National Smokejumper Association
1622 South Avenue West
Missoula, Montana 59801

Address Correction Requested

Volume 2
January, 1995
Edition 1
Compiled by Jack Demmons

"THE STATIC LINE"

PRESIDENT'S MESSAGE

It is gratifying to see the response to our initial effort to establish a National Smokejumper Association. We currently have more than 850 members and more are joining each week. The Association was an idea long overdue.

The goal of the N.S.A. is to build the kind of comradeship and spirit among present and former smokejumpers that prevailed and prevails, when a crew answered or answers a fire call. And not just among personnel at specific bases or during certain years, but among all bases, and from the very beginning of the operation, through to today. We want to bring old buddies together again, either in person, by means of reunions, by mail or telephone. We want to share the history, adventures and accomplishments of those who have served, and are serving in one of the world's truly unique organizations.

Work is underway, planning for the Smokejumper Reunion set for July 7, 8 & 9 in Missoula this summer. A preliminary survey of attendance was sent out with the 5th newsletter. More details about lodging, activities and so on will be forthcoming as the reunion committees continue to refine their plans.

We are continuing to upgrade our list of present and former smokejumpers. Among other things, we recently mailed letters to 1,750 former jumpers who are eligible for membership, but for whom, in a number of cases, we have erroneous or incomplete addresses. We plan to publish again the names of those who join as members; moreover, we plan to publish the names of those whose letters were returned because of outdated addresses. We hope those reading this 6th newsletter will be able to furnish us with correct addresses. So, if you recognize an old buddy among the list of "the lost," write or call us and we will update our records and invite those individuals to join us.

When you receive a newsletter, note that your membership expiration date is on the mailing label. You should receive 4 newsletters each year. If you forget to renew, we will notify you by mail. It has been decided that members who are delinquent in dues will not receive further newsletters until they are once again current. We felt we had no choice in this matter.

On behalf of the Executive Committee and Board of Directors, I hope you have had a fine Christmas and will have good fortune in the coming year. Let's all work toward a National Smokejumper Association that we will be very proud of.

Sincerely,

Earl E. Cooley

President

National Smokejumper Association

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National Smokejumper Association

MEMBERSHIP APPLICATION

Name ____________________________ Last   First

Address

Street ____________________________ City ___________ State ___________ Zip ___________

Year Trained ___________ Base ___________

Dues category

1 year $15.00 ______
5 years $60.00 ______
10 years $100.00 ______

Make check payable to: National Smokejumper Assoc.

Return to:

National Smokejumper Assoc.

1622 South Ave. West
Missoula, Montana

99801

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DISTRIBUTION OF N.S.A. MEMBERS BY STATE AND AREA

AZ-20; AK-33; AL-0; AR-2; CA-99; CO-16; CT-3; DC-1; DE-0; FL-10; GA-9; HI-0; ID-108; IL-6
IN-8; IA-2; KS-7; KY-2; LA-0; ME-0; MD-3; MA-1; MI-6; MN-15; MS-0; MO-5; MT-182; NE-2; NV-7;
NH-1; NJ-2; NM-19; NY-4; NC-12; ND-3; OH-11; OK-6; OR-67; PA-7; RI-0; SC-3; SD-1; TN-3; TX-15;
UT-16; VT-1; VA-19; WA-92; WV-0; WI-8; WY-9; Alberta-2; British Columbia-2; Yukon Territory-1;
Norway-1; Republic of Seychelles-1.
MEMBERSHIPS

This listing includes new members whose applications were received between Oct. 22, 1994 and Jan. 27, 1995. Applications received after Jan. 27th will be included in the 7th newsletter. If mistakes have been made in data shown below, please contact us as soon as possible and corrections will be made in our files. Expiration dates for memberships are shown on the address labels. We have 893 members as of Jan. 27th.

<table>
<thead>
<tr>
<th>Name</th>
<th>Address</th>
<th>Base Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>Abbott, Bob</td>
<td>2947 E Parkview Circ Littleton, CO 80121</td>
<td>Assoc.</td>
</tr>
<tr>
<td>Ainsworth, John</td>
<td>706 N 47th AV Yakima, WA 98908</td>
<td>MSO 43</td>
</tr>
<tr>
<td>Anderson, George</td>
<td>PO Box 656 Ferndale, CA 95536</td>
<td>MSO 44</td>
</tr>
<tr>
<td>Archibald, Roger W.</td>
<td>4618 Spruce ST Philadelphia, PA 19139</td>
<td>RDD 84</td>
</tr>
<tr>
<td>Armstrong, Larry</td>
<td>1006 121st SE Bellevue, WA 98005</td>
<td>MSO 47</td>
</tr>
<tr>
<td>Aylsworth, Aaron</td>
<td>Thunderbird Campus Box 1047 15249 N 59th AV Glendale, AZ 85306</td>
<td>MSO 88</td>
</tr>
<tr>
<td>Badra, Stephen &quot;Steve&quot; N.</td>
<td>928 N 4th ST Coeur d' Alene, ID 83814</td>
<td>MSO 66</td>
</tr>
<tr>
<td>Barker, Monte F.</td>
<td>5831 Greybull Hwy PO Box 1445 Cody, WY 82414</td>
<td>MSO 68</td>
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<tr>
<td>Bates, Scott &quot;Master&quot;</td>
<td>155 Armory RD Whitefish, MT 59937</td>
<td>MYC 69</td>
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<tr>
<td>Bay, Dr. Roger R.</td>
<td>6931 Mogollon DR Bozeman, MT 59715</td>
<td>MSO 52</td>
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<tr>
<td>Beagles, Philip &quot;Phil&quot;</td>
<td>2725 Moulton Butte, MT 59701</td>
<td>MSO 47</td>
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<tr>
<td>Beals, David &quot;Skinny&quot;</td>
<td>1845 NE 6th Redmond, WR 97756</td>
<td>MSO 45</td>
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<tr>
<td>Beck, Jim</td>
<td>805 Kern ST Missoula, MT 59801-3504</td>
<td>MSO 75</td>
</tr>
<tr>
<td>Berg, Clayton</td>
<td>PO Box 4845 Valley Nursery, Berg Landscape, Helena, MT 59604</td>
<td>MSO 52</td>
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<tr>
<td>Berg, Lewis &quot;Lew&quot;</td>
<td>7720 NW Eastside DR Parkville, MO 64152</td>
<td>MSO 44</td>
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<tr>
<td>Betty, Howard</td>
<td>423 Webb LN Twisp, WA 98856</td>
<td>NCSB 48</td>
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<tr>
<td>Boeck, Michael &quot;Mike&quot; D.</td>
<td>6691 Hwy 2 Sandpoint, ID 83864</td>
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<tr>
<td>Brollier, C. Philip &quot;Phil&quot;</td>
<td>1105 Federal Way Boise, ID 83705</td>
<td>BIFC 71</td>
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<tr>
<td>Brondum, Mark</td>
<td>26969 Lofall RD Poulbo, WA 98370</td>
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<td>Brown, Raymond &quot;Ray&quot; F.</td>
<td>1036 W Boston Ridgecrest, CA 93255</td>
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<td>Browne, James &quot;Jim&quot; F.</td>
<td>232 Rippling Waters Bigfork, MT 59911</td>
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<td>Buhaly, Joseph &quot;Joe&quot;</td>
<td>1716 49th ST NETacoma, WA 98422</td>
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<tr>
<td>Callum, David &quot;Dave&quot;</td>
<td>Box 2429 RR 2 Box 2429 Lake Dunmore #62 Brandon, VT 05733</td>
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<tr>
<td>Carlsten, Wilmer</td>
<td>1286 Rocky Point RD Polson, MT 59860-9441</td>
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<tr>
<td>Chehock, Scott W.</td>
<td>2657 26th &quot;A&quot; ST Clarkston, WA 99403</td>
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<tr>
<td>Clarke, Conald &quot;Bud&quot; L.</td>
<td>18005 Hwy 93 N Missoula, MT 59802</td>
<td>MSO 64</td>
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<tr>
<td>Clawson, Tom</td>
<td>953 Gorman AV West St Paul, MN 55118</td>
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<tr>
<td>Compton, Leo</td>
<td>6506 Arlington DR Boise, ID 83709</td>
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<tr>
<td>Congleton, Walt</td>
<td>1725 Rockydale RD Cave Junction, OR 97523</td>
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<tr>
<td>Covey, Bill</td>
<td>265 Tetrauld RD Kalispell, MT 59901</td>
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<tr>
<td>Cox, Roger</td>
<td>23295 Wapiti Huson, MT 59846</td>
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<tr>
<td>Coyle, James &quot;Jim&quot; E.</td>
<td>1971 E Falcon Hills Circle Sandy, UT 84092</td>
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<tr>
<td>Cramer, William &quot;Bill&quot; H.</td>
<td>651 Gold Vein RD Fairbanks, AK 99712</td>
<td>BOI 90</td>
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<td>Cummings, Robert &quot;Bob&quot;</td>
<td>12634 NE Russell Portland, OR 97230-1851</td>
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<td>Dalzell, Cliff</td>
<td>381 W Ridgeline DR Boise, ID 83702-6504</td>
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<tr>
<td>Davis, Berle</td>
<td>Mont State Center for the Aged 800 Casino Circ DR Lewiston, MT 59457</td>
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<tr>
<td>Deeds, Jimmie</td>
<td>11505 Mallard CT Missoula, MT 59802</td>
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<td>Derry, Robert &quot;Bob&quot; L.</td>
<td>170 NW 23 RD East Wenatchee, WA 98802</td>
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<td>Deward, Carl J.</td>
<td>3213 Meadowlark DR Lewiston, ID 83501</td>
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<td>Difani, Philip &quot;Phil&quot;</td>
<td>6000 Apple RD Polson, MT 59860-9708</td>
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<td>Diller, Kenneth &quot;Ken&quot;</td>
<td>2742 RD R Bluffton, OH 45817</td>
<td>MSO 43</td>
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<tr>
<td>Dinkle, Charles &quot;Chuck&quot;</td>
<td>RR 2 Box 145 Long Prairie, MN 56347 (Wife Linda jumped also)</td>
<td>MSO 80</td>
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<tr>
<td>Donnelley, Bob</td>
<td>2324 Poleline RD E Twin Falls, ID 83301</td>
<td>MSO 52</td>
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<td>Duel, Thad</td>
<td>PO Box 164 131 Mather McCall, ID 83638-0164</td>
<td>MYC 56</td>
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<td>Duffey, William &quot;Bill&quot; F.</td>
<td>3027th ST Belgrade, MT 59714</td>
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<td>Eisenman, Larry K.</td>
<td>327 Rose Crest DR Missoula, MT 59801</td>
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<td>Ekman, Dale</td>
<td>12202 SW Riggs Powell Butte, OR 97753</td>
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<td>Elms, James &quot;Jim&quot;</td>
<td>120 NE 32d AV Hillsboro, OR 97124</td>
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<td>Evans, Robert &quot;Bob&quot;</td>
<td>6024 E Wendrow LN Tucson, AZ 85711</td>
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<td>Evatz, Ed</td>
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<td>Fallini, Peter &quot;Pete&quot; T.</td>
<td>341 San Clemente Santa Paula, CA 93060</td>
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<td>Fitzjarrold, Don G.</td>
<td>PO Box 60 Crescent, OR 97733</td>
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<td>Fleming, Robert &quot;Bob&quot;</td>
<td>RT 6 Box 4666 Porter, TX 77365</td>
<td>NCSB 54</td>
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<td>Flink, William &quot;Bill&quot; T.</td>
<td>301 Preston Missoula, MT 59801</td>
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<td>6154 Deer CR RD Selma, WI 97538</td>
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<td>Ford, Bruce</td>
<td>18344 Stone AV N Seattle, WA 98133</td>
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<td>Foss, Lee</td>
<td>365 Gold Creek PO Box 349 Hamilton, MT 59840</td>
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<td>175 Beaver Meadows RD Cave Junction, OR 97523</td>
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<td>Giles Jerry</td>
<td>683 Marina DR #49 Boulder City, NV 89005</td>
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<td>Gore, Randy &quot;Doc&quot;</td>
<td>2888 Vale CT Lake Oswego, OR 97034</td>
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<td>Grijalva, Emett</td>
<td>661 E Deodar LN Lemoore, CA 93245</td>
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<td>Guy, John E.</td>
<td>847 Samish Island RD Bow, WA 98232</td>
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<td>Hagemeyer, James &quot;Jim&quot; L.</td>
<td>5250 Elk Ridge RD Missoula, MT 59802</td>
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<td>Hale, Kirk</td>
<td>29213 Salo RD Mulion, OR 97042</td>
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<td>Hall, Steven &quot;Steve&quot; J.</td>
<td>7233 Ticonderoga RD NE Albuquerque, NM 87109</td>
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<tr>
<td>Hall, Warren</td>
<td>550 Reuben Boise RD Dallas, OR 97338</td>
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<td>Hanks, Richard &quot;Dick&quot;</td>
<td>1237 Sage ST Evanston, WY 82930</td>
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<td>Harmon, Jerry</td>
<td>PO Box 745 Mt Shasta, CA 96067</td>
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<td>Hartley, Ernest &quot;Ernie&quot;</td>
<td>934 Trestle Glen Way Sacramento, CA 95831</td>
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<tr>
<td>Hasse, Jack</td>
<td>Box 452 Sun Valley, ID 83353</td>
<td>MSO 54</td>
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<td>Hawley, Clyde</td>
<td>HC 61 Box 91A Salmon, ID 83467</td>
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<td>Hayes, Andrew &quot;Andy&quot; M.</td>
<td>RT 2 Evaro Missoula, MT 59802</td>
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<td>Heinicke, Don</td>
<td>2110 Ione Wenatchee, WA 98801</td>
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<td>Heinrich, Vaughn</td>
<td>3116 Magnolia Caldwell, ID 83605</td>
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<td>PO Box 574 Cumberland, WI 54829</td>
<td>ASSOC</td>
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<td>Hoylman, Arthur &quot;Art&quot; S.</td>
<td>PO Box 4434 Gettysburg, PA 17325</td>
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<td>Hronek, Bruce B.</td>
<td>3317 Rolling Oak Bloomington, IN 47401</td>
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<td>PO Box 52 Twisp, WA 98856</td>
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<td>784 Woods RD Richmond, IN 47374</td>
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<tr>
<td>Jackson, George</td>
<td>127 Dearborn Missoula, MT 59801</td>
<td>MSO 74</td>
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<td>Jernigan, Howard Paul</td>
<td>2410 Kendrick DR Charlotte, NC 28214</td>
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<tr>
<td>Johnson, Carl D.</td>
<td>822 Skyline DR Fairbanks, AK 99712</td>
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<td>Johnson, Thomas &quot;Shep&quot;</td>
<td>2215 7th AV W Vale, OR 97918</td>
<td>MYC 56</td>
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<tr>
<td>Johnston, Byron</td>
<td>14020 Bayport Landing Terrace Midlothian, VA 23112</td>
<td>MSO 59</td>
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<tr>
<td>Kibbee, Frank E.</td>
<td>PO Box 165 Alberton, MT 59820</td>
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<tr>
<td>Kellog, William &quot;Bill&quot; W.</td>
<td>1801 9th AV San Francisco, CA 94122</td>
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<td>Kinderman, Jeff</td>
<td>365 Curlew Orchard RD Victor, MT 59875</td>
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<td>1912 N 23rd ST Boise, ID 83702</td>
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<td>Knuckles, Milt</td>
<td>1107 Madison AV Helena, MT 59601</td>
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<td>Korkalo, Roy</td>
<td>PO Box 517 Livingston, MT 59047</td>
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<tr>
<td>Lafferty, Jim</td>
<td>PO Box 1206 McCall, ID 83638</td>
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<td>Langley, Wes</td>
<td>2304 Valley View DR Missoula MT 59803</td>
<td>MSO 68</td>
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<td>La Plant, Larry</td>
<td>711 Lafonda Roswell, NM 88201</td>
<td>MSO 62</td>
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<tr>
<td>Larkin, Jim</td>
<td>7216 McMullen ST Boise, ID 83709</td>
<td>ASSOC(pilot)</td>
</tr>
<tr>
<td>Larson, David &quot;Swede&quot;</td>
<td>200 Joseph ST #602 Leavenworth, WA 98826-1350</td>
<td>NCSB 71</td>
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<td>Leisz, Michael &quot;Mike&quot; P.</td>
<td>7930 Sims CR RD Casper, WY 82604</td>
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<tr>
<td>Lindell, Jim</td>
<td>1822 Fairmount AV ST Paul, MN 55105</td>
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<td>Looney, Larry</td>
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<td>Loudon, Wally</td>
<td>1020 Lindy ST Wenatchee, WA 98801</td>
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<td>Luften, Francis B.</td>
<td>Box 38 Winthrop, WA 98862</td>
<td>NCSB 39</td>
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<td>Lyman, R Sean</td>
<td>PO Box 55622 719th North Pole, AK 99705</td>
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<td>Manuelito, Joseph &quot;Joe&quot;</td>
<td>273 PA ME LN Bishop, CA 93514</td>
<td>MYC 89</td>
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<td>Martin, Robert &quot;Bob&quot; L.</td>
<td>Box 87 Swan Lake, MT 59911</td>
<td>MSO 41</td>
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<td>Martinson, Jeff</td>
<td>PO Box 320 Chouteau, MT 59422-0320</td>
<td>MSO 87</td>
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<td>McBride, Jon H.</td>
<td>11197 Longwood Grove DR Reston, VA 22094</td>
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<tr>
<td>McNeil, Gary R Sam</td>
<td>3511 7th St E Lewiston, ID 83501</td>
<td>MSO 57</td>
</tr>
<tr>
<td>Mitchell, Andrew &quot;Andy&quot; B.</td>
<td>Box 484 Yellowstone National Park, WY 82190</td>
<td>BIFC 88</td>
</tr>
<tr>
<td>Mohr, Francis R.</td>
<td>1555 Fourteenth St Baker City, OR 97814</td>
<td>MYC 63</td>
</tr>
<tr>
<td>Moilanen, Daniel &quot;Dan&quot; A.</td>
<td>34108 30th AV SW Federal Way, WA 98023</td>
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<tr>
<td>Newman, Larry H.</td>
<td>4820 Duncan DR Missoula, MT 59802</td>
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<tr>
<td>O'Brien, Daniel &quot;Danny&quot; J.</td>
<td>2098 RD U, 75 Oeddaridge, CO 81413</td>
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<tr>
<td>Orr, Conrad</td>
<td>2406 Woodland Av Missoula, MT 59802</td>
<td>MSO 53</td>
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<tr>
<td>Painter, Robert &quot;Bob&quot; H.</td>
<td>10350 Orchard LN Lakeview, MI 48850</td>
<td>MSO 44</td>
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<tr>
<td>Pera, Roland</td>
<td>13115 W 77 ST Las Vegas, KS 66216</td>
<td>MSO 56</td>
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<tr>
<td>Petty, Philip &quot;Phil&quot; D.</td>
<td>16902 E Belmont Mica, WA 99023</td>
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<tr>
<td>Poppie, Bill</td>
<td>20717 SE 276th ST Kent, WA 98042</td>
<td>MSO 58</td>
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<tr>
<td>Price, Jack E.</td>
<td>1116 Willow Green DR Newport, WA 23602</td>
<td>MYC 50</td>
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<tr>
<td>Primm, Joe</td>
<td>5600 Balaire DR Klamath Falls, OR 97603</td>
<td>NSCB 60</td>
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<tr>
<td>Pursley, George W.</td>
<td>43 Oedar ST Millburn, NJ 07041-2001</td>
<td>MSO 44</td>
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<tr>
<td>Putnam, Chet</td>
<td>7719 E Parkview DR Mesa, AZ 85208</td>
<td>NSCB 52</td>
</tr>
<tr>
<td>Rath, Richard &quot;Dick&quot;</td>
<td>606 Bluebird LN Livingston, MT 59047</td>
<td>MSO 73</td>
</tr>
<tr>
<td>Rath, Thomas &quot;Tom&quot; L.</td>
<td>308 Willow DR Spearfish, SD 57783</td>
<td>MSO 71</td>
</tr>
<tr>
<td>Remmer, William &quot;Bill&quot; C.</td>
<td>305 Lauder #404 Moscow, ID 83843</td>
<td>MYC 64</td>
</tr>
<tr>
<td>Riser, Lawrence &quot;Larry&quot; L.</td>
<td>1875 NE Cliff DR Bend, OR 97701</td>
<td>MYC 54</td>
</tr>
<tr>
<td>Rose, Jack A.</td>
<td>PO Box 1537 214 Sunrise Sun Valley, ID 83353</td>
<td>MSO 49</td>
</tr>
<tr>
<td>Ruskin, William &quot;Bill&quot;</td>
<td>8320 Bluffview Way Colorado Springs, CO 80919</td>
<td>CJ 58</td>
</tr>
<tr>
<td>Saleen, Steve</td>
<td>3753 Manchester ST Boise, ID 83704-4430</td>
<td>AKA 85</td>
</tr>
<tr>
<td>Samsel, William &quot;Bill&quot; K.</td>
<td>20900 Corian LN RT 2 Evaro Missoula, MT 59802</td>
<td>MSO 61</td>
</tr>
<tr>
<td>Sanders, Bradford &quot;Brad&quot; M.</td>
<td>Box 1187 McCald, ID 38368</td>
<td>MYC 88</td>
</tr>
<tr>
<td>Satterwhite, Neil E.</td>
<td>1776 Churchill Downs Pocatello, ID 83201</td>
<td>MYC 65</td>
</tr>
<tr>
<td>Schilling, Fred &quot;Pritz&quot; P.</td>
<td>HC 84 PO Box 15 Silver Gate, MT 59801</td>
<td>MSO 49</td>
</tr>
<tr>
<td>Schmidt, Jerry</td>
<td>Box 771167 Steamboat Springs, CO 80477</td>
<td>CJ 62</td>
</tr>
<tr>
<td>Schmidt, Jerry</td>
<td>W 126 SO 6480 Chesterton CT Muskego, WI 53150</td>
<td>MSO 68</td>
</tr>
<tr>
<td>Scott, Randolph &quot;Toby&quot;</td>
<td>HCR 4 Box 991 Burnet, TX 78611</td>
<td>MYC 57</td>
</tr>
<tr>
<td>Sharps, Lowell V.</td>
<td>RT 3 Box 66 Broadway, VA 22815</td>
<td>MYC 44</td>
</tr>
<tr>
<td>Siepert, Terrell K.</td>
<td>1556 W Main Rexburg, ID 83440</td>
<td>MYC 47</td>
</tr>
<tr>
<td>Smith, Donald &quot;Don&quot; L.</td>
<td>1136 Coronation DR Dunwoodly, GA 30338</td>
<td>MYC 47</td>
</tr>
<tr>
<td>Steele, Larry D.</td>
<td>PO Box 7076 Bozeman, MT 59771-7076</td>
<td>MYC 71</td>
</tr>
<tr>
<td>Stephens, James &quot;Jim&quot;</td>
<td>PO Box 8261 Missoula, MT 59807</td>
<td>MSO 79</td>
</tr>
<tr>
<td>Stucky, Carroll &quot;Buck&quot;</td>
<td>5855 Swamp RD Belgrade, MT 59714</td>
<td>MSO 57</td>
</tr>
<tr>
<td>Sweaney, James &quot;Jim&quot;</td>
<td>Box 246 Yellowstone National Park, WY 82190</td>
<td>MSO 67</td>
</tr>
<tr>
<td>Sweeters, Mark A.</td>
<td>2930 Fuhrman Av E Seattle, WA 98102</td>
<td>MSO 68</td>
</tr>
<tr>
<td>Thomas, William &quot;Bill&quot; A.</td>
<td>806 Poplar Missoula, MT 59802</td>
<td>MSO 75</td>
</tr>
<tr>
<td>Turner, Stephen &quot;Steve&quot;</td>
<td>67 Londonerry DR Greenwich, CT 06830</td>
<td>MSO 59</td>
</tr>
<tr>
<td>Tyson, Robert &quot;Bob&quot;</td>
<td>4577 Colonial DR Martinez, GA 30907</td>
<td>NSCB 57</td>
</tr>
<tr>
<td>Van Wagendorph, Jan W.</td>
<td>PO Box 42 EL Portal, CA 95318</td>
<td>CJ 60</td>
</tr>
<tr>
<td>Versteeg, Ron</td>
<td>929 NE Croxton Grants Pass, OR 97526</td>
<td>CJ 78</td>
</tr>
<tr>
<td>Warford, Roger P.</td>
<td>PO Box 329 Polson, MT 59860</td>
<td>MSO 73</td>
</tr>
<tr>
<td>Wehking, Leonard</td>
<td>2782 S 2475 E Salt Lake City, UT 84109</td>
<td>FBX 85</td>
</tr>
<tr>
<td>Weirich, Harry D.</td>
<td>13272 C.R. 20 Middleburg, IN 46540-8810</td>
<td>ASSOC</td>
</tr>
<tr>
<td>Welty, Gilbert R.</td>
<td>2212 E Cape Code DR Bloomington, IN 47401</td>
<td>MYC 44</td>
</tr>
<tr>
<td>West, Russell &quot;Russ&quot; B.</td>
<td>66679 Hibbard RD Imbler, OR 97841</td>
<td>MSO 78</td>
</tr>
<tr>
<td>Whited, Rollin H.</td>
<td>PO Box 666 Omak, WA 98841</td>
<td>RDD 66</td>
</tr>
<tr>
<td>Whitesitt, Eldon</td>
<td>3316 NE Avery Newport, OR 97365-1501</td>
<td>MYC 44</td>
</tr>
<tr>
<td>Whittaker, Perry A.</td>
<td>9869 West Edna Boise, ID 83704</td>
<td>MSO 71</td>
</tr>
<tr>
<td>Wildman, Richard &quot;Dick&quot;</td>
<td>4419 Bellows RD Ontario, OR 97914</td>
<td>NSCB 61</td>
</tr>
<tr>
<td>Williams, Jerry T.</td>
<td>1522 Scandia CIR Reston, VA 22090</td>
<td>RAC 72</td>
</tr>
<tr>
<td>Wilson, Gerald &quot;Jerry&quot;</td>
<td>1327 Prospect Lewiston, ID 83501</td>
<td>ASSOC PILOT</td>
</tr>
<tr>
<td>Woffinden, Brent L.</td>
<td>34 Gough ST San Francisco, CA 94103</td>
<td>AKA 89</td>
</tr>
<tr>
<td>Wright, Clay</td>
<td>8888 Sherman RD Chesterland, OH 44026</td>
<td>MYC 77?</td>
</tr>
<tr>
<td>Yoder, Floyd F.</td>
<td>1015 Juniper AV Kalona, IA 52247</td>
<td>MSO 43</td>
</tr>
</tbody>
</table>

More memberships have been received since the Jan. 27th cutoff date. They will be included with the 7th newsletter.
HELP US FIND THESE FORMER SMOKEJUMPERS

A recent mailing to all non-members of the National Smokejumper Association resulted in the following letters returned as undeliverable. If any of you should have a current address for any of these people, would you please share that information with us? The Base and Year trained are listed and the base trained code is listed below.


Abbs, Ward MSO 77
Acosta, Marco MYC 79
Alban, Jerry NCSB 64
Albert, Thomas CJ 70
Aldridge, Kent MSO 77
Amoss, Harold MYC 93
Anaker, Thomas MSO 77
Andersen, Ted MSO 63
Anderson, Bruce MSO 77
Anderson, Neil MSO 77
Andrews, Howard MSO 77
Arndt, Robert MSO 65
Ault, Larry RDD 73
Austin, James MSO 52
Axelrod, Alfred MSO 69
Baily, Pat RDD 79
Baker, Douglas MSO 65
Barnett, Clifford MSO 65
Barry, Richard MSO 69
Bartlett, Herbert NCSB 47
Bassette, Paul MYC 81
Beal, Clay E. NCSB 79
Beandin, Joel FBX 63
Beck, Douglas CJ 70
Beebe, Grant S. BLM 90
Belvill, Tom NCSB 69
Bennett, David MSO 61
Berg, Eric RAC 88
Betlach, Steve LGD 74
Bittenbender BrettMYC 79
Bijorensen, Robert ?
Black, Ozro MSO 46
Black, Thomas MSO 46
Block, Paul CJ 48
Bloms, Rod AKA 88
Bohning, Dave RAC 68
Boles, John "MAC" MSO 69
Borg, Ken NCSB 64
Bowles, Bill RDD 57
Bradley, Watson MSO 74
Brennan, Wesley MSO 47
Breslin, Chuck ?
Briggs, Jeffrey MYC 79
Brinkerhoff, John MSO 47
Brown, Ray MYC 79
Browners, Carl MYC 79
Brownlee, Craig NCSB 76
Buchert, Wayne NCSB 51
Buck, Billy CJ 53
Buker, George MSO 77
Buzzard, Baynard NCSB 65
Campbell, Don A. RAC 79

Carter, Ray NCSB 54
Castillo, Greg MSO 92
Castillo, Frank MSO 92
Cherry, James MSO 57
Chris, Paul NCSB 79
Clark, James MSO 64
Clark, Ted H. CJ 77
Click, Alviene CJ 53
Cockeville, Jeff NCSB 79
Cole, Francis MYC 68
Cooley, Fred NCSB 76
Cooney, Jim ?
Cooper, Glenn RDD 66
Cooper, Howard D. RAC 73
Corak, Orrin L. RAC 73
Corbet, Mark LGD 74
Corny, Glen H. ?
Courtway, Scott BIFC 87
Cox, Stephen MSO 75
Cramer, Jim CJ 57
Cromwell, Richard MSO 68
Crosby, Harold G. MYC 79
Cross, Gean BIFC 88
Cross, Sean AKA 88
Cross, Steve RAC 84
Cupp, Cecil RDD 68
D'Andrea, Dana MSO 76
Dalen, Clay MYC 88
Daniels, Jack MSO 68
Darchuck, Paul MSO 46
Daughterty, Mike RDD 65
Davies, Keith N. RAC 71
Davis, Dennis MSO 68
Deeds, Jack L. MSO 65
Denham, Jon ?
Denney, Richard MSO 66
Derry, Virgil W. NCSB 39
Dettmann, Robert MSO 73
Diaz, Manuel C. ?
Dickerson, Frank MSO 79
Diederich, James RDD 70
Dierkin, Roland H MYC 79
Doll, Larry ?
Downing, Conrad MSO 45
Duncan, Robert W.? ?
Duncan, Scott NCSB 75
Eckert, Stephen A RDD 76
Edmonds, Shawn NCSB 81
Edmonds, William NCSB 81
Elder, Steven T. MYC 81
Eller, Nielford H MSO 45
Elmore, Gary E. MSO 71

Englehart, Debbie NCSB 79
Farinett, Chris AKA 79
Farrell, Tim MYC 79
Fenno, Mark NCSB 79
Ferguson, Bill MYC 88
Fieldhouse, Terry CJ 47
Fields, Tom ?
Fitzjarrald, Jack NCSB 64
Forbes, Pete RDD 69
Fournier, Bill MSO 79
Frendenberg, MiltonMSO 79
Freesee, Mark L. NCSB 70
Galbraith, Art NCSB 61
Gale, Leon NCSB 59
Gall, Barry MYC 79
Gardner, Ronald S MSO 79
Gastineau, Orval MSO 79
Geave, Don ?
Geiger, Daniel MSO 79
Geving, Dennis MYC 89
Gibney, William J MSO 79
Gipe, Ron ?
Goetz, Steve MSO 79
Gomez, Miguel MSO 80
Gould, John AKA 88
Graff, Dale E. MSO 60
Graham, Joseph P. MSO 79
Graw, John NCSB 61
Graybeal, Herman ?
Harrison, Ames MSO 89
Harrow, William ?
Harter, Jack CJ 52
Hartgrave, Larry RDD 76
Hartman, William MSO 79
Hartzell, Marty MSO 69
Hawkings, John RAC 87
Hawley, Pete CJ 76
Hayes, Harlan L. MSO 52
Hechler, Phillip MSO 79
Henbest, Michael NCSB 74
Henderson, Larry MYC 79
Herrod, Day A. MSO 46
Hickerson, Jesse ?
Hicks, Cecil NCSB 62
Highbee, Art NCSB 46
Hildner, Richard MSO 67
Hinman, Leslie S. ?
Hinojosa, Leonel ?
Holden, Harold MSO 44
Holmes, Tom MSO 61
Hotalen, Edward MSO 79
Holter, Robert M. MSO 53
Houck, William R. MYC 79
Hough, Bob NCSB 51
Houston, Everett MYC  
Hull, Charles MSO 67  
Hunter, Ernie L. MYC  
Hunter, Jerry J. RDD 75  
Ingham, Stephen RDD 76  
Jackson, Bruce E. RDD 69  
Jansen, Robert L. MO 71  
Jaquish, Delmar CJ 49  
Jelinek, Mark A. MO  
Jellar, Thomas E. MO 69  
Jenne, Tim NCSB 75  
Johnshoy, Ron E. BHC 88  
Johnson, Dennis MSO 73  
Johnson, Gary R. RDD 69  
Johnson, Jim RDD 66  
Johnson, Mike NCSB  
Johnson, Paul D. MO  
Johnson, Stephen MO 73  
Johnson, James S. MO 64  
Jolley, Steve LGD 74  
Joslin, William MO  
Kamm, Wendy MO  
Kartevold, Rick NCSB 75  
Kauffman, Norman MSO 45  
Keefe, Kenneth W. MO 60  
Keller, Neil MYC  
Kelly, Allen P. MO 53  
Kersch, Dick LGD 76  
Kimberlin, Richard R. DD 68  
Kinney, Bruce MO 68  
Kinyon, Bob NCSB 73  
Kirchner, Senery NCSB 58  
Klingel, Jon T. CJ 65  
Kolb, Arnold Pilot  
Kurth, Troy RDD 62  
Lackner, Dale MO  
Lane, Rodney MO  
Lanthier, Ivy J. MO 80  
Lewis, Denny NCSB 68  
Lewis, Kent MO 62  
Lewis, Mark LGD 75  
Light, Dick CJ 58  
Limerhand, Paron MO  
Limeberry, Charles NCSB 48  
Lindh, Jan L. MO 66  
Lipka, Mike MO 77  
Lueck, Dean MYC  
Lukes, Richard  
MacDonald, Glen NCSB 62  
Madden, Mike RDD 80  
Maryott, Doug MO 71  
Matlack, Dale  
Matson, Wesley A. MO 45  
Mattson, Burke W. MYC  
Mauck, Robert FBX 79  
McCabe, Terry NCSB 58  
McCarty, Harry J.  
McClellan, Larry NCSB 62  
McComb, David  
McGehee, James L. MO  
McIver, Roderick MO 64  
McKay, John R. MSO 75  
Mehwinney, Terry CJ 64  
Miller, Ralph M. MSO 45  
Monroe, Tom NCSB 58  
Moorman, Jack  
Moore, Rick MYC  
Morrison, Arthur MO 68  
Mueller, David BIFC 88  
Mumaw, Lowell MO 45  
Mundt, Jim MYC  
Nalley, James M. MYC  
Navarro, Tony RAC 83  
Naveaux, Cliff MSO 85  
Nebecker, Carl RDD 86  
Nelson, Mark J. MYC 60  
Nelson, Mickie AKA 83  
Nevarez, Roberto MO 77  
O'Brien, Daniel M MO 64  
O'Dell, Steve CJ 66  
Olsen, Wilfred Ote CJ 50  
Owens, Gary G. MO 69  
Oxborrow, Steve RDD 75  
Paris, Lawrence P MYC 54  
Parkins, Jesse G. MO 48  
Payne, Ken  
Pennington, Jack MO 68  
Pepion, Mike MO 62  
Petersen, Dan AKA 80  
Petersen, Kent A. MYC 68  
Pettit, Timothy J RDD 76  
Polansky, Don AKA 87  
Price, Ron CJ 56  
Quinones, Mike NCSB 83  
Ranson, Jim MO 65  
Rath, Richard MO 73  
Rau, Ralph NCSB  
Rehfeld, Robert MO 45  
Reister, Louis NCSB 70  
Renshaw, Richard MYC 52  
Ried, Ryan MYC  
Roelerson, George MO  
Robinson, Joseph 82  
Robinson, Walt RDD  
Romanello, Tom AKA 88  
Rosenberg, Hugh CJ  
Rosenberg, Ken CJ  
Rucker, Ron RDD 76  
Saphra, Irene RAC 86  
Schaeffer, Lea CJ 75  
Schmidt, Greg CJ 73  
Schmidt, Larry MO 62  
Scholberg, John CJ  
Schow, Chris MYC  
Scott, George MO 68  
Scott, Leon A.  
Scudero, Daniel R BLM  
Seigrist, Steve LGD 79  
Shaw, Craig NCSB 73  
Shaw, Darby MO 92  
Siemens, Roger MO 59  
Sittner, Freddie RDD 76  
Slagle, David CJ 59  
Smith, Dwight MSO  
Smith, Ed RDD  
Smith, Linda E.  
Smith, Theodore M MO 62  
Smith, Wm Patrick BIFC 79  
Solf, Frank MO 67  
Stauff, Russ MO  
Stewart, Fred J. MO  
Stewart, John W. MO 69  
Stewart, Michael MO 79  
Stockman, Robert FBX 67  
Stone, Gene M BLM  
Straw, George CJ  
Stroyan, Jerry NCSB 74  
Sundt, Nick RAC 80  
Swift, Dennis D. MO 50  
Tackman, Jamie NCSB 75  
Taylor, Ted RAC 76  
Terrell, Bob CJ 76  
Theios, Alex  
Thornton, Robert W MYC  
Thyborn, John R. BIFC 76  
Tomich, Richard R MYC 67  
Torkelson, Norman  
Totten, Robert M. MYC 71  
Truckner, John D. MO  
Trujillo, Ernest MO 82  
Tucker, Jim  
Turner, Mark NCSB 75  
Turner, Robert F.  
Twiss, John C. RDD 67  
Ueland, Jon MO  
Underwood, Stanley MYC  
Vergari, Greg LGD 75  
Villa, Warren CJ 75  
Villagran, Urban MO 79  
Vittum, Stephen C MO  
Vliet, Thomas E. MO  
Wagner, Paul NCSB 52  
Walder, Mike LGD 76  
Walkup, Robert H. MO 50  
Waltermire, Robert?  
Wapato, Sherman NCSB 53  
Warren, Vance MO 54  
Wassard, Jack LGD 77  
Welch, Bernie CJ 61  
Weyermann, Gary MO 63  
Wheeler, Paul NCSB 62  
Whitaker, Floyd E MO  
White, Donald E. MO 63  
Whitney, Michael MYC  
Whitt, Charles R. NM 46  
Wight, Stephen W. NCSB 65  
Wilcox, Robert RDD 63  
Will, Edward D. MO  
Wilson, Donald D. MYC 57  
Wilson, James E. MYC  
Wold, Alex CJ 68  
Wright, Jack C. NCSB 58
CONTINUATION OF LISTING OF DECEASED JUMPERS AND PILOTS

We will again break the Obituary listing into two parts, Section "A" and Section "B". In Section "A" some names from newsletters 4 & 5 are repeated since additional information has been received. The new information is underlined. Section "B" contains additional names that were not mentioned in newsletters 4 & 5.

It is possible that some information given is still erroneous. Please continue to supply us with information you might have relating to deceased smokejumpers and pilots. Thanks. (If you sent in information and we failed to print it, please get in touch with us.)

Ken Sisler, NCSB 57, was mentioned in both letters 4 & 5. Since that time Chuck Viviano (MSO 53) was able to obtain a copy of the U.S. Army citation relating to the Medal of Honor that was bestowed on him posthumously. A portion of that citation is shown below.

FIRST LIEUTENANT GEORGE K. SISLER, UNITED STATES ARMY
First Lieutenant Sisler...5th Special Forces Group (Airborne), 1st Special Forces, distinguished himself by conspicuous gallantry and intrepidity at the risk of life above and beyond the call of duty in the Republic of Vietnam on 7 February 1967...Laying down his wounded comrade, he killed three onrunning enemy soldiers...and silenced the enemy machine gun with a grenade...

Lieutenant Sisler picked up some grenades and charged single-handedly into the enemy onslaught...

This singularly heroic action broke up the vicious assault...Lieutenant Sisler was moving about the battlefield directing air strikes upon the fleeing force as he fell mortally wounded.

His extraordinary leadership, infinite courage, and selfless concern for his men saved the lives of a number of his comrades...

Chuck was also able to obtain a photo of Ken from a relative in Missouri and we have reproduced several copies, showing him in his Special Forces uniform. (Ken was born at Dexter, Missouri. He left a wife and 2 sons who were living at Dexter at the time of his death.)

<table>
<thead>
<tr>
<th>Name</th>
<th>Base</th>
<th>1st Year</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cavill, Arthur</td>
<td>MSO</td>
<td>60</td>
<td>Died in an auto accident near Byegate, Montana--NW of Billings--in 1976</td>
</tr>
<tr>
<td>Butterfield, Larry</td>
<td>RDD</td>
<td>65</td>
<td>Died in a motorcycle accident in '70 or '71. He was working for the Plumas NF at the time. Deceased 8/20/85 in Flathead Valley of MT. Died from injuries in a plane crash near Red Bluff, CA in early 1963. He was one of the initial RDD jumpers. Died in crash of a C-46 transport in Laos-'61 Forest Service pilot for Region V. Mid '80's. Drowned in the Sacramento River in '68 or '69 near Redding, CA. He had been a door gunner on UH-1 helicopters in Vietnam. Air Force pilot--AD Douglas Skyraiders. Vietnam, '65-'66. Shot down in a C-130 transport over Laos on April 10, 1970. We had Jule as having died in the Korean War. Another source states that he died in a plane crash in AZ or NM (from Herman Ball MSO 50.) Herman states that he was on a fire detection flight. Jule was the pilot. Happened in the 60's or early 70's. The passenger was killed. Crash of a C-46 aircraft in Laos 8/13/61. Forest Service pilot for Region V. Started as a jumper pilot in '60. Died of cancer '80's Died from a broken neck when static line caught beneath his neck during a fire jump in 1970. Dan Tomich (MSO 61) states that Barry was piloting a helicopter that crashed near Cook Inlet by Anchorage-'68 or '69. His body was not recovered. Co-pilot was found on the ice.</td>
</tr>
</tbody>
</table>
**SECTION "A" OBITUARY LISTING CONTINUED**

<table>
<thead>
<tr>
<th>Name</th>
<th>Base</th>
<th>1st Year</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ruth, Grant</td>
<td></td>
<td></td>
<td>Region V Forest Service pilot. Died at home '68 or '69.</td>
</tr>
<tr>
<td>Sayler, Kenneth &quot;Moose&quot; N. MYC 54</td>
<td></td>
<td></td>
<td>Died in crash of a Twin Beech out of Norton Creek 50 miles W of McCall on 7/9/65. He was the spotter. The pilot, Byron &quot;Skip&quot; Knapp, also died. Died in a house fire at Redding on 12/5/94.</td>
</tr>
<tr>
<td>Schlegal, John</td>
<td>MSO</td>
<td>54?</td>
<td>Bruce Egger (MYC 46) sent us Willie's obituary notice. He died as a result of being thrown from his horse near Dietrich, ID on Apr. 5, 1986. He was the mayor of Dietrich at the time.</td>
</tr>
<tr>
<td>Shaffer, Brian</td>
<td>RDD</td>
<td>58</td>
<td>Dan Tomich (MSO 61) states that Dale broke his neck on his first fire jump—in the Helena N.F. Probably in July of '61. He was in Dan's training class in '61. He became paralyzed. Died several years later. Forrest R. &quot;Buster&quot; Moore (CJ 57) states that Mick and he graduated from high school together in 1957. Mick was 17 when he first jumped—between junior and senior years in high school. Died 10/5/93. Location? Shot down in a C-123 over N Laos in '71 or '72. MIA. We received a very nice letter from his widow, Shirley J Zander of Lostine, OR. She said Rey passed away as a result of an accident while snorkeling at Westport, WA on May 31, 1986. Rey had moved to Detroit, OR from Silver City, NM in '76. He had been proud of the 33 years he put in the F.S. she said and really enjoyed his years as a smokejumper.</td>
</tr>
<tr>
<td>Stevenson, Willard &quot;Willie&quot; MYC 47</td>
<td></td>
<td></td>
<td>Died in his plane that crashed at Happy Camp, CA on a Christmas Day—'90 or '91?</td>
</tr>
<tr>
<td>Sweden, Dale</td>
<td>MSO</td>
<td>61</td>
<td>He became paralyzed. Died several years later. Forrest R. &quot;Buster&quot; Moore (CJ 57) states that Mick and he graduated from high school together in 1957. Mick was 17 when he first jumped—between junior and senior years in high school. Died 10/5/93. Location? Shot down in a C-123 over N Laos in '71 or '72. MIA. We received a very nice letter from his widow, Shirley J Zander of Lostine, OR. She said Rey passed away as a result of an accident while snorkeling at Westport, WA on May 31, 1986. Rey had moved to Detroit, OR from Silver City, NM in '76. He had been proud of the 33 years he put in the F.S. she said and really enjoyed his years as a smokejumper.</td>
</tr>
<tr>
<td>Swift, Mick</td>
<td>CJ</td>
<td>56</td>
<td></td>
</tr>
<tr>
<td>Weissenback, Edward J.</td>
<td>RAC</td>
<td>64</td>
<td>Died at Redding during the Spring of '92. Cause? We received a very nice letter from his widow, Shirley J Zander of Lostine, OR. She said Rey passed away as a result of an accident while snorkeling at Westport, WA on May 31, 1986. Rey had moved to Detroit, OR from Silver City, NM in '76. He had been proud of the 33 years he put in the F.S. she said and really enjoyed his years as a smokejumper.</td>
</tr>
<tr>
<td>Wirchowski, Leo</td>
<td>RDD</td>
<td>not '67</td>
<td></td>
</tr>
<tr>
<td>Zander, Rey Dee</td>
<td>NCSB</td>
<td>55</td>
<td></td>
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</table>

**SECTION "B" NEW LISTINGS**

<table>
<thead>
<tr>
<th>Name</th>
<th>Base</th>
<th>1st Year</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Brady, Patrick &quot;Pat&quot;</td>
<td>RDD</td>
<td>58</td>
<td>Died from drowning in a river after making a free-fall in the '60's. Happened in WA or AK. Died at Fresno, CA in 1989. Cause? He died in an auto accident near Missoula. Year unknown Bruce Ferguson (MSO 52) said he was a friend of Dan's, and his brother Jack (we do not know where Jack is now.) Bruce was at West Yellowstone with Dan in 1955. Died December of '91 at Cody, WY. Aubrey died of a heart attack while on the way to teach a square dancing class at Grundy, VA on 3/7/94. His widow wrote to us about his death. Died in the 80's near Redding. He was working for the F.S. in the Trinity NF at the time. Passed away at Butler, WI on 12/17/94. Cause? One of the early smokejumper foremen. We understand that he passed away at his place of retirement—El Centro, CA in 1994. We have few details. Passed away at Warrenton, OR? Died at San Diego, CA in 1988. Allen was a Delta Airlines pilot and died from a heart attack while on a lay-over at Houston, TX in 1991. Passed away at Redwood City, CA on 11/10/89. Cause? Johnson Flying Service pilot from 1938-1942, 1945-1959. Served as a flight instructor and transport pilot during WW II. He was once a test pilot. Died at Spokane, WA November 11, '94.</td>
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<tr>
<td>Cising, Dan</td>
<td>?</td>
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<tr>
<td>Daniels, Dan</td>
<td>?</td>
<td>?</td>
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<td>Foxworthy, Leonard H.</td>
<td>?</td>
<td>?</td>
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<tr>
<td>Garber, Aubrey</td>
<td>MSO</td>
<td>44</td>
<td></td>
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<tr>
<td>Kittell, Ira &quot;Ted&quot;</td>
<td>MSO</td>
<td>49</td>
<td></td>
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<tr>
<td>Lepley, Tom</td>
<td>MSO</td>
<td>42</td>
<td></td>
</tr>
<tr>
<td>Marshall, Cliff</td>
<td>CJ</td>
<td>46</td>
<td></td>
</tr>
<tr>
<td>Moisio, Walfred J.</td>
<td>NCSB</td>
<td>?</td>
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<td>Oro, Max</td>
<td>MSO</td>
<td>60</td>
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<td>Pilgeram, Allen</td>
<td>MSO</td>
<td>60</td>
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<tr>
<td>Vogt, Cornelius</td>
<td>MYC</td>
<td>44</td>
<td></td>
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<td>Demers, Louis Hoyt</td>
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CONTINUED ON NEXT PAGE
Several jumpers, Delos (Dee) Dutton (MSO 51) and Jamie Floyd (CJ 79), sent us information concerning the death of Stuart Roosa on Dec. 12, 1994. He had been visiting one of his children at Washington, DC when he was stricken. He passed away at Fairfax Hospital in Falls Church, VA at the age of 61. The National Aeronautics and Space Administration said the cause was complications from pancreatitis.

He had been an APOLLO ASTRONAUT and served as the Command Module Pilot for the Apollo 14 mission to the moon from Jan. 31 to Feb. 9, 1971. He was the pilot who remained in orbit while two other astronauts, Alan B. Shepard Jr and Edgar D. Mitchell, walked on the moon, exploring a region of lunar landscape known as Fra Mauro. The command module was named "Kitty Hawk."

Stuart was born on Aug. 16, 1933 in Durango, CO and grew up in Claremore, OK. He had been a smokejumper beginning in 1953 at Cave Junction, OR. He then earned a bachelor's degree in aeronautical engineering from the University of Colorado in Boulder.

He later graduated from the Aerospace Test Pilots School after joining the Air Force, and was an experimental test pilot at Edwards Air Force Base, CA. He was also a fighter pilot, flying such aircraft as the F-84F and F-100.

Stuart was one of the 19 people selected as part of the astronaut class of 1966. Following his flight in Apollo 14 to the moon, he served as backup command pilot for Apollo 16 and Apollo 17. He had been assigned to the Space Shuttle program until his retirement from the Air Force as a Colonel in 1976. NASA Administrator Daniel S. Goldin said he exemplified the talents that all of the NASA strives for--service to our nation, technical know-how and an unbridled creative spirit.

Among other accomplishments, Stuart earned a P.M.D from Harvard Business School and an LL.D from St. Thomas University, Houston.

After graduating from the Aviation Cadet Program at Williams Air Force Base, AZ, he went on to log more than 5,500 hours of flying time and 217 hours in space.

Stuart had been a long time resident of the Mississippi Gulf Coast and at the time of his death was president and owner of Gulf Coast Coors, Inc., Gulfport, MS.

He is survived by his wife Joan, sons Christopher, Jack and Allen and one daughter, Rosemary. Services were held at Arlington National Cemetery.

Should any of you jumpers or pilots have any other information relating to Stuart, we would like to see it.

We certainly want to thank the many members who sent in new and updated information relating to our Obituary listings. Special thanks go to Dan Tomich (MSO 61), Bruce Ferguson (MSO 52), Dee Dutton (MSO 51), Jamie Floyd (CJ 73), Bruce Egger (MYC 46), Forrest R. "Buster" Moore (CJ 57), Herman Ball (MSO 50), Bill Bull (MYC 64), Pat Daugherty (Pendleton, OR--WW II), and Walter "Walt" Pilkey (MSO 54). Walt sent us much information relating to those who died in Asia from 1947 to 1975 as air crew members and ground support personnel of Civil Air Transport, Air America, Air Asia, and Southern Air Transport. He also provided information about the memorial at the McDermott Library at the University of Texas at Dallas, which has a plaque with some 240 names on it; individuals who made the supreme sacrifice.

As we prepare this 6th newsletter for print, other information relating to deceased jumpers and pilots is coming in and will be mentioned in the 7th newsletter, and that includes more about Southeast Asia.

An Alaska jumper finds the fire 3' below the surface after a spongy landing in the ALASKA tundra. From USAF Aerospace Safety, Nov. '62.
JULY 1995 REUNION UPDATE

The members of the Reunion committees state that work on the program is well underway. The following is some of the preliminary information that will help you plan your attendance and activities.

<table>
<thead>
<tr>
<th>Date</th>
<th>Time</th>
<th>Activities</th>
<th>Location</th>
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</thead>
<tbody>
<tr>
<td>Friday, July 7</td>
<td>Afternoon</td>
<td>Registration</td>
<td>Missoula County Fairgrounds</td>
</tr>
<tr>
<td></td>
<td>Evening</td>
<td>Socializing--No formal program planned.</td>
<td></td>
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<td></td>
<td></td>
<td>Group Photo Sessions.</td>
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NOTE: Activities at the Fairgrounds will run from 1:00 P.M. to 12:00 midnight on the 7th.

Saturday, July 8

<table>
<thead>
<tr>
<th>Time</th>
<th>Activities</th>
<th>Location</th>
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<tbody>
<tr>
<td>Variable</td>
<td>Participation in one or more of the following:</td>
<td>Variable</td>
</tr>
<tr>
<td></td>
<td>a. No-host breakfast--put on by the Museum of Mountain Flying</td>
<td></td>
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<td></td>
<td>b. Golf Tournament</td>
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<td></td>
<td>c. 5 K Fun Run/Walk</td>
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<tr>
<td></td>
<td>d. Silk Story Swap (No-Host Hospitality Room)</td>
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<td></td>
<td>e. Tours</td>
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</tr>
<tr>
<td></td>
<td>1. Smokejumper Center</td>
<td></td>
</tr>
<tr>
<td></td>
<td>2. Nine Mile Historical R.S.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>3. National Bison Range</td>
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<td></td>
<td>4. Rocky Mt Elk Foundation</td>
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<tr>
<td>Evening</td>
<td>Banquet, preceded by a no-host cocktail hour</td>
<td>University of Montana</td>
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<tr>
<td></td>
<td>Dance</td>
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Sunday, July 9

<table>
<thead>
<tr>
<th>Time</th>
<th>Activities</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Morning</td>
<td>Memorial brunch</td>
<td>University of Montana</td>
</tr>
</tbody>
</table>

Specific costs and details will follow in future newsletters. In the 7th newsletter there will be a map showing the location of events in the Missoula area.

We suggest that you contact Susan Liane of Boardwalk Travel as concerns information shown below. She is located at 2700 Paxson Plaza, Missoula, MT 59801. Telephone (406) 549-8028 or U.S. Toll Free 1-800-284-8028, or Fax (406) 549-8545.

She has arranged special reunion rates with local motels, car rental agencies and major airlines serving Missoula. She can also help you plan any of the following Pre-Reunion activities:

- Fly Fishing
- Native American Tour
- Salish Kootenai Tribe Pow Wow
- Glacier Park in-a-day
- Whitetail "Dude" Ranch in Ovando

Post-Reunion activities can also be scheduled with Ms. Liane.

Please call Ms. Liane as soon as possible as availability may be limited in all categories of accommodations.

I should also mention that the Museum of Mountain Flying is working on an airshow for Saturday, July 8. Evergreen Aviation's Ford Tri-motor NC 9645 will be at the airport in conjunction with the National Smokejumper Association Reunion.

BE SURE TO CONTACT MS. LIANE AS SOON AS POSSIBLE.
BEAR MAULING AT BIG HORN PASS
By Bob Boyer RDD 67

We have been in touch with Bob at Cody, Wyoming from time-to-time. Bob has done an excellent job of recording the events that happened during late June, 1977 at Big Horn Pass, which is about 25 miles southwest of Mammoth Hot Springs in Yellowstone National Park. Bob is critically ill with cancer, but has been forging ahead and is maintaining his great sense of humor. From this point on the story is told in Bob's words. We were not able to include all of the material, but most of the story is intact. Outdoor Life in January 1978 had an article about the bear mauling and subsequent jumper rescue mission. Bill Craig (MSC 66) also gave information.

On June 27, 1977 I was back on the jump list following back surgery in '76. I was in the process of training the new dispatcher as the noon hour approached. We picked up radio traffic from Yellowstone National Park about a back country emergency. "Bear mauling" and "Big Horn Pass" tuned me into the excitement unfolding.

From the tower I could see the jumpers headed for the parking lot and a typical "crew action" drive to town for lunch. I realized there would be a need for helicopter evacuation. I remember turning to the new dispatcher and saying, "Don't ever blow the whistle unless you have a confirmed request. However, I'm going to break that rule because our jumpers and pilots are leaving the base and I know YNP's second helicopter isn't in place for its contract."

As jumpers began suit ing up the Park dispatcher came over the radio, requesting 6 jumpers, especially those with emergency medical training. Ed Lieritz (MSO 70), assistant foreman, assumed communication with the Park.

The flight to the mauling site was short. Our survey of wind/terrain conditions was hasty and when all was said and done, there were 6 parachutes scattered over a large sidehill meadow and bordering timber.

During the interim time since dispatch, Tom Black (MSO 62), EMT-trained and a focal part of Yellowstone Park's emergency action plan, had made the trip to the mauling site in a Bell helicopter.

By the time the jumpers had regrouped on the ground, Tom was with the victim, and had established radio communication with our squad leader. It was probably less than an hour between dispatch and the time we reached the injured man. It wasn't a pretty sight...his face was literally gone. The grizzly bear had inflicted the majority of its wrath on the head and face after knocking the biologist down and biting his thigh. He had lost an eye, most of his teeth were broken or missing. The flaps of skin later took some creative surgery to put back in place.

Tom Black deserves the lion's share of the credit for appropriate first aid and the evacuation effort. The attack had occurred on a ridge top, and the closest the helicopter could get was to another lower elevation ridge separated from us by a stand of timber. One of the jumpers held the IV bottle and monitored the tubing and saline solution flow as we left the site of the attack. Another monitored Dr. Gilbert's airway and breathing, because he was inadvertently swallowing blood, as well as taking some down his windpipe. The blood was coagulating in his stomach and he was coughing to clear his throat. CPR possibilities weren't discussed because both cheeks were gone and intubator tubing was an unknown process to us then. Tom maintained a level head, and that calmed the rest of us. First aid completed, we needed all available manpower to carry the stretcher down through the timber and up the smaller ridge where the helicopter was waiting. All of us breathed a sigh of relief as Dr. Gilbert, Tom, and the pilot took off for the highway some 12 miles away where the ambulance was waiting. Once there, ambulance paramedics began additional IV's, then drove to the West Yellowstone airport, and a connecting flight to Salt Lake City, where more sophisticated medical help was waiting and ready.

(Dr. Gilbert, who was an assistant professor at Utah State University, along with undergraduate Bruce Hastings, had been involved in a study of grizzlies in Yellowstone National Park at the direction of the National Park Service. It took 1½ hours to sew his face together. Gilbert estimated the doctors put nearly 1,000 stitches in his head alone. He recovered and went back to his original work as a biologist.)

This may have been the first YNP rescue involving jumpers from the West Yellowstone base. Missoula jumpers had had a major role in the rescue operation resulting from the 1959 earthquake when campers were killed in an avalanche and Quake Lake was formed as a result of the rock slide north of the Park.

In addition to myself, the other jumpers on the rescue mission were: Bill Craig (MSO 66), Rob Putzker (MSO 74), Gary Dunning (RAC 69), Ed Lieritz (MSO 70) and Roger Cox (MSO 69). Bill Werhane was base manager and spotter on that mission.

That was a great story Bob, and we will continue to keep in touch with you.
George wrote a story for the American Survival Guide, The Magazine of Self Reliance, which was published in April 1944. His story appeared under the section "Personal Survival Stories." George has given us permission to include the article in this newsletter.

"Into a Burning Tree"

In the summer of 1955, I was a Smokejumper on the Gila National Forest in New Mexico. At 3:50 p.m., July 4, 1995, a jumper named Max Allen and I were dispatched to a fire on the North Fork of the Mimbres River in the Gila Wilderness Area.

As our old DC-3 with its fabric-covered control surfaces rumbled down the dusty blacktop 'strip of the Grant County Airport, the cargo and crew almost sliding out of the open door, I thought of my previous fire jump. I had "stacked-up," spraining my ankle severely. There were no helicopters capable of picking me up, so I had to endure a painful three-day horseback and truck trip out of the back country to a hospital in Silver City.

For nearly three weeks I had to limp around the parachute loft waiting to heal and get back on jump status.

I was ready!

At 4:40 p.m. we were over the fire. The "Doug" as we called the DC-3, jinked and danced in the high, hot air of the Mimbres Mountains, where the elevation often reaches 10,000 feet or more.

On our first pass I could see that the fire was confined to the top of a gigantic yellow-pine snag with branches that reached out like some prehistoric monster. Herb Opelt, our spotter or jumpmaster, gave Max his instructions: "Land on the north side of the ridge that the tree is on, in the dense willow thicket." Max was to jump on the first fly-over and I on the second, Max jumped and landed. He signalled back that his landing site was a bad one. Herb told me to try the south side of the ridge, which looked good from 1,000 feet up in the air. Herb told the pilot of the changes. The plane circled wide and came back in on a new tack. I stepped into the open door and felt the rush of cold air. My gloved hands were on the sides of the door, one foot was back and the other tested the wind. Over the jump site Herb told the pilot to cut the engines. There was a moment of quiet. A slap on the back of my leg and I stepped out into the smell of avgas exhaust that had become so familiar.

"Hut thousand-one, hut thousand-two." "Hut thousand-three" was driven from me by the opening shock of the parachute. I looked up saw I had a fully inflated canopy, tugged on the right guide-line and began my descent. About half-way down I realized that the landing "spot" that had looked so good from the air was strewn with rocks and boulders hiding in tall grass. I made the decision to try to cross the ridge and land in the north side willows. I did not know that at that very moment a weather front would choose to hit. As I turned my 'chute to cross over, I realized I was being blown into the burning snag. I was caught in the outer limbs.

As I hung there I remember thinking, "I've got a problem." Chunks of burning bark, hot pitch and "widow-makers" (large dead branches) were whipping by my head. Were it not for the design of the jumpsuit, with its high, wide collar and padding, I would have been seriously burned.

Instinct and training took over. I started a "let-down," a procedure that enables jumpers caught in trees to escape by means of a rope. Into the pocket of the right leg of my jumpsuit went my right hand. Out came the snake coil rope.

Quickly I threaded it through the "D" rings of my "let-down" belt, now up to the risers, the webbing that holds the parachute lines to the harness, then under my jump boot. I released the safety strap and turned the single-point mechanism--the device that releases the parachute harness--to the open position and punched. The straps of my harness swung free and I was suspended 50 feet in the air on my rope. My descent was flawless until part way down when a line from my hung-up 'chute caught in my gear and brought me to a sudden stop. With the fire heating up things were looking rather grim. Struggles only tightened the line. More burning chunks whizzed by and landed in a spray of sparks in the tinder on the ground. If it went up I was fried! I hung on with one hand and clawed for my folding belt knife, desperately gropping for it under the folds of the heavy jumpsuit. I found it. I opened it practically one-handed, slashed the offending line and was free. On the ground I used the "let-down" rope to keep the harness and reserve chute from burning. Max ran up and asked how I was. "Fine," I said. "Let's get busy and knock this sucker (the fire) down."

We fought the fire for two days. That fire was one of the most dangerous that I ever fought. Max and I could not get close enough to the tree to bring it down with the crosscut saw, as "widow-makers" were constantly falling and could have killed or injured us. After the tree burned and fell we were able to ring the fire and put it out.

Wearily we began a walk out that took us through country that was as wild as the day when Billy the Kid and Pat Garret roamed the badlands of New Mexico.

We returned to our base in Silver City. I had been able to save all of my jump gear except the main parachute. I do not think my foreman was too happy when I dropped the riser webbing on his desk and said "Here's your chute."

George Tranberg served as a U.S. Border Patrolman in Washington State for many years and is retired in the extreme northwestern part of that state at Blaine.
INCIDENT OVER ELK CITY
By Ted Nyquest MSO 54

In Grangeville, Idaho, Sept. 9, 1963 at the smokejumper base, Foreman Tom Uphill readied the
8-man jumper request and map case for the Trilby Lakes fire. The smokejumper base, referred to
as the "loft", consisted of sleeping barracks for 16 jumpers, a small dispatch office, parachute
loft, and gear storage, all in a small white frame building at the airport. Ford Tri-motor
NC 7861 was parked within yards of the front door. Tom speculated that the fire had smoldered
among the high rocks and sparse fuels at length before flaring up. Trilby Lakes is located high
in the Sabe Creek drainage of the Nezperce National Forest and the creek flows about 10 miles
south into the Salmon River.

The first 8 jumpers, Dave Bennett, Tom Schroeder, Dave Lancaster, John Scott, Barry Robinson,
Richard McElroy, Dave Hess, and Bill Locklear were assigned from the rotating jump list and
immediately began to suit up. I was to be the spotter and so I studied the large mosaic wall
map in the office, then began to assist the jumpers in attaching their main and emergency
parachute packs.

Pilot Frank Borgeson started up the #1 and #2 engines of the Ford and after we entered he
fired the #3 right engine next to the fuselage doorway. This was a process of activating the
electric starter motor which wound up with a high pitched whine, finally reaching momentum to
engage and start the engine. It was always accompanied by 10 seconds of hacking and irregular
firing, a swirl of pungent white exhaust smoke, mixed with the smell of raw gas.

Shortly, we began rolling down the taxiway. The Ford Tri-motor, like most traildraggers, was
rather awkward on the ground with the fuselage at a steep uncomfortable angle. Further, a
stifling runway heat built up for the jumpers in full gear. Reaching the end of the runway
Frank ran through a short pre-flight check and taxied into takeoff position. He grasped the
brake handle with his right hand and then put his left forearm over the control wheel, drawing
it back while extending his left hand to thrust full throttle. The tail bobbed slightly when we
surged forward, the engines created a great roaring, vibrating, unsynchronous beat of noise.
I checked my watch and recorded takeoff time at 1415 hours (2:15 P.M.) in my pocket diary, aware
of our efforts to reduce elapsed time from fire request to takeoff. The tail came up, leveling
the fuselage, then we lifted off with a cooler breeze quickly improving the comfort level as
helmets came off. The Ford Tri-motor was a slow, lumbering, huge-winged, corrugated metal
beast dubbed "The Tin Goose". Normal cruise speed was close to 100 m.p.h. The sound in flight
was utterly distinctive and immediately recognized by every jumper within earshot.

I glanced back from the co-pilot's seat to see the tidy patchwork of yellow and green Camas
Prairie grain fields fading from view. Ahead lie the rugged, forested Nezperce National Forest
as we slowly gained altitude and crossed over the South Fork of the Clearwater River and headed
directly toward Elk City, an old mining town.

One of the more difficult jobs of a spotter in those days was to always know your location.
I felt increasingly confident in this due to accumulating experience and Frank's excellent
knowledge of the area. As we approached the Elk City checkpoint, a slight turn to the south
would put us in line with Trilby Lakes. Some of the jumpers were dozing while others watched
the terrain.

Then, a sudden, abrupt, startling explosion shook the aircraft, followed by a choking cloud of
hay dust dislodged from all the nooks and cracks of the fuselage. The dust had been deposited
by transporting bailed hay into Moose Creek Wilderness station. The cloud cleared itself quickly
and I noticed my left hand bleeding from a piece of shrapnel.

Our attention was captured immediately by a violent, noisy, shaking of the entire aircraft, as
if inside a jackhammer. It seemed to come from #3, the right side engine, and as I glanced out
the window, searching for some understanding of what was happening, I noticed the forward engine
cowling come loose, thrusting itself into the propeller with a shower of sparks. This repeated
itself several times as the whole engine slowly shook loose from its mountings and gradually
arched downward, but remained retained to the wing. My alarm increased as I saw the exposed
fuel line break, spraying fuel over the rear of the engine and into the slipstream.

Frank's full attention was focused on recovering control and trim of the aircraft. I shouted
over the noise and motioned toward the severed fuel line. He reached behind me to a small valve
while I turned for a quick look at the jumpers in time to see the last 3 exiting the doorway.
A helmet rolled into their traffic and was kicked aside, but went out the door ahead of the
last jumper.

Dave Bennett had witnessed several metal parts fly by the door. Scott heard someone shout,
"We're going down, get out, get out!" Schroeder and Bennett assisted each other hooking up static

Continued on page 15

14
lines, then began their exits. Bennett's wild ride was not over as he glanced back to see the Ford gently bank to the north, with a trail of gas vapor spewing behind as he descended. He hung up in a tree briefly, but caught a foot strap on a dry limb, and swung around to hang upside down as his parachute collapsed. He suddenly broke free, falling end over end, grasping for branches, then landed upright and safe. Scott hung up, did a rope letdown, then placed an orange crepe "I", signaling jumper ok. Dave Lancaster and Tom Schroeder left their helmets behind. Several of the jumpers found their gloves on top of their emergency parachute packs as they descended.

The spray of gas subsided, the engine folded further down, then completely wrenched itself free and fell away. I noticed the newly exposed sublayer of our right front tire. The propeller must have chopped the rubber off the tire. Apparently, the prop contact with the wheel was the final assault that broke the engine free.

I strode back to the overhead rack and took down my spotter's emergency parachute and buckled the snaps, then glanced back toward the cabin. Frank was looking directly at me, face ashen white, eyes large, as he gave a commanding, imploring shout, "Move the gear back!" My decision was automatic, instinctual, and took perhaps 2 seconds. The spotter pack came off and I pulled the twisted mass of static lines back inside the plane, then moved some gear toward the rear and then jumped back into the co-pilot's right seat. The noise and vibration had ceased and Frank was frantically preparing for a landing at a small airstrip surrounded by a busy sawmill and logyard. I seized the "air net" microphone, which was reserved for all aircraft operations throughout Region One, and with deliberate composure said, "Grangeville Jump Base, this is Ford 61." Foreman Uphill answered, "This is Grangeville Jump Base, hold one." I did not know that a weather forecast was being broadcast from the Nezperce National Forest Supervisor's office at the same time. I repeated the call, with no answer. I turned to the "Forest Net", a frequency used by all work stations and vehicles on the forest. "Mayday, Mayday, Mayday, this is Ford 61, we've lost an engine, all jumpers have bailed out. Will try to land at Elk City."

Frank was gauging his altitude and completing the 1st portion of a 270° turn for our one chance approach and landing at the strip. After completing 180°, I was amazed to see a Forest Service vehicle stopped, with the door open, and the driver running for the airstrip with the car fire extinguisher in hand. He had acted immediately after hearing us overhead and the Mayday transmission on his radio. We came in low on the 2 remaining engines, just over the driver's head and barely cleared a barbed wire fence. We touched down to an immediate, violent bursting of the right tire, coasted very shortly, then ground-looped on top of the distorted, blowout remnants of the right tire.

A momentary silence ensued, then Frank and I grabbed and shook each other by the shoulders in joy, just long enough to realize that danger and uncertainty were still hanging heavy in the tilting Tri-motor. We ran out the door and stood staring from a short distance, still grasping for some reason and understanding. Our restraint was short-lived as we cautiously approached, then began intently inspecting, first the gaping, vacant hole where the missing engine had once been positioned, then a sharp, elongated 9-inch cut entering near the bottom of the fuselage just behind the cockpit seats. On the opposite side of the fuselage, but higher up on the wall, another hole of the same dimensions showed evidence an object had exited. It subsequently hit the woven wire cables that control the tail, forming sharp "V"-shaped creases in the cable. Frank then came to the realization that a piece of the propeller had broken off and flew through the airplane with explosive force. Further inspection revealed the piece had continued its rising angle to cut completely through the left wing, leaving a small indentation 1" long and 1/2" deep in the wing fuel tank, but not big enough to create a hole.

Bill Locklear was the last jumper to exit the Tri-motor and could see where we had landed, so steered his parachute very close to the landing site. Soon a millyard employee and operator of a log transporting machine arrived to tell us his observations of seeing the plane's engine fall into a mud and gravel bank of the creek, creating an impressive crater near his machine. The Nezperce Forest Supervisor, John Milodragovich, arrived en route to Grangeville, having seen the Ford and wondered why it had landed on the American River Sawmill airstrip. He found pieces of the Tri-motor's engine on the road.

Gradually, the jumpers arrived at the airstrip with their gear. They inspected the plane, then Locklear stated that he had been leaning against the chain saw box, inches from the prop fragment's path. A powerful elation and relief settled over us as we began to comprehend our good fortune. I place all due credit with Frank Borgeson for the skillful piloting of the disabled Tri-motor under great duress.

We had a warm summer night's ride back to Grangeville with time to ponder the hard-to-imagine twists of fate and fortune. Tom Schroeder pulled out a cigar with some pomp and circumstance and said, "I smoke one of these when things are going my way."

Today Ted lives 6 miles east of Missoula and works in the USFS Region 1 office. Frank is retired at Lewiston, Idaho.
Jack has lived in Whitefish for many years. During WWII he served as a tail gunner on B-29 heavy bombers in the South Pacific. At the end of that conflict he worked in the woods for the J. Neils Lumber Co. and the Potlatch Lumber Co., as a choker setter and sawyer.

He had a partner while logging, a fast-talking Irishman by the name of O'Boyle. They finally decided to quit falling timber before they got killed. Both dropped in at the Regional office in Missoula to look for work and O'Boyle went in first for an interview. He came out and said to Jack, "It's all taken care of; we've got our jobs. We'll go to work in about 2 weeks. In the meantime they will take us out to Miller Creek to work on a lookout and do a little brushing around the place. By the way, we are going to be smokejumpers." Jack replied, "I don't like the sounds of that. Not that I have done any, but I have seen aircraft shot up and shot down and everything else, and lots of parachutes all over the place." However, after undergoing training at Nine Mile, Jack changed his mind.

After the war years, the Nine Mile camp at Menard was like a country club. "...It was quiet, genuine, with quality people and quality food. I wasn't used to pork chops with gravy and potatoes for breakfast, but we ate it and got by just fine. It was a good life...They worked us hard and we made hundreds of miles of fire trails up over the hills and down into the valleys. For the first time in years some of us finally felt comfortable. It was nice."

Jack said most of the jumpers were veterans--ex-army and marine paratroopers, marine raiders, former aircrew members and navy personnel as well as merchant seamen. (There was one who had served in the Spanish Civil War of the 1930's.) He said, "Had a marine raider and 82d paratrooper met earlier, they probably would have beaten the hell out of each other, but in the smokejumpers they got along fine. A number of the ex-service men were still keyed up, and in some instances, a little 'punchy.'" Jack said that there was a great amount of humor among these individuals, which he felt was a carry-over from the military days.

One night during the training phase at Nine Mile west of Missoula, a shot was fired late at night in one of the barracks. It was followed by a high-pitched scream. Men were jumping out of windows and running through the screen doors, heading for the brush. After about 10 minutes they came back. No one would admit to the joke, but a number thought it had been Max Allen.

And then there was another day. Jumpers were sitting around at the Nine Mile airstrip, waiting for the Ford Tri-motor to take them up on training jumps. Each time the Ford landed and taxied up to them, a gopher would pop up out of its hole and start chirping away, thoroughly agitated by the noise. One southerner said, "You know, we're doing all of the work and that's over there complaining." He proceeded to take off a boot lace, made a loop out of it, and then placed the lace over the hole. After the Ford returned again, the gopher once more scurried up to voice its displeasure, and the noose was pulled tight. The southern gentleman had gloves on to keep from being bitten. The jumpers decided to tie the gopher to a drift chute and drop it near its home. They cut a sandbag from its chute, made a make-shift harness and attached the gopher to it. In a few moments it was airborne in the Ford. The pilot circled over the spot marking the animal's abode and out it went, protesting. Surprisingly, the gopher landed near the spot. Jumpers in heavy gear waddled over to check out the situation. The gopher was lying on its stomach with its legs spread out, looking around. The harness was cut away and the jumpers got out of the way as the animal got to its feet stiff-legged and started for them with a mean look on its face. It got back to its hole as the Ford once again taxied in, refusing to come up for a look. Was this the only gopher to ever make a parachute jump? Probably so.

After training, some of the jumpers would be taken to Hale Field near the Missoula County Fairgrounds where they would be nearby for fire calls. (Sentinel High School is now located where that airfield once existed.) One day a carnival came to town, along with a group of elephants. Jack and another jumper went over there late one evening and found a baby elephant--about 4' tall and 5' long--tied to a post in a field. They untied it and led it back to their barracks. Jack said the elephant came along very willingly, like a friendly dog. They took it inside the building and tied it to a doorknob and turned the lights off. Before long, 2 jumpers who had been put on the town were heard approaching, loud and boisterous. One opened the door and said, "My God, what is this?" "I don't know," replied the other, "but it's alive, yeah it's alive." They were feeling around the animal and found that the "tail" on one end was longer than that on the other. One of them said, "Hell, I'm going back downtown for awhile." Jack said the following year they tried to use a donkey for the same stunt, but it almost kicked them to death.

Yes Jack, jumpers have always been noted for their sense of humor. It was and is a very important part of a jumper's personality. Jack has been retired for some time and lives at Whitefish, Montana.
The April 1985 edition of Gung-Ho magazine carried an article by Jack Mathews, who was a former senior CIA official and ex-smokejumper. The full title of the article was "Bull Simons Over the Se Khong River." A portion of that story is printed below with Jack's permission.

In early 1959 Jack met Col. Bull Simons in Vientiane, Laos. Both have been assigned to the same U.S. Assistance Group as advisors to the Royal Lao Army. Jack was a member of a Special Forces unit at the time.

During March, 1960 a battalion of the Royal Lao Army's best trained and equipped paratroopers, the Second Parachute Battalion, became lost while operating against several large groups of Pathet Lao & Viet Minh (The name at the time for the North Vietnamese Forces.) guerrillas near the southern tip of Laos, along its border with Cambodia.

The Second Battalion had actually crossed the Se Khong River into Cambodia and was hotly pursued by communist guerrilla forces.

On March 9, 1960 A Lao Army officer from the Lao Army General Staff Headquarters contacted Jack and told him that General Ouane Rathanacone, Chief of the General Staff, was willing to allow the Second Battalion to be overrun by the guerrilla forces since its commander, Capt. Kong Le, had refused to become involved in the opium trade. Ouane was engaged in with hill tribes in northern Laos. Capt. Long Le had received training from Col. Simons and his Special Forces team in 1959 in Vientiane.

Col. Simons did his best to get the General Staff to mount a rescue effort to get the Second Battalion out of the trap it had fought its way into, without success. At that point, Col. Simons shouted at Jack, "To hell with formality and diplomatic games! We will have to mount our own god-damn unilateral rescue mission and try like hell to get supplies to the battalion before it is destroyed by the guerrilla forces!"

They began to gather rice and canned food, purchased at outrageous prices, plus ammunition and cargo parachutes. Col Simons was finally able to induce an Air America pilot who worked with a small charter airline to fly them and the cargo in his C-47 transport to southern Laos to look for the lost battalion.

From the time Jack had been alerted regarding the plight of the missing unit until they were airborne, heading south, only 6 hours had elapsed. Col Simons jokingly shouted at Jack, "We are on our way to becoming either lucky bastards or corpses, and regardless of how this caper turns out we will never get any accolades for it except perhaps in the eyes of their Buddha!"

As they drew near the Se Khong River the plane took several hits in the tail section from guerrilla gunfire.

Capt. Kong Le and his paratroopers heard the C-47 droning overhead and put out smoke grenades to pinpoint their location. The pilot brought his plane down over the drop zone at less than 500', drawing heavy gunfire. Hot lead ricocheted around inside the ship. Two passes were made over the surrounded troops and the plane and crew then headed back to Vientiane.

Col. Simons and Jack received considerable official flak over the impromptu mission, but their "Vest Pocket" rescue mission had been a smashing success. They did not have to fire a shot, and thanks to Buddha they were okay and the aircraft was only slightly damaged.

The lost battalion, after receiving the air-dropped supplies and ammunition, was able to fight its way back into Laos. Later, Capt. Kong Le became a Royal Lao Army general, after helping pull a coup d'etat that deposed General Ouane and other corrupt Lao Army and Air Force officers.

In June 1964 Gen. Kong Le's picture appeared on the cover of Time magazine.

Jack met Col. Bull Simons several times through the years later, with the last occasion being in 1967. Col. Simons commanded the U.S. Army Special Forces unit that conducted the bold and unprecedented commando raid on the Son Tay prison camp in North Vietnam in 1970. Unfortunately the POW's they had planned on rescuing had been moved out earlier.

Col. Simons retired in 1971 but in 1979 he and a small team, made up largely of former military personnel, secretly pulled off a highly dangerous and unconventional rescue mission in Iran in the middle of a revolution, rescuing 2 executives of the Texas-based Electronics Data System, who were being held in Tehran prison. That story is the basis of the book On Wings of Eagles, which was a best-seller for 6 months in 1983.

Jack said that Col. Simons passed away from a heart attack on May 21, 1979. There was little media coverage reporting his untimely death to the nation he had served so well for so long during his distinguished military career. Jack did not know about his death until many months later. Jack currently lives in the Santa Barbara, California area, and he has many stories relating to his days with the smokejumpers and military service. Several years ago one of his sons convinced him to go up in a light plane and make a free fall, his first jump in many years.
1945 WYOMING CRASH CLAIMED DICK JOHNSON, LEGENDARY MOUNTAIN AND SMOKEJUMPER PILOT

Researched by Jack Demmons

It was Friday, March 2, 1945. A lone, single-engine, 6-place black and red Travel Air of the Johnson Flying Service was fighting strong turbulence as the men onboard continued with their job of conducting an aerial count of elk in the rugged country of northwestern Wyoming.

The plane was circling in and out of the draws near the lower end of Moose Creek, 30 miles south of Jackson, Wyoming. The location was 9 air miles southwest of Deadman Mountain and 3 miles southeast of Indian Grave Flat. Mountain peaks in the area are from 7,500′ to over 10,000′. Roads that early March were plugged with snow in the Greys River vicinity. Moose Creek runs into Greys River.

The pilot was Dick Johnson, a veteran bush pilot who had flown more than 700,000 miles during his career, much of it over some of the most rugged terrain on the North American continent. He had survived the crash of a Model 5-AT Ford Tri-motor (NC 435H) at Big Prairie, in what was then called the South Fork Wilderness area, about 44 miles northeast of Seeley Lake. That was on August 3, 1938. He also lived after a very serious crash of a Travel Air southwest of Hamilton, Montana in the Roaring Lion drainage on August 22, 1939.

Also on the ship was Orange Olson from Ogden, Utah. He was Assistant Regional Forester in charge of Wildlife Management for the Intermountain States. The third individual was Bob Brown of Jackson, Wyoming, who was a deputy Wyoming game warden. After this day they would have only several more hours to go until the project was completed. This was a Federal-State game count, and the type of flying involved was what Dick Johnson was an expert at—low over rugged terrain, but very dangerous.

Late that Friday Bob Johnson received a call at Missoula, which stated that his brother was overdue and presumed down somewhere in the Moose Creek area of Wyoming. It was hoped that he had been able to set the Travel Air down and wait out a storm.

On Saturday morning, March 3, two other Travel Airs of the Johnson Flying Service were airborne out of Hale Field in Missoula, heading for Idaho Falls, Idaho. They would refuel there before pressing on in the search. Bob Johnson was flying one of the ships and was accompanied by a smokejumper rescue crew from the Missoula base. That group included Jim Waite (the spotter), Art Cochran and Bill Wood. Dick Johnson’s stepson, Jack Hughes, was flying the other plane and mechanics John Pritzl and Waldo Mathies were with him. The planes were loaded with rescue gear.

At the lower end of Moose Creek that fateful Friday afternoon, a crumbled, shattered Travel Air had come to rest on a mountain slope. There wasn’t a sound, other than the moaning, and at times howling, of the wind as it swept through the tree tops. Also, there was the faint hiss of snow falling on the remains of the hot engine. There wasn’t any fire.

About 6 hours after the crash there was a stirring within the wreckage. Bob Brown was trying to free himself. The last thing he had remembered was a violent downdraft. The right wing of the Travel Air then hit a tree, which had suddenly loomed up out of the haze. The wing was ripped off and the plane flipped over on its back, plowing through timber for about 100 yards—the length of a football field.

The Missoula Sentinel on Monday, March 5, made these comments: "...Brown regained consciousness...and found himself pinned in the plane with his companions, both dead... Painfully, he dug a flying suit out of the wreckage, put it on and built a fire... The next morning he strapped on a pair of snowshoes and then rolled and fell down the mountainside to a creek bottom, where he lay unconscious for about an hour. Using one snowshoe for a crutch, he stumbled over rocks and through snow to a mountain road during a snowstorm. He placed one of the snowshoes upright in a drift and dropped unconscious near the road..."

In the meantime, all of the snowplanes in the region had been mobilized and a ground search was underway. They skidded over the deep snow and suddenly those onboard one of the machines happened to spot a snowshoe sticking up out of a snowbank. Nearby, they found Bob Brown, still unconscious and covered with snow. He was rushed to a hospital in Jackson and after a lengthy period of time recovered from very serious injuries.

Men on the other snowplanes recovered the bodies of Dick Johnson and Orange Olson and took them to the small Wyoming town of Alpine, 20 miles southwest of Jackson.

The 2 rescue Travel Airs had landed at Idaho Falls and it was there that those onboard heard for the first time that the plane had been found and that only Bob Brown had survived. The Travel Airs were refueled, and headed for the crash scene to drop the smokejumpers and rescue gear if assistance was needed. However, they ran into severe weather conditions and had to return to Idaho Falls. From there the men were driven to Alpine, where they met the snowplanes and the victims of the crash.

On Monday, March 5th, the two Travel Airs returned to Missoula, flying in close formation, and landed at Hale Field. The Daily Missoulan on Tuesday, March 6th quoted Bob Johnson as saying with tears running down his face, as his brother’s body was taken from the plane: "I brought Dick home the way I know he would have wanted to travel."

Thursday, March 8, Dick Johnson was laid to rest in the Missoula cemetery. At the age of 55, this courageous, intrepid pilot had flown his last mission. He was a WW I veteran with overseas duty and was accorded full military honors. Three volleys were fired from Springfield ‘06 rifles and taps--a soldier’s last sad farewell--were played. The flower-covered casket was lowered into the grave. The crowd slowly faded away, with some casting backward glances toward the grave, still not believing that this legendary flyer was gone from their lives.
Bob Johnson Art Prints

*Commission artist Brian M. Schmid of Super Sports Paintings Unltd. is offering his painting of flying pioneer Bob Johnson and his Ford Trimotor as a fine art print.

*The full color print measures 16" x 22" and is printed on a high quality 60 lb. paper, ready to be framed.

*Prints will go to the first 500 ordered, so get yours today!

Brian is the artist/owner of Super Sports Paintings Unlimited. He has been specializing in large format commission artwork for over 20 years. Some of his past clients include: USAF Academy, US Olympic Training Center, Univ. of Wisconsin, Montana State Univ. and Univ. of Oregon, among others. He is a member of the Museum of Mountain Flying and has done volunteer work for our N.S.A. He has always been interested in aviation and has done aircraft related paintings. He has spawned a new series of paintings; the Flying Days of Johnson's Flying Service. The first painting has been completed. There will be others of Bob's brother Dick, Jack Hughes, Penn Stohr, Kenny Roth, and ? The first painting shows Bob Johnson standing in the foreground with a Ford Tri-motor--NC 9542--doing a low fly-by. The original painting is 3' by 4' and is on permanent display at the Museum of Mountain Flying Headquarters in one of Minute Man Aviation's hangers at the Missoula County Airport.

Noorduyn Norsemen aircraft were used at several jumper bases through the years, notably out of Intercity Airport near Winthrop, Washington for the NCSB. While different size engines were used in these ships, the 600 h.p. Pratt & Whitney was common, driving a two-bladed prop. The wingspan was 51' 8" and the length 31' 9". Maximum cruising speed was 148 mph at 5,000' Maximum range was 1,150 miles. The plane had one pilot and could carry 9 passengers--fewer jumpers were carried.

The Noorduyn's first flew in 1935. They were designed by a Canadian, R.B.C. Noorduyn. In 1946, after WW II, the Canadian Foundry Co. continued to manufacture an improved model, the Norseman V, for awhile.

One of those that flew for the NCSB is now at Kalispell, Montana, being refurbished, and it will one day fly again.

Some Noorduyn's still fly in the bush country of Alaska and Canada, along with such ships as the de Haviland Beavers, de Haviland Otters and Twin Otters. While Noorduyn's first appeared around 6 years after the Travel Air's, they are considered to be contemporaries. Like the Travel Air's, the Noorsmen were also fabric covered.

Tanker pilot approaching Redmond Air Center's airfield. Adapted from the USAF Military Airlift Command magazine, dated June '66.
Bernard "Bernie" Hilde (MSO 69) loadmaster foreman, Missoula Aerial Fire Depot, retired from the USDA Forest Service in January. He had 24 1/2 years of Federal Service: 3 years in the military and 21 1/2 with the Forest Service. He started working for the Forest Service in 1969 and had been a smokejumper since that date. Bernie is a native of Minnesota. He graduated from Borup High School there and later, the University of Montana. He and his wife will continue to make their home in Clinton, MT. He made a total of 373 jumps, with 152 being fire jumps.

George Gowan (MSO 54) sent us a short story about the trip he made across the Bering Sea by boat to Russia last year. That will be in the 7th newsletter. (Other articles will also appear at that time, since in this 6th letter, 5 pages were devoted to new members and the search for former jumpers without current addresses.)

Garry Peters (CJ 63, and later a lead plane pilot) sent us much information relating to the Siskiyou Smokejumper Base that once existed at Cave Junction, OR. We will highlight that former base and personnel in the 7th newsletter.

Tom Boatner, base manager of the Alaska base at Fort Wainwright, sent us some material on the former Anchorage and McGrath Alaska smokejumper bases that many jumpers do not know about. That story will also be in the next letter.

We located Ron Lund at Anchorage, AK and have talked to him. He is a pilot in that state and was about to take a vacation in Australia with his wife. We will get back to him later.

"Trooper Tom" Lugtenaar has retired from the Fish, Wildlife and Parks division at Galena, AK. We have tracked him down to Nehalem, OR, which is apparently his new home. However, he was gone and a check with Alaska found that he had returned there on vacation and was heading for the Philippines they believed.

Carroll Gambrell of Walhalla, SC, who won the competition for the naming of the "Static Line" and who later had a major stroke, has been recovering, but states that his current condition may be as far as recovery will extend. He still has that tremendous sense of humor and is still writing articles. Carroll said he moves around using his cane like a rudder.

After writing the story about the Tri-motor crash at Moose Creek in the Nezperce Forest of Idaho on Aug. 4, 1959, we heard back from one of the survivors who wrote the story for us. We inadvertently stated that Bob Culver took the ship back up for a second try after a tricky wind prevented the first attempt. That was not correct as Roland Stoleson (MSO 56) told us. That version was in the Missoulian paper at the time and was erroneous. Ron has stated that the usual procedure was to overfly the strip and then commence to land. Bob Reid (MSO 57) sent us a letter relating to the crash—October 94 edition of the "Static Line." We will mention his remembrances of the crash in April. He and Roland Pera (MSO 56) had returned from a fire at Isaac Lake and were at the Moose Creek Ranger Station lounging under trees when the Ford arrived. Bob currently lives at Niceville, FL and Roland (Pera) is at Exxera, KS. Roland (Stoleson is still at North Ogden, UT)

The article on the "Skyhook Operation" over the Arctic some years ago is currently on hold for several months. We will get in touch with each former jumper who was there before mentioning their names in the "Static Line."

A story about Bill Carver (MSO 47) and others who were injured years ago while jumping to a fire north of Ovando, MT—2 plane loads and injuries from both drops—will be written for April. Tragic, but also very humorous.

Forrest R. "Buster" Moore (CJ 57) mentioned that the name of the pilot Dick Tracy and Kirk Samsel rescued on Friday, May 17, 1963 in the Black Mountain Range in the Gila National Forest in New Mexico was Wendell Schroll who was a Forest Service pilot for Region V.

Buster mentioned two jumps on separate fires with Harry Roberts (MSO 53) in 1966. He said on the first fire on the Sequoia NF he was almost blown out of a tree by an F-104 fighter. On the second, which was a 16-man fire on Owl Creek, Salmon NF, he wound up in the Salmon, ID hospital with his left arm in 7 different pieces. While there, he mentioned that Thad Duel (MYC 56) limped in with a banged-up knee.

Dale Nova, Associate member from Mt. Shasta, CA told us last summer that Jim Fritz (CJ 59) was involved in a serious motorcycle accident when his machine blew a tire at high speed. His wife was killed. It took place on a mountain highway near Eureka, CA. Jim was badly hurt and had been due to retire from the California Highway Patrol after many years of service. We have to get back to Dale about this. Jim had been at 1690 Hawkes RD, McKinleyville, CA 95521-4130.

There will be more about Russian jumpers, women jumpers, the Mountain Museum of Flying and the National Forest Service Museum, and other items in April. Please send us your stories. (There will also be an article about Bill Bull (MYC 64) & a plane crash in the April edition. We will have to charge $1.25 for back issues of newsletters 1, 2, 3 and 4. We do not want to do this, but have no choice because of printing and mailing costs. Let us know if you want them.)