smokejumpers. On take-off they almost jump into the air like a grasshopper. Lots of power.

They are stored at a Forest Service facility at Ogden, Utah during the winters.

The above information was provided by the courtesy of Clyde "Chub" Riggleman, U.S. Forest Service aircraft inspector, based at the Missoula County Bell-Johnson airport above the smokejumper facilities.



THE FS-14 - AN IMPROVED SMOKEJUMPER PARACHUTE CANOPY

The material included below, concerning the new FS-14 parachute, came primarily from Dave Pierce, Equipment Specialist, Missoula Technology Development Center, U.S. Department of Agriculture, Forest Service. Jim Beck, Assistant Operations Foreman, Region 1, Aerial Fire Depot, Smokejumper base, Forest Service, also supplied valuable information.

The FS-14 is a new parachute that has been developed to replace the FS-12, which was first used in limited numbers in 1979. (The FS-12 is a 32-foot flat circular canopy with 32 gores, anti-inversion netting sewn to the canopy skirt and two steering toggles on each side.) The FS-12 will be used for the most part by the Forest Service jump bases through 1995. The BLM bases at Boise and Ft Wainwright will continue to use the Ram-air canopy. In appearance the Ram-air chutes look something like the chutes sky divers use today. In the 8th newsletter the BLM parachute will be discussed.

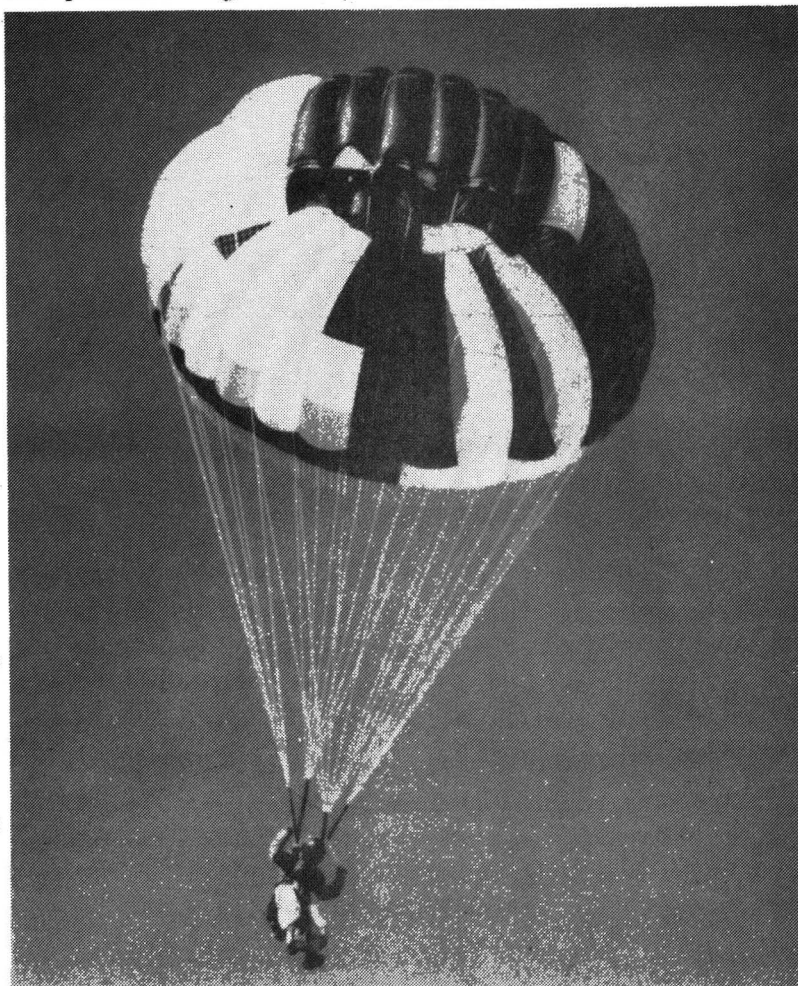
The FS-14--which was known as the Concept-7 during experimentation and evaluation phases--will be produced in two primary sizes, 32-foot large and 30-foot medium. There will also be one special-purpose size, 28-foot small. The 28-footer will be available to provide an extra edge in performance for 120-to 130-pound smokejumpers. There was only one size canopy for the FS-12--32-foot. Jumpers weighing around 120 pounds land soft, but do not have adequate forward speed. The 200 pound jumpers get more forward speed, but land harder. The FS-12 chute worked best for middleweight smokejumpers. With three canopy sizes smaller and larger jumpers will experience additional performance improvement.

The FS-14, like the FS-12 and the FS-10 before it, utilizes a deployment bag and static line. The lines come out first and then the parachute, unlike earlier chutes, such as the 30-foot Eagles and 28-foot FS-2's, where the reverse was true, producing more opening shock.

The FS-14 provides a descent rate whose average is 10% slower than the FS-12. The FS-12's descent rate increases when a jumper holds what is known as 1/2 brakes for landing, and does so dramatically when more than 1/2 brakes are used. With the FS-14 dramatic increases in the descent rate do not occur during normal maneuvering or braking. With the FS-12 normal toggle movements during turns and braking produce oscillations. With the FS-14, even rapid toggle movements do not produce significant oscillations.

The FS-14's turn faster than the are very flat, and quickly after turning, there is compared to the for the FS-14 is 360 degrees.

On April 11-12 of exercises at went very smoothly. several of the new 1994. During 24-25 more extensive from all FS units representative from was conducted at Approximately 120 At the conclusion FS representatives chute should replace FS-14's will be will be distributed Quantum Parachutes, California was the development and test



rate is about 50% FS-12. Normal turns jumpers stabilize very completing a turn. When less loss of altitude FS-12. The turn rate about 4½ seconds per

1994 evaluation Redding, California Each FS jumper base had chutes to use during Jan. 1995 there was evaluation and jumpers were involved, as was a the BLM. The testing Silver City, New Mexico. FS-14 jumps were made. of this exercise all agreed that the FS-14 the FS-12. About 50 available this year and among the FS jump bases. Inc., at Woodland, company awarded the contract.

THE GREY WOLF LAKE JUMP, 1970

At the University of Montana archive department there are some interesting pictures and a cartoon relating to a fire jump made by Bill Woolworth and Willy Von Bracht in 1970 at Grey Wolf Lake in the Mission Mountains north of Missoula. The cartoon depicts a man hiding in a rope pocket of a smokejumper.

The Missoulian newspaper that summer had this account: SMOKEJUMPERS LAND IN MIDDLE OF NUDE BATHING. "Several smokejumpers found an unexpected dividend in their work while on a fire assignment recently. The team of jumpers, dispatched to a small fire deep in the Bob Marshall Wilderness Area of Western Montana landed in the midst of five girls skinny-dipping in Grey Wolf Lake."

During an interview by Kathy Root on 22 July, 1984 for the Smokejumper Oral History Project, Bill had some comments to make about that fire. He mentioned that they had photographic proof of the women since Willy had a camera with him. (Yes, copies of those prints are in one of the albums at the U of M. Very interesting pictures I might add.)

After Bill and Willie had upheld the reputation of the smokejumpers and the U.S. Forest Service in particular, and after putting out the fire--a smoldering log, they had to get from the end of the lake where they were situated, to the other end where the trail was located. (It was about a mile trip across the lake Bill said.) He and Willie built a raft. However, when they both got on with their gear, the raft would sink. So, it was decided that Willie would take to the high country and walk around and Bill would take off on the raft, using the shovel from his fire pack to paddle with. After bidding a very fond farewell to the lovely gals, they moved out. Willie later said that he could see Bill all of the way, but he was a small speck out in the middle of the lake. After returning to Missoula they had thought it best to keep their story a secret, but it wasn't long until the word got out. From that time on, they became legends, and the story is still told today about two jumpers and the skinny-dipping gals. Eldon Streich was the spotter on that jump and he is now deceased. Dick Komberec was the pilot. He has flown for many years and is currently a captain with Delta Airlines. (He had some stories to tell the compiler of "The Static Line" about that flight into the Grey Wolf Lake area. The ship was a Twin Beech, NC119T)

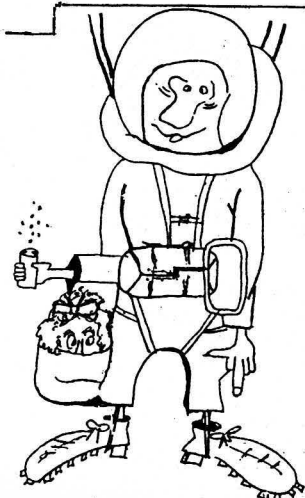
During his interview, Bill had a number of interesting stories to tell. In one, he mentioned how some of the pilots would--like the jumpers--stretch the truth at times, especially as to the types of planes they had flown. Bill said, "...One fellow was telling some lie about where he'd flown and about the weather; and some other guy had done it blah-blah-blah better or in a bigger plane. Willie and I were pushing brooms around and suddenly Willie asked, 'Say, has anybody in here ever flown a PM-2B?' Some pilot said, 'Yeah, yeah, I've got six hours on that.' One of the other pilots turned to Willie and asked, 'Say, what is a PM-2B?' Willie said, 'It is a Power Mower, two Blades.' That was in Missoula in 1970."

Bill was accepted by the Missoula base as a jumper in 1968. He was color blind, but managed to pass the physical exam by memorizing parts of the eye test when the nurse had to leave the room for awhile. It was a green or yellow panel that marked the jump spot. Bill said, "...I remember when the chute opened the first time. I was so happy...I remembered that I was supposed to go for the spot...I finally located this rectangular yellow object and I figured that must be what they're talking about--the spot. (Actually, it was an orange panel against a green meadow) I was not able, really, to decipher the orange and green, but I could certainly see the shadow. So I figured that's good enough for me. That must be the spot. And it was a school bus...Well, I realized that of course, at about 300 or 400 feet from the ground. By then, those on the ground were heard to be asking, 'Who is the fellow over there?'"

Bill made 7 training jumps out of Missoula and his first fire jump was in Alaska, and he also went there in '69 & '70. From '71 through '76 he was with the Grangeville, Idaho crew. Also, in '79 & '83. We have lost track of Bill. He had been at San Leandro, California. We do not have any address for Willie. If anyone knows their addresses, please let us know.

One more incident involving Bill: One year while fighting fire in Alaska, a helicopter flew over with a loudspeaker and said, "Man has landed on the moon." Bill thought that was interesting, because he was back in the Stone Age in Alaska. 10

A cartoon by Lee Deeds, Grangeville, '71, depicting one of the Grey Wolf Lake jumpers and one of the skinny-dipping gals hiding in the rope pocket of his jumpsuit. We do not have any address for Lee Deeds either.



RUSSIAN SMOKEJUMPERS CONTINUED

Because of space limitations in the 6th newsletter, we were not able to continue with the subject of Russian jumpers. The material submitted below also came from Deanne Shulman, a former McCall jumper who first jumped in 1981. She was one of 3 who participated in the U.S.D.A. Forest Service and Russia's Aerial Fire Service exchange program in the Irkutsk Region in south central Siberia, that includes the Lake Baikal area. The exchange took place during the period July 12 through August 30, 1993.

The most common handtools used by Russian jumpers were shovels, axes, and machetes ("Woodsmans Pal" as they are referred to by smokejumpers in Alaska). Shovels are transported without handles, Deanne reported, with the assumption that a handle can be carved from a birch branch once the smokejumper is on the ground. The machetes are used to cut boughs for beating the fire. They saw few chainsaws and they did not appear to be used much. Their Russian host told them that they normally had drip torch and fusee type devices for burning out when they were available.

Support equipment included canvas tents, heavy sleeping bags, air mattresses, buckets to cook in, wooden boxes with canned food and loaves of bread, shotguns and fishing poles. Weight of the gear is not a problem since there are no "packouts." The resupply schedule for smokejumpers and rappellers was every 3 days, but they are prepared to subsist off the land and are knowledgeable concerning edible plants and herbs.

In the aviation zone, the initial attack force is a squad of five to eight smokejumpers or rappellers. The primary tool is a backpack pump for direct attack on the fire Deanne said. Boughs from trees are also used to "beat" the fire out along the edge; a technique that can be very effective in low intensity burns with little wind. If a fire is too intense, the fire fighters back off to a game trail or drainage and burn out. It was observed that in such situations the jumpers used a birch bark fitted into a slit cut into the end of a branch for burning out. The "lighter" was followed by a person with a backpack pump, who extinguished the outside edge of the burn. If water was not readily available for backpack pump refill, 125 gallon bladder bags were placed adjacent to the fireline by a helicopter.

Deanne stated that the Russian fire fighters do not have fire shelters, or anything of a similar protective nature. Due to the high cost in rubles of U.S. fire shelters, Russia is planning on manufacturing their own version, which will be modeled on the U.S. design. Hardhats are not routinely worn by fire fighters. They were advised of a fatality that occurred during their visit when a tree fell, striking a smokejumper in the head. Falling trees, due to shallow root systems, are a significant and well recognized hazard in the taiga. This is the major factor in limiting use of airtankers to unstaffed fires. Fighting fire at night is not practiced in Russia as it is considered unsafe. This is due to the uneven footing and density of the undergrowth in the taiga, as well as incidences of fatal attacks by bears and other wild animals.

Smokejumpers and rappellers have one portable radio on a fire that can be used on direct frequency only with aircraft overhead. There are a limited number of shortwave radios that can be used on fires to contact dispatch. UHF frequencies are used between dispatch and aircraft.

Airtanker use is in the developmental stage in Russia. The exchange team did not observe any retardant use and can only assume that none is available. The water drops were not used in conjunction with ground forces as there is a concern, as mentioned above, for personnel safety. This factor, in conjunction with the lack of retardant or foam, limits considerably the effectiveness of the drops. The current strategy is to use airtankers for initial attack on small fires when personnel are not available to immediately staff the fire. There is potential to greatly improve the effectiveness of this program by the use of retardant or foam, and exploring strategies to safely use airtankers in conjunction with ground forces.

The "response time" element, a major emphasis in the F.S. where early detection, followed by quick initial attack forces, can contain fires while they are small, is less of a consideration in Russia where distances, inaccessibility, and logistical factors can increase response times significantly. The majority of the airbases are not located at airports, requiring additional response time in transporting the fire fighters to the airports. The mandatory "getaway" times associated with initial attack crews in the F.S. were not evident in the smokejumpers and rappellers they observed preparing to repond to fires.

The subject of RUSSIAN SMOKEJUMPERS will be continued in the 8th newsletter.

SISKIYOU SMOKEJUMPER BASE

Cave Junction, Oregon



During the first part of December, 1994, Garry R. Peters sent us a tremendous amount of material relating to the Siskiyou Smokejumper Base that once operated as a permanent jumper base. His material will go into the N.S.A. archives, and we greatly appreciate the contribution. We will take up some of the history of that base in this issue of the N.S.A. newsletter, and again in the following one, which will be the 8th.

Garry jumped out of Cave Junction from 1963 through 1966, and was a squadleader during the last two years. He then joined the U.S. Force for 7½ years. He flew the North American F-100 fighter, the North American OV-10 observation and attack aircraft, and the Cessna L 19-7 observation ship in Southeast Asia. After leaving the Air Force he thought he would jump one more year, but ended up flying jumpers out of Cave Junction until that base closed in 1982. In the Siskiyou Smokejumper Base report concerning the 1975 fire season, there was this notation: "Our rookie class consisted of Rick Dees and Pat Armijo. Garry Peters, after departing the Air Force under questionable circumstances, returned to be a smokejumper, squadleader or pilot. No one seems to know which one yet. His first comment upon completing a tour of the base was, 'My God, the real world is hell!'"

Garry became a Forest Service pilot and flew the DC-3 and Beechcraft 99 aircraft, and others. After the base closed in 1982 he then flew lead plane out of Baker, Oregon until retiring in June, 1993. Garry currently lives at East Sound, Washington, which is about five air miles NNE of West Sound and 20 air miles SW of Bellingham. You have to take a boat or parachute in to his place, which is on one of the islands south of the Strait of Georgia.

In one of the newspaper clippings he sent us from the Crescent City American newspaper, Crescent City, California, dated Wed., Sept. 20, 1967, there are pictures of these former jumpers from the Siskiyou base, names that many jumpers from the different jump bases were familiar with: Delos Dutton, Larry Lufkin, Lou Wayers, Tom Albert, Dick Wessell, Wesley Brown, and pilots Hal Ewing and Art Murray. Another article has a picture of the base foreman, Gary Mills, in 1980. Many other names are listed on smokejumper rosters from that base. He also sent us a report concerning the death of Allen "Mouse" Owen with a picture of him, which is on one of the pages of this newsletter. Garry also forwarded an aerial photo, showing the one-time Gobi airstrip, taken on August 2, 1940.

The Forest Service began employing smokejumpers at Cave Junction part-time in 1941, and they were quartered in what is now the Illinois Valley Ranger Station. The base began full-time operation in the spring of 1943. The Siskiyou base covered a radius of around 150 miles, encompassing 13 million acres. Through the years its jumpers were flown to fires in Montana, Washington, northern California and Idaho. Some even fought fires in the eastern part of the United States on occasion. (There were two other jump bases in Oregon at the time--at LaGrande and Redmond.)

Garry believes the Siskiyou jumper base (Cave Junction) got the name "Gobi" from a wild flower found there, which also grows in the Gobi Desert in Asia. The Cave Junction newsletters were called "The Gobi." Garry said everything was the "Gobi." Rocks were "Gobi" stones and everything else was "Gobi," including the "one-finger wave."

In the 1977 Fire Season Report, Siskiyou Smokejumper Base, there are a number of interesting comments. Several are: "The district had a fire with a nasty snag and they requested some top notch fallers to give them a hand. We did not want to release any of our good fallers, so we sent Swift and Nicholson (They are probably two of the better people on base at 'falling down', so we thought they were a good choice for the job.)" That was on June 14. On June 16, "Another infamous nickname was 'spawned' on the GOBI this date. Allen Owen and Bob Terrell jumped the North Bailey Fire, Diamond Lake R.D., Umpqua N.F. Seems the nice little meadow in the timber turned out to be a shallow pond. While "Mouse" Owen just managed to 'squeak' in along the shoreline, 'Trout' Terrell nailed the pond dead center. Thus was born the sacred GOBI name 'Trout.'"

We will have more about the former Siskiyou base in the 8th newsletter.

DALE "MOUSE" OWEN

Siskiyou Smokejumper Base

1970 - 1981

In September, 1981 the Alaska Smokejumper base issued a letter relating to the death of Allen "Mouse" Owen. In part, the letter stated that he had died at the North Pole Skydiving Club, twenty miles south of Fairbanks. He had been taking part in Relative Work Competition, a contest where 4-man teams attempt to form various hook-up patterns while in freefall from 8,000 feet. On his fatal jump, Allen's team successfully formed five separate patterns, capturing the weekend record. At 3,000 feet, immediately after their parachutes had opened, Allen and another jumper collided with each other. They both were using square ram-air canopies which have a considerable forward speed. Somehow, due to the collision, Allen's canopy began to malfunction, putting him into a strong spin. Apparently, his lines entangled with his body, preventing him from jettisoning his main canopy which would have allowed a safe, clean path for his emergency deployment. At 500 feet, his canopy collapsed completely. Observers saw his reserve pilot chute flash out and entangle into his main parachute lines. His reserve parachute never did deploy. Doctors at Fairbanks Memorial Hospital believe that Mouse was killed on impact.

"None of us here at the Alaska Smokejumpers can really comprehend that Mouse is gone. He was our cheerful friend and one of the toughest, most careful, and skilled Smokejumpers. Mouse has become a legend within the whole Smokejumper World, not only because of his small size and powerful strength, but because of his vivacious spirit. Mouse lived more fully, did more things, was more active than any one of us. We will miss him."

The Daily Courier, Grants Pass, Oregon had an article about Allen Dale "Mouse" Owen on Wednesday, Sept. 9, 1981.

"He had a zest for life--he died the way he lived," says Gary Mills, a friend and longtime Smokejumper at the Cave Junction base.

Owen, nicknamed "Mouse" because of his 4-foot-11 height didn't let the fact that he was small cloud his dreams: He was featured in Life Magazine when he became the smallest person ever allowed in the U.S. Marine Corps. He served three years in combat in Vietnam, gaining the rank of staff sergeant.

And he fought to be accepted by the Forest Service as a smokejumper, gaining entrance in that elite firefighting group only after being granted a Congressional waiver.

"He fought for everything he got," says smokejumper Tom Emonds, a close friend of Owen's since the two met 11 years ago. "Nobody fought harder."

"He was a legend in the smokejumper world," adds Deanne Shulman, 27, a smokejumper at the McCall Smokejumper Base in Idaho. Miss Shulman, the only woman smokejumper in the Forest Service, credits Owen for helping her battle the Forest Service bureaucracy to allow her to become a smokejumper last spring. "He was very supportive," she said. "I wouldn't be here if it weren't for him."

His death stunned the smokejumpers at Cave Junction base. "He was a real unique individual," said Gary Mills. "If a person is judged by how many friends he had, he counted pretty high."

Tom Emonds, a former smokejumper and close friend of Owen's since the two met 11 years ago, left the Cave Junction base early this spring for Alaska where both jumped for the Bureau of Land Management (BLM) throughout the summer. Emonds, a former captain in the Marine Corps, also saw combat action in Vietnam. He said, "I saw a lot of death over there, but this is the first one that really touched me."

After his military hitch, Owen graduated from the University of Missouri School of Forestry and joined the Forest Service.

The newspaper went on to say that an informal memorial service was to be held for Owen at 10:00 A.M., Sunday, Sept. 13, at the smokejumper base. The Siskiyou jumpers hoped to have a former smokejumper turned minister officiate at the ceremony.

At the time of his death, Owen's parents were living at St. Louis, Missouri. He was survived by two brothers, Lane and Larry, and a sister. Larry began jumping at Cave Junction in 1976, but we do not have any address for him. Does anyone know about him?

We wish to thank Garry Peters for supplying us with this information about Allen "Mouse" Owen.

INJURIES ON EAST SPREAD MOUNTAIN JUMP, AUG., 1955

The Missoula Sentinel paper on Friday, August 19, 1955 mentioned: "There was no smokejumper activity Friday, by mid-afternoon, but one cargo drop was made to the East Spread fire. Three of 16 jumpers sent to this fire were evacuated by helicopter Thursday. William L. Carver, John (Jack) D. Wall, and Fred B. Wolfrum, were flown to the Montour Creek road, where they were picked up and brought to Missoula. (The paper failed to mention that another jumper, Claude Greiner, had also been injured.)

Bill Carver was in the jumpers many years and is retired in Missoula. We talked to him about that fire. He mentioned that on Wednesday, Aug. 17, a C-47 load of jumpers had been dropped on the fire, which was about 45 miles NE of Missoula in some very rugged country at an altitude of about 8,000 feet. He had been the first jumper out of the ship and was followed by Dick Tracy. (Dick later became the base manager at Redding, California and retired there.) Bill said he was caught in a downdraft and went over the ridge on the side away from the fire. His right foot got caught in the crotch of a half-dead tree and he fell over backwards. The force of his fall tore the sole from his new White logging boot. He then fell about 40 feet out of the tree, landing on his back on a very steep slope, which helped save him. He skidded down backwards and ended up against an old rotten log. He thought at first that his foot might be missing, but it was still attached to his leg, but badly broken. Bill then crawled up to the top of the ridge. He was in charge of the jumpers, but had Dick take over and get the men to the fire. The plane had departed and their radio was not working. He had the injured move to a small hollow and set up a base camp. (Al Cramer had been the spotter on that drop.) The next morning another load of jumpers bailed out of C-47, and again, there were some injuries. However, this time those on the plane knew about the condition of some of the men and it was arranged that a helicopter would later be flown to the site.

Herb Oertli was also on the fire and took over as cook. He had the top of a 5-gallon water can cut off, and had Bill place his injured foot in it, as he had Claude Greiner do too, since he also had a broken ankle. (Herb had quite a sense of humor. Later, as some of the injured were eating, Herb pulled two dirty socks out of the water can they had been using for drinking water, and asked if the men liked the taste of the water.)

Eventually, the injured were flown off the mountain to the Monture Creek road below. Bill and Claude were the most seriously injured. In Missoula they had the same doctor, who had their ankles x-rayed, and then had casts attached. Later Bill's cast really began to bother him. He started pouring water down inside it and eventually cut it off before going back to see the doctor. The x-rays were checked, and the doctor found that he had mixed up the two. Different types of casts had been placed on the legs of Bill and Claude, and that is why Bill really began to suffer from his, which was not suited for his particular injury. Fred Brauer was in charge of the Missoula jumpers at the time and he saw that Bill and the others were able to be at work, with Bill answering the telephone. (See cartoon, page 16.)

SAILING ON THE BERING SEA, JUNE, 1994

George Gowen, MSO 54, and now a practicing attorney in New York City, took off with his wife in June 1994, with an Alaskan friend in his boat across the Bering Sea. They departed Nome in the converted ocean tug and made landfall at Providenya, Siberia. The town has a population of about 5,000 he said. George commented that it was a bleak town, shrouded in soft-coal smog. There was an air base across the bay and during the Cold War 150,000 troops were stationed in the area.

George told us the shelves of the town's few stores were empty. The bank did not have any rubles to exchange for dollars and the post office was out of stamps. However, the people were very friendly, but old ways die hard he said. Their vessel was placed under a twenty-four hour guard.

When the time came to depart, they were not hindered. The trip was from Providenya to Nome and then down to Kodiak. They had smooth sailing each way with mild weather; however, there was one day of heavy sea ice. Quite an adventure and a very abrupt change from the life in New York City.

George was very instrumental in preparing the paperwork that went to the IRS, which resulted in the N.S.A. acquiring a non-profit status in the eyes of the Federal Government. He did the same for the Museum of Mountain Flying.

SMOKEJUMPER BASES - 1995

Note: Some of the information shown below is only approximate at this time, especially as concerns number of personnel.

	<u>Boise, ID</u>	<u>Ft. Wainwright, AK</u>	<u>Grangeville, ID</u>	<u>McCall, ID</u>	<u>Missoula, MT</u>
Base Manager	Mike Clarkston	Tom Boatner	Pat Wilson	Neal Davis	**Jeff Kinderman
No. Jumpers	56	*68	29	80	75
No. Women Jumpers	2	2	2	3	4
Retirements	0	1 (Tony Beltran, '69. 323 jumps. Ret. 3/31/95.)	0	0	1 (Steve William's, '65. 350 Jumps. Ret. 3/31/95.)
Aircraft	1 Sherpa 1 Twin Otter	2 Sherpa's 3 Casa's	1 Twin Otter	1 DC3C 2 Twin Otter's	1 DC3C 1 Sherpa
Rookies	4	7	4	10	32 (Some to go West Yellowstone & Grangeville.)

	<u>Redding, CA</u>	<u>Redmond, OR</u>	<u>West Yellowstone, MT</u>	<u>Winthrop, WA</u>
Base Manager	Dave Noble	Mike Brick	Greg Anderson	Doug Houston
No. Jumpers	50	35	22	22
No. Women Jumpers	1	0	0	1
Retirements	0	0	0	0
Aircraft	1 Sherpa 1 Twin Otter under contract	2 Sherpa's	1 Twin Otter	1 Twin Otter
Rookies	13	15	4	5

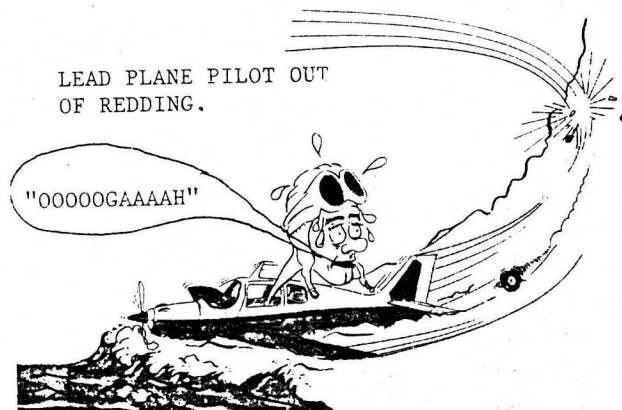
* Three Alaska jumpers will be going to Russia and will jump out of there. Last year two Russian jumpers came to Alaska and made fire jumps. None will be coming to Alaska this year.

** Jeff Kinderman is acting Base Manager at Missoula at this time. Gary Benavidez transferred to the Gila National Forest at Silver City, New Mexico as that forest's FMO (Fire Management Officer).

A BOISE SPOTTER AFTER A ROUGH FLIGHT IN A TWIN OTTER OVER THE SNAKE RIVER COUNTRY, AUGUST, 1994.



LEAD PLANE PILOT OUT OF REDDING.



SOME OF THE REDMOND JUMPERS AT GAS HOUSE TONY'S AFTER A LONG WEEK ON FIRES.

TURBOPORTER ACCIDENT

by

Bill Bull

MYC 1964-68

It was a hot day in July of 1967 in the McCall area. Two aircraft were parked along the strip and jumpers were sitting nearby with their jump gear. Suddenly, the "scramble" phone rang! No fire had been reported, but the fire level was considered to be at such a high level that a decision had been made to send both aircraft on a late evening patrol over the forest. Each aircraft would fly over its assigned area, searching for any sign of smoke, until dark. The men scurried to get into their bulky jumpsuits. In teams of two they helped each other attach parachutes to their harnesses. Each man then carefully checked his partner to insure that everything was attached properly. I was the spotter for our flight and after the men loaded up I climbed into the cockpit beside the pilot (Dave Schass was flying.) I told him we were ready. The large, three-blade prop began to turn slowly and then rapidly built up speed, and the sound changed from a low-pitched whine to a roar. Dave looked me again and I nodded, saying, "All set." He released the brakes and we began to move.

The noise quieted a little as the tires left the hard asphalt. Dave pulled the nose up and we began to climb steeply. I adjusted the headphones and picked up the radio's microphone to call the dispatcher. We were passing through an altitude of 400 feet as I depressed the button and started to speak. It was then that the engine quit!

I wonder if there is any other feeling that can quite compare with that which tends to sweep over a person seated in a heavily loaded aircraft moments after takeoff when the engine quits. Dave pushed the stick forward in an attempt to maintain enough airspeed so we would not stall and spin into the ground. We started turning to the left but there wasn't time to get back to the strip. The ship, with its six men, fire equipment and full load of fuel was too heavy. We were too low to use our chutes. I shouted at the four jumpers to "Hang on!" I grabbed the bottom of the instrument panel with both hands. It seemed only seconds until we struck the ground--hard! The landing gear collapsed and the plane settled to the ground, sliding to an abrupt stop in tall grass. I grabbed for the emergency door release handle but found the door was no longer there. We had to get out before the plane possibly caught on fire. Jet fuel was streaming out of the wing. Dave and the jumpers were out of the aircraft and then I too exited after finally managing to get my seatbelt loose.

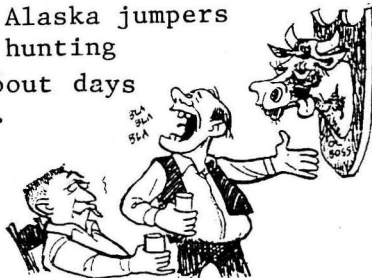
I found that I had a cut on the front of my head and had punched a hole through the windshield. Other than being a little sore from being tossed around in the plane, the jumpers were in good shape. Dave was holding his right forearm in the palm of his left hand. It was obvious that his arm was broken. Luckily, the plane did not explode and burn.

The article written by Bill was modified somewhat to fit space requirements. Bill today lives at Cle Elum, Washington. Dave Schass died later in another plane crash.

GARY BENAVIDEZ, FORMER BASE MANAGER, MISSOULA

Gary has departed from the Missoula base to become the FMO (Fire Management Officer) for the Gila National Forest and is headquartered at Silver City, New Mexico, close to where he grew up as a youngster. Gary had served as a paratrooper with the 18th Airborne Corps from 1969-71. He then served as a smokejumper at McCall from 1972 through 1974. (When he first left the service in 1971 he had worked with a helitack crew in the Gila NF.) He jumped out of Boise from 1975 through 1979, and became a squadleader in 1976. The base closed in 1979 and Gary transferred to Missoula where he jumped from 1979-83, and served on the Silver City detail at times. In 1983 he went to the Regional Office at Region 3 at Albuquerque and worked as a regional dispatcher and regional fire training officer. In 1986 he went to the Magdalena R.D. in the Cibola NF in New Mexico as a Dist. FMO, until August of 1989, when he came to Missoula as base manager for the Missoula jumper unit. The only years when he was not an active jumper were from 1986-89. We wish Gary and his family the best of luck, and bet that he is not through jumping yet.

Retired Alaska jumpers
telling hunting
tales about days
of yore.



Fred Brauer, Base Foreman at Missoula in 1955, telling Bill Carver: "Don't ever tell anyone I never gave you a good deal," (Story on page 14.) The day after the Doc patched Bill up Fred had him back at work answering the telephone.



PUBLICATIONS, BRONZE WORKS, & GENERAL INFORMATION

Starr Jenkins of San Luis Obispo, California (CJ 48) has produced a book with the title SMOKEJUMPERS, '49: BROTHERS IN THE SKY. (Your compiler has reviewed it and was quite impressed by the work.) Starr will have copies for sale at the Reunion. It is from jumpers in the year of the Mann Gulch Fire of 1949. It has a great number of photos that were taken by Peter Stackpole, a LIFE photographer, who covered the Missoula crew that summer before and after the disaster. The price is \$23.95, but Starr's publisher is offering members of the NSA, and also all other qualified fire fighters and former paratroopers, a four-dollar discount, plus free shipping for those who order the publication, making the price just \$19.95. To get this deal, mail your request and a check for that amount to Merritt Starr Books, P.O. Box 1165, San Luis Obispo, CA 93406. Starr said to be certain to include your return address. Allow six to eight weeks for delivery.

Joan Hanson made up a book, SMOKEJUMPERS, in 1979. Photos by Sandie Hansen and the US Forest Service, and sketches by Larry Fite. It measures 5½ x 8½ and has 56 pages. Joan inserted much excellent material on smokejumping and the book sells for \$5.00. They will be on sale at the Reunion.

"The Smokejumper" is a highly detailed bronze artwork sculptured by Fred Boyer, a former smokejumper who lives in the Anaconda area. He is a western artist who is nationally known and who has exhibited his artwork throughout the United States. He obtained a B.A. in art and art education from Montana State University and has taught art at Sitka, Alaska and Anaconda. His experience as a smokejumper lends to his ability and caring to create one of the most authentic detailed bronze works ever produced of a smokejumper. The bronze is 18 inches tall and was created to represent fifty years of smokejumping. It represents many things to all of us. Hard work, lasting friendships, and above all, a proud organization and personal achievement that few have attained. Fifty will be cast to represent the first fifty years. It is being offered by the Cougar Creek Corporation. Should you wish to publicly view or purchase "The Smokejumper", you may contact one of the following individuals:

Tom Lindskog. 1509 Driftwood DR. Bozeman, MT
59715 (406) 587-5600

Garry Parker. Box F West Yellowstone, MT
59758 (406) 646-7331 (June-Sept.)

Ed Ward. Box 6 Airport Terminal, Missoula,
MT 59802 (406) 721-0617

Dave Hart Gallatin Gateway, MT 59730
(406) 763-4654

They come in colors or plain bronze. Costs vary. Check with the above persons for prices.

Carroll Gambrell of Walhalla, S.C., who won the prize for naming the newsletter the "Static Line" and who suffered a stroke not long after that, will have copies of the Kudze Chronicles and Sugar Valley on sale during the Reunion. They cost \$9.95 and \$12.95 respectively. They are "knee slappers" about the pulpwood industry. He is also producing two books about smokejumping, The Glory Chute and Blazing Parachutes. Carroll and his wife will be here for the Reunion. One great fellow! He still uses his crutch as a rudder.

We will carry on with the Obituary listing in the 8th newsletter, plus other information about the Museum of Mountain Flying and the National Forest Service Museum, and much more. That includes a story about a former jumper who spent two weeks in an aircraft in Antarctica on the ice waiting for help. Also, a former jumper who was the first person to be fired from the ground into the air testing an ejection seat--the first live test. Please contact us at the Reunion about stories for future editions of the "Static Line." WE WILL TRY AND GET CAUGHT UP ON CORRESPONDENCE AFTER THIS NEWSLETTER IS MAILED OUT. We will see you in July.



ELECTION OF OFFICERS

NATIONAL SMOKEJUMPER ASSOCIATION

The Bylaws adopted by your NSA Board of Directors calls for the election of officers annually. This year the membership will nominate and elect the following officers to its Executive Board: President, Vice President, Secretary and Treasurer.

The Board of Directors is the governing board of your association. A representative is elected from each of seven regions: Winthrop, Alaska, Redmond, McCall, Redding, Boise, and Missoula. Those interested in serving as a Board member from his/her region will be given the opportunity to run for the position at meetings planned for the Reunion this July in Missoula.

Duties of the officers of the Executive Board include:

President

1. Is Chief Executive of the Association.
2. Presides over all regular meetings of the Executive Board and Board of Directors.
3. Appoints Chairs of all major committees.
4. Coordinates committee activities.
5. Prepares an annual report of all activities and financial accounts of the Association.

Vice President

1. Attends monthly meetings of the Executive Board.
2. Assumes the duties of the President in the event he/she is unable to do so.
3. May Chair major committee(s) as requested by the President.

Secretary

1. Attends monthly meetings of the Executive Board.
2. Records and distributes minutes of all meetings of the Executive Board, and Board of Directors.

Treasurer

1. Maintains an accurate accounting of all monies accumulated by the Association during the fiscal year.
2. Prepares annual budget.
3. Presents monthly financial reports to the Executive Board.
4. Prepares annual report of the Association's financial accounts for the President and membership.
5. Chairs Budget and Finance Committee as organized by the President.

CANDIDATE VERIFICATION FORM

Date: _____ Send to: Nominations Committee Chairman
 National Smokejumper Association
 PO Box 4081
 Missoula, MT 59806-4081

FROM: Name _____
 Address: _____

City _____ State _____ Zip _____
 Telephones: Work () _____ Home () _____
 Year First Trained: _____ Base: _____

Currently a member in the National Smokejumper Association? Yes ___ No ___

RE: My candidacy for the position(s) of _____.

DIRECTIONS: Circle the appropriate words for each of the following statements:

1. I am am not willing to accept nomination for the position(s) mentioned above.
2. I am am not willing to attend all required meetings if elected (minimum 6/year).
3. I have been a member of the National Smokejumper Association since _____.

In the following space please indicate why you are interested in this position(s).

CANDIDATE NOMINATION FORM

The National Smokejumper Association would like to receive nominations from you for candidates in the Executive Board elections. Please complete this form and return it, along with the nominated candidate's CANDIDATE VERIFICATION FORM (Shown on page 15) and CANDIDATE RESUME SUMMARY NO LATER THAN May 31, 1995 to the N.S.A. address shown on page 15.

I nominate the following for consideration by the Nominations Committee. Check appropriate offices listed below where the candidate(s) have an interest.

___ President ___ Vice President ___ Secretary ___ Treasurer

Name: _____

Title/Current Position: _____

Business Address: _____

Home Address: _____

Business Telephone: () _____ Home Telephone: () _____

Do you know if this person is currently a member of the N.S.A.? ___ For how long? ___

Has he/she confirmed acceptance of the nomination for any offices checked at the top of this page? Yes ___ No ___

REASONS FOR NOMINATION IN TERMS OF CONTRIBUTION TO THE NATIONAL SMOKEJUMPER ASSOCIATION:

(This may be used as one letter of the two required for recommendation of the candidate.)

Nominated by: _____

Address: _____

Telephone: Work () _____ Home () _____

BE CERTAIN CANDIDATES COMPLETE THE CANDIDATE VERIFICATION FORM (page 15) & RESUME SUMMARY.

Thank you for your nomination(s).

CANDIDATE RESUME FORM

Name: _____

Business Address: _____

Home Address: _____

Business Telephone: () _____ Home Telephone: () _____

Education:

Degree Year Received Organization or Institution

Work Experience

Dates Positions Organizations

National Smokejumper Association Participation (Include years and bases where jumped.)

Other National, State, Community, and Professional Activities, etc.

The following letters of recommendation are required for the different positions: Two each for the positions of President, Vice President, Secretary and Treasurer.