

1944

Smokejumper Progress Report - Region 6, 1944

Jack G. Heintzelman

SMOKEJUMPER PROGRESS REPORT-REGION 6

1944

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Chest Pack Changes

All Irvins

Interchangeable w/BPS

Harness change to accommodate No. of times
chest pack used

Once-Yoder-Line Over

Spotter Packs

Kinds:

Equipment smokejumper suit
Remain the same

Equipment - FF
All #1 outfits

Equipment - Radio
S, SX

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Hangar

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SMOKEJUMPER PROGRESS REPORT-REGION 6-1944

PURPOSE OF REPORT

This report supplements and does not supercede the 1943 Region 6 Smokejumper Report. Its purpose is to bring Region 6 Smokejumper activities up to date.

OBJECTIVES-1944

1944 was to be the banner year in which Region 6's one year old parachute project was to prove itself. 1943 had been a lean year with but six fire jumps, involving twelve men. However, the 1944 fire season proved mild and only seven fires were jumped. Twenty seven jumpers participated in these jumps, with no injuries sustained, and no fires lost. So, opportunity was had to demonstrate smokejumpers at work in units ranging from two to ten men. Tragedy did come to this year's project on August 2nd when Fred Frank, S & M Flying Service co-owner and pilot, crashed on a test flight at the Illinois Valley Airport and was incinerated. No smokejumpers were involved and the record of no smokejumper fatalities since smokejumping inception remains unbroken.

Further experimentation was made in cargo dropping and the results will appear later in this report. To summarize, the prime objective this year was to develop means of getting to the fires quicker, safer, and adequately equipped with able and sufficient smokejumpers to handle the task at hand. Means and methods of accomplishing this end follow.

PERSONNEL-FOREST SERVICE

Last years Smokejumper Squad Leader, Jack H., was retained for the 1944 season. He was sent to Region 1 in April for further training in jumping, spotting, rigging, and in turn helped train the new crop of C.P.S. Smokejumpers recruited this year. At this writing, he has twenty-five parachute jumps to his credit.

PERSONNEL-C.P.S.

Nine of the ten C.P.S. jumpers on last years squad returned this year. The tenth, Winton Stucky, has been discharged from C.P.S. on the basis of a 4-F draft classification resulting from a back injury sustained in 1943's jumping. Three new C.P.S. jumpers were added after completion of their parachute training in Montana. In addition, a C.P.S. cook was added. The cook was not a jumper nor did he participate in fire fighting activities. He rated high with the squad and the kitchen was no source of trouble.

REGION 6 SMOKEJUMPER PERSONNEL-1944

Jack Heintzelman-Squad Leader
* Elden Boese-Cook
William Laughlin-Jumper - Rigger
Marvin Graeler-Jumper - Rigger
Walter Buller-Jumper - Packer
Kenneth Diller-Jumper
Calvin Hilty-Jumper
C. Raymond Hudson-Jumper
Gus Janzen-Jumper
* Elmer Neufeld-Jumper
* Robert Painter-Jumper
* Arthur Penner-Jumper

SMOKEJUMPER PERSONNEL-1944 (continued)

Gerrit Rozeboom-Jumper
Floyd Yoder-Jumper

* New men added to squad - 1944

RELATION OF PROJECT TO REGION 6

As last year, the Smokejumpers were available to Region 6 and the Klamath, Trinity and Shasta National Forests of Region 5. The Forest Supervisor of the Siskiyou National Forest could dispatch for the Siskiyou and Klamath Forests without prior approval of the Regional Dispatcher. Other requests for jumpers were to be routed through the Regional Dispatcher. While the squad was available to a considerable area, its practical working range would include the Siskiyou, Rogue River, Umpqua, Klamath, Trinity, and Shasta National Forests. Except in isolated cases, jumpers operating from their base at the Illinois Valley Airport near Cave Junction, Oregon, could not hope to compete in travel time with ground crews beyond this range.

In actual practice, seven fires were jumped; 4 on the Siskiyou, 1 on the Umpqua, 1 on the Klamath, and 1 on the Chelan National Forest. The Klamath Fire was only one half mile from the Siskiyou boundary and was jumped without benefit of dispatching, having been found by airplane while on routine fire reconnaissance. The Chelan fire was of project proportions in inaccessible country and an eight man squad from Region 1 and ten men from Region 6 did effective work on it.

Jumping in Region 6 has followed the pattern of that in Region 1 in that many Forests expressed willingness to requisition jumpers but never seemed to get around to doing it because the ideal jumping show did not materialize. And, so, the jumpers set. But as time goes on, this reluctance dissipates. Jumpers are used on marginal jumping shows. Forest Officials see what can be done by jumpers and what can be expected from them. Then, when the fires pop, the jumpers are used to best advantage. This happened in Region 1 and is happening here. One thing to be remembered is that smokejumpers have never lost a fire. In Region 1, smokejumpers are now displacing ground crew firefighters and aerial detection is next.

JUMPER TRAINING

As last year, Region 1 agreed to give Region 6's new jumpers a complete jumper course preparatory to their qualifying as Smokejumpers. The Region 6 squad leader went to the Nine-Mile training camp in mid-April to aid in the training. Two groups were given three weeks training in which alternate days were devoted to fire fighting training and jumper training. The jumper training was similar to last year's with the addition that more emphasis was placed on physical conditioning. After all new men had seven jumps each, they were given the opportunity to volunteer as to which station they wished to be assigned for the summer. From the list of men volunteering for assignment to Region 6, three men were chosen by the squad leader and

reported to Cave Junction, June 10.

At the Redwood Ranger Station, a refresher course was started upon the return of the squad leader from Montana. Emphasis was placed on conditioning, including calisthenics, obstacle course, let-down practice, and conditioning hikes. Starting June 23, the entire squad made a series of three refresher jumps. The June 23 jump was a straight steering jump. One man sustained a muscle injury which kept him from completing the refresher jumps. The second jump, June 24, was slip jump. On June 25, a camp jump was made in moderately open Pine timber beneath Little Sanger Peak. The jump was a success with twelve men landing O.K., a fire camp set up, and a hot meal served.

Jumper training continued through the summer with ground training and practice jumps being made. In all, nine sets of practice jumps, including the refresher jumps, were made between the period June 23 and August 31. These jumps paid dividends in that the jumpers developed a "Know How" in handling their chutes that only comes by doing. One set of practice jumps, in particular, paid dividends. This set was handled along the lines of a smokejumper problem. A fire would be set on timber adjacent to a clearing. At the Ranger Station, the fire bell would ring and jumpers would swing into action. Equipment would be loaded in the truck, the men would start to suit on

the way to the airport, 4 miles distant. On the way, the squad leader would outline the problem to the two jumpers chosen. At the field, all hands turned toward readying the jumpers, equipment, and plane. Take offs, from fire bell to the actual taxiing, averaged from 23 to 25 minutes. Over the target, the fire was handled as an actual problem. The fire would be sized up, test chute dropped, jumpers out, cargo dropped, and the plane released by signal from the jumpers on the ground. The jumpers would climb out of their gear, gather their fire packs, and go to the fire. Jumps were made in openings to save damage to the chutes during fire weather. This type of jump is highly recommended as it brings out the bugs which would otherwise develop when the chips are down. (For Training Outline, see Appendix A)

RIGGER TRAINING

This year's squad was fortunate in having last year's riggers, William Laughlin and Marvin Graeler return. It was decided to send Laughlin to Montana for additional rigger training, and he spent two and half weeks at the Missoula loft, principally on repair work. The value of this training was reflected throughout the summer.

Walter Buller, a jumper from last year, was trained to pack parachutes and these three men and the squad leader gave this year's squad an ample rigging department. Frank Derry, instructor-rigger from Region 1 spent four days in June and four in August on the project and offered many valuable tips for

the rigging department.

SPOTTER TRAINING

Spotter training continued through the season. While the squad leader was training new men to jump in the Spring in Montana, he in turn, was receiving additional training and experience in spotting. This process was continued upon his return to Oregon with Frank Derry looking at Siskiyou terrain with him, both from the air and from the ground. Derry's experience proved valuable in this "on the ground" training. It was decided that an alternate spotter would be desirable and William Laughlin was trained in this work at every opportunity. During the practice jumps, he divided the spotting quite evenly with the squad leader. He spotted the jumping on the Lost Camp Prairie fire (Umpqua N.F.) and did a fine job. This answered the question of what would happen should something happen to the squad leader.

ESCAPE JUMP PRACTICE

During Frank Derry's August trip to Oregon, a new type of training was introduced. Escap training had been tried in Montana this summer and was instituted here under Derry's guidance and instruction. The essence of the training was to teach Forest Service overhead likely to fly in their work, the procedure of leaving an airplane should the need ever arise. The training involved a ground session in which Derry demonstrated the method of leaving a plane to Forest Service men

and one smokejumper. The smokejumper had never made a rip-cord jump. Then the trainees would go through the process, diving out of the grounded plane onto a pile of mattresses. The next step was for the trainees to take to the air, the smokejumper being equipped with a special spotter pack which accommodated an additional emergency chute. The smokejumper would make the actual rip cord jump, the trainees watching. This created the psychology among the forest service men that they could do it too if necessary. In all, the Forest Supervisor, Assistant Forest Supervisor, 6 Rangers, and a District Guard took the training along with three smokejumpers who made the actual jumps. The training was enthusiastically received.

FIRE TRAINING

The three new men assigned to the Oregon squad received 8 days fire training in Montana. The training included the elements ordinarily given new trainees at guard schools. Training continued intermittently throughout the summer keeping in mind the training given last year and the winter's cruising by the holdovers and the experience they gained therefrom in compass, mapping, and woodsmanship. The squad was trained to function in one and two man units or as a squad.

EQUIPMENT PARACHUTES

This year's parachute inventory was virtually the same as last year's except that it was increased to accommodate the larger squad. There was one extra back pack chute (see Appendix C for inventory of parachutes and jumper equipment.)

IMPROVEMENTS-PARACHUTE EQUIPMENT

Important changes were made in parachute equipment this year in Region 1 and these were incorporated into Region 6 equipment.

The Army type static line snap for back pack parachutes was adopted this year. This snap, foolproof in construction, eliminates the possibility of any mechanical failure in its function. The only reason for the new snap to fail would be the human element. That the old type snap ever failed mechanically has never been definitely ascertained. However, it was conceivable that it could. The new snap gives a tremendous psychological boost to the jumper.

Nylon parachutes made their debut this year and compare favorably with the "silks". The difference in operation between a nylon and a silk chute is negligible. Nylon is slightly stronger than silk; the load lines are stiffer, and the canopy packs flatter on the container.

An important change was made this year in the steering of the 28 foot slotted Irvin back pack parachute. The Irvin canopy has two seven foot slots, one behind each shoulder of the jumper as he is suspended in the air.

In the past, steering of the chute has been accomplished by pulling a guide line attached to the canopy directly below one slot, closing the slot. The air rushing through the other slot caused the chute to turn. Now, the guide lines have been advanced to the gore ahead of the slot on each side. Thus, instead of closing a slot when pulling on a guide line, the slot is creased so the air going through it jets forward causing the chute to turn rapidly. This has been the most radical change in parachute maneuverability in the past season. It makes the Irvin a highly steerable chute which has but one factor to yield to the Eagle type chute. It has approximately two miles less forward speed per hour, three as against five (approximate). This, too, is compensated for in that the average Irvin will turn so much faster than the Eagle causing its forward speed to be put to advantage sooner. It must be remembered that forward speed in the wrong direction is a disadvantage.

Another notable change this year was the making over of the jumper harnesses and the risers on the chest pack parachutes, so that the chest pack parachute canopy could be converted to a back pack parachute by simply packing it in a back pack container. This was previously impossible as the hardware on the risers of the chest pack canopies were snaps instead of "V" rings. In addition, the trend is towards using 28 foot slotted Irvin canopies in chest packs. Nine of our chest packs are

this way; the other four being 24 foot Irvins without slots. The 27 foot Eagle chest canopies used last year were traded to Region 1 for 28 foot slotted Irvin chests. Region 1, in turn, converted the Eagles to spotter packs, thus providing quick opening spotter packs. The chest pack change offers three advantages. The canopies are interchangeable with back pack canopies. Thus, wear can be equalized. Should there be a shortage of back pack chutes due to damage, chest packs could be converted giving more available chute sets. Thirdly, a better steering chute is available should it be necessary to use a chest pack.

The chest pack was used only once this summer, when Floyd Yoder, unable to correct a line-over on his main chute, sprung his chest chute. It functioned good.

SPOTTER PACKS

A third spotter pack was added this year in the interest of greater safety to the man working in the plane door. This was a 27 foot Eagle. Theoretically, it will allow a man falling out at 100 feet elevation to land safely. The human element is a big factor here in that the parachute rip cord would have to be pulled quick. Nevertheless, this is the quickest open chute available at this time and is well worth investment. The chute container was specially built in

Montana this Spring and all spotters over there are being supplied with them.

EQUIPMENT-SMOKEJUMPER SUITS

Smokejumper suits remained the same this year. Three new suits were purchased for the new jumpers.

EQUIPMENT-FIRE FIGHTING

Last year's fire packs were changed slightly with the idea of making each jumper self sufficient. Thus, if there were a bust of jumper fires, one man could be dropped to a small fire instead of the usual two. There always would be another jumper in the airplane, should he be needed, as a safety factor. With one man idea in mind, each fire pack contained the following:

1. Packboard w/sack	1 5 gal. back pack w/pump
1. Sleeping bag	1.1 gal. canteen
1. Pulaski, w/sheath	1.1 man First Aid Kit
1. Baby Shovel w/sheath	1. Flashlight w/extra batteries
1. File	2. Lookout Reports
6. K Rations	1. District Map
1. Map Case	1. Forest Map
1. Notebook	1. Protractor
1. Pencil	1. Compass
2. Fireman's Report	1. Folder Matches
1. Form 10-R6	Salt Tablets
Spikings, Clothes, Juices	

In addition a saw was cargoed ready to tie onto the fire pack. The pack was cargoed flat and dropped on a 9' x 9' burlap. Last year, two packs were cargoed together and dropped on a large muslin or silk chute. By using burlaps this year and cargoing packs singly, any number of fire packs could be dropped. The small chute would have a better chance of reaching the ground through the trees. Also, if the jumper was in a remote area, he needn't bring out his burlap chute where a silk cargo, with all its weight and bulk, would have to be packed back from the fire. On the other hand, the pack on a burlap chute would land hard. Little mortality of equipment was had this way; however, except in "Trader Horn" packboards which wouldn't take much impact in landing.

EQUIPMENT-RADIOS

Communication remains one of the major problems of the smoke-jumper. Considerable progress has been made, however. By the end of the summer, four "SX" and three "S" sets were available. The "S" set is too weak for plane to ground communication so is valuable only in calling from the fire to a lookout point. The "SX" is a good radio but is also not too satisfactory for plane to ground service. It will work with some degree of success up to six miles so is definitely better than nothing. A better ultra-high frequency set is definitely needed for installation in the plane. For ground to ground use, the "SX" is the best

light radio tried. Where last year radios were dropped on burlap chutes, this year they were put in canvas cases and strapped to the jumper's leg. Damage was insignificant. Radios were used on three fires with complete success. Plane to ground communication was not used on fires as it is time consuming where not necessary.

In future smokejumper activity, it is recommended that communication be built around an "SX" network with a high powered set capable of communicating with the "SX" installed in the plane.

PARACHUTE LOFT AND TRAINING UNITS

Last year's project started from scratch. This year, the all-important parachute loft was in place. Thus the project was in a much better position for an early season bust. New additions to the loft included an interior paint job and a sink with piped water. A small obstacle course was constructed east of the loft and a tower jump was installed. The entire area was fenced. This work completed the main elements needed to keep jumpers in condition and to provide them ground training.

AIRPORT FACILITIES

A temporary structure has been constructed at the Illinois Valley Airport sufficiently large to accommodate an airplane of 7-passenger Fairchild or 6-passenger Travelair class. It is a fir pole and cedar shake affair without side walks, expense

being confined to nails. It is sufficient to provide an airplane protection from the sun but doesn't protect against dust. An oil strip has been provided in front of the hangar to provide a place for an airplane to warm up. Four hundred gallons of waste oil was used to prepare the strip. In addition, a tent frame was constructed along side the airplane shed for use of personnel guarding the airplane. This, with the wind sock and telephone, completes the improvements at the airport.

AIRPLANE HIRE

The airplane situation was in a state of flux throughout the summer. Originally, a contract was made with the S & M Flying Service of Dallesport, Washington which provided that the 7-passenger Fairchild used last year would be stationed for the period July 1 to September 10 at the Illinois Valley Airport and would be available prior to and following that period at the Dallesport base. The plane was hired at \$42.00/hr. for a guaranteed 88 hours. This contract came to a disastrous end on August 2 when Fred Frank, co-owner of the S & M Flying Service, crashed on a test flight--the crash ending fatally. The plane was burned. The S & M Flying Service failed to obtain another suitable plane and its contract was terminated. Negotiations were started immediately and a 6-passenger Travelair was obtained from the Johnson Flying Service, Missouls, Montana. It

was stationed at Cave Junction for the period August 15 to September 1 and was hired on a \$40.00 per hour, two hour per each day guarantee. From the period August 2 to August 15 and September 1 to the end of the season, reliance was placed on the use of a Marine, R4D, Transport plane operating from the Corvallis Marine Base. So an airplane of some type was available throughout the season. Advances over last year were made in plane hire in that for the bulk of the season an airplane was based handy to the smokejumper squad. This being a prime requisite for the proper functioning of a jumper unit. The Fairchild and Travelair planes proved practical for one and two man fires. For larger fires or for jumping a group of fires in one locality, these planes are more costly than a plane of the Ford tri-motor class.

The Marine R4D Transport plane was used twice this year. This plane is the same as the regular bi-motor United Airline passenger plane stripped to fit military needs. It is rated as a 24 passenger plane. Advantages and disadvantages of this plane are as follows:

ADVANTAGES

1. Large carrying capacity. Probably could handle 16 jumpers.
2. Speed. Can be slowed down to 80 m.p.h. for jumping
3. Large door for jumping or throwing out cargo

DISADVANTAGES

1. Cannot land at small field
2. Jumping speed higher than in planes previously used
3. Poor visibility. Because of large low wing and small windows, working visibility is impaired
4. Radius of turn. Makes too large a turn for effective use as a jumper plane

DISADVANTAGES (continued)

5. Cost. High operation cost. Marines use three men to operate

Despite its advantage, it would not appear to be the all around plane desired. For jumping project fires in good jumping country it could be put to great use. For jumping to a small target in difficult terrain, it is dangerous.

It is recognized that in these difficult war years, the problem of obtaining suitable jumper airplanes approaches the impossible. With this in mind, it would appear that Region 6 has done as well as it could in this respect. In future airplane hiring, the following points should govern:

1. To obtain an airplane of adequate size, speed, carrying capacity, power, lift, and visibility.
2. To obtain a safe airplane. This involves not merely the hiring of a C.A.A. licensed plane but of the hiring from a highly reputable firm.
3. To obtain a good mountain pilot. Not every one who flies a plane has the makings of a mountain flier.
4. To obtain a pilot, who, by reputation is not a show-off or stunt man. There is no place for this in smokejumping.

These points, all of which are "musts" are hard to obtain without the fetters of red tape. The bid system here is a detriment and should be eliminated.

ACTIVE WESTERN AIR DEFENSE ZONE

Army regulations on flying in the "Active Western Air Defense Zone" continued in force in 1944. They were relaxed sufficiently to allow for flying up to four hours on one flight plan. Thus, repeated trips to a fire 30 minutes distant could be handled on one flight plan. The filing of a flight plan did not hamper any fire jump this year. Occasional communication bobbles in filing for practice jumps bore evidence that further attempts to eliminate the flight plan formality be made. Current news on this subject should appear to indicate that the Army would do that this winter as further relaxation of Western flying rules seems to be the trend.

FIRE JUMPS

Seven fires were jumped in 1944 by the Region 6 squad. Twenty seven individual jumps went to make up these fire jumps. That all these fires were not jumper shows is not contested. However, those fires of marginal jumper value were handled in periods of relatively low jumper need. That they made better smokejumpers of the R-6 personnel can not be contested. A brief description of each fire jump follows: (See Appendix D for Individual Fire Reports-Eckett and Lyall fire reports not obtained)

POKER FLAT FIRE

The Poker Flat Fire (T18N, R6E, S20, H.M. Klamath N.F.) was discovered July 27 while on a reconnaissance with jumpers following a lightning storm the previous day. The fire was small and didn't appear to be doing a great deal. In as much as fire conditions were steady and there were ten jumpers in the hole, the squad leader decided to jump two men at Poker Flat, a large meadow, 1/2 mile distant from the fire, on a road about an hours drive from the West Branch Guard Station. It was seen that no action had been taken on the fire and because of the very small smoke it was raising, it was doubted if any lookouts had detected it. The jump would be good experience and by jumping for the meadow, the chutes would not be damaged and could be put in order quickly. The jumping procedure took 30 minutes and the jumpers, Laughlin and Painter, were on the fire one hour after its discovery. It was burning in down logs and creeping in duff. An afternoon wind threatened to cause trouble but control had been effected to a point where the fire was held at its original 0.11 acres. Seven hours after its discovery the jumpers were back at headquarters.

LOST CAMP PRAIRIE FIRE

The Lost Camp Prairie Fire, (T255, R3E, S6, W.M., Umpqua N.F.) was a dandy boost for smokejumping on one hand and a kick in the pants to get-a-way time on the other. Its slow get-a-way time, however, was due to extenuating circumstances. On July 28, our contract airplane was broken down with magneto trouble. At 2:25 PM, the Supervisor said that an airplane from Corvallis equipped with a static line, would arrive at the Illinois Valley Airport at 3:15 PM to take two jumpers to the Lost Camp Prairie Fire on the Umpqua N.F. What kind of a plane? Nobody knew! Bill Laughlin and one man were to jump the fire, Laughlin spotting, and the squad leader being held in reserve with the rest of the squad pending repair of the contract plane. At 3:12 PM the plane, a Marine Transport, arrived. Starting then, most of our concepts of spotting had to be altered to fit the plane. Another fire materialized near Tannen Mt. (Siskiyou N.F.) and permission was obtained to jump two men on the Tannen fire en-route to the other fire and to jump three men on the Umpqua. At 4:09 PM, the plane took off. At 5:16 PM the Tannen jumps were completed and the plane was on its way to the Umpqua. Rozeboom, Hudson, Laughlin and equipment were on the ground at 7:03 PM. Equipment was collected and the fire attacked at 8:00PM. Control was effected three hours later at 0.8 of an acre. Ground forces arrived 15 hours after the first attack after traversing a trail estimated to be all the way from 16 to 25 miles.

Burning conditions and fuel factors were an aid to early control. As a jumper show, this fire was a natural and Laughlin is to be commended on his spotting under difficult conditions.

TANNEN FIRE

Much of the detail of the Tannen fire, (T415, R6W, S15, W.M Siskiyou N.F.) has already been reported above. The initial attack was made by two jumpers, Walter Buller and Elmer Neufeld who by virtue of their jump, became the first smokejumpers to attack a fire from a military transport plane. The fire was controlled at 0.1 acre, one hour and forty minutes after initial attack, the principal trouble being a large Incense cedar which was afire. The Bolan lookout arrived at the fire after control had been effected.

CRAZY PEAK FIRE

The Crazy Peak Fire, (T18N, R5E, S6, H.M. Siskiyou N.F.) occurred July 29. This fire, but a spot in size, was a classic example of using jumpers on marginal jumping shows. The fire was reported to the squad leader at 1:48 PM. The plane took off at 2:06 PM, 18 minutes later, and two men, Marvin Graeler and Gus Janzen, were on the fire at 3:00 PM after jumping 0.1 of a mile from the fire. The fire was only 18 miles by road, three by trail and on half cross country from the nearest smokechaser, but due to the location given by the lookout and the size of the

fire, a ground crew would have undoubtedly gone to the lookouts location first and may have not found the fire until it had spread considerably. Airplane detection picked up the lookouts error after very brief checking and saved a great deal of time and wasted effort in attacking the fire

LITTLE GRAYBACK FIRE

The Little Grayback Fire, (T18 N, R6E, S5, H.M. Siskiyou N.F.) was another roadshow proposition. The plane took off at 6:15 PM July 31, 23 minutes after action had been requested. The fire was one mile north of a road, three quarters by trail, one quarter cross country. The jumping show at the fire was tough if not dangerous. The fire was not doing much. We dropped back and jumped Hilty and Diller at the road and trail junction. It is interesting to note that with a one quarter mile drift, both jumpers hit the road, 50 yards apart--Hilty in the Klamath National Forest and Diller on the Siskiyou. Hilty had to lift his chute out of the road so a car could get by. The fire was controlled at 8:30 PM at 0.03 acres. Follow up arrived after control. Here again, jumpers were used on a marginal show. Probably super marginal.

ECKETT FIRE

The Eckett Fire, T18N, R2E, S20, H.M. Siskiyou National Forest, started August 27 and was finally controlled at 20 acres. This was another roadshow in buckskin boulder country. It was a good two and a half hours from the Gasquet Ranger Station by car and by the time ground forces arrived, the sixth smokejumper had jumped. Jumping was done one half mile

from the fire at a point where the boulders weren't too thick. Jumpers handled one side of the fire; the ground crew the other.

LYALL FIRE

The Lyall Fire (Chelan N.F.) was the first fire jumped by R-6 smokejumpers as a unit. On September 8, the squad left Cave Junction at 4:30 AM by truck for Medford. At 12:50 PM, the Marine Transport plane used for the trip was over the fire. But 3 hours and 10 minutes flying time had been consumed in taking smokejumpers across Oregon and Washington. At the fire, 1 hour and 25 minutes was consumed in jumping ten men and cargo in a rather difficult chance and out of the not too workable transport. The jump had been made immediately adjacent to spot fires and but one quarter mile from the main fire's edge. The R-6 jumpers and an eight man squad from R-1 which jumped earlier in the day handled one side of the fire, estimated at 300 acres; a ground crew handled the bottom and natural breaks took care of the rest. Control was effected September 9 at 6:00 PM. and the R-6 squad left the fire September 12 after considerable mop-up. The two jumper squads had built between one half and three quarters mile of fire line in a sod type duff. In addition approximately 30 spot fires, ranging from spots to an acre, had been suppressed. The smokejumper fire was 56 miles by boat, 10 miles by road, 9 miles by trail and a difficult mile cross country from the town of Chelan.

GROUND FIRES

In addition to the seven fires jumped, seven more fires were fought by smokejumpers taking ground action. Four of these were attacked in assistance to State fire forces. As soon as the fires could be made safe, they were turned over to the State. Of these, two were mill fires and two were fires burning on farm woodlands. Four men gave effective action on the "Alberg" C fire late in August at a time when our airplane was down for repairs. Their assistance amounted to helping control the fire after it had broken away.

During the period September 26 to September 29, the smokejumpers worked on the 300 acre Patrick Creek Fire (Siskiyou) and 930 acre "French Hill" fire (Siskiyou) to good advantage. On the French Hill fire in particular they performed well, building a mile and a quarter of held line in addition to doing other assignments such as, patrol, laying telephone line and mop-up. Working in heavy Tan oak and brush, the progressive method of fire line construction was used to good advantage with all line being burned out.

SMOKEJUMPER USE POLICY

Smokejumper Use policy as defined in the Forest Supervisor's memorandum of August 16, 1943 to the District Rangers (Siskiyou) remained the same in 1944.

PUBLICITY

The policy on publicity remains the same. It is not sought. This year's squad did perform once for camera man, Emery, of Columbia Pictures. His departure from the technically correct theme was almost too much for the squad leader to stomach. The only other major publicity came when a Wenatchee newspaper man wrote up the Lyall fire jump. He earned his copy in paper bags full.

CARGO DROPPING

Further cargo dropping experimentation was made this year. Experimentation was principally with burlap chutes as there is little question about the effectiveness of silk and muslin chutes. Results of these tests are as follows: (See Appendix E for detailed results of cargo dropping.)

1. A burlap chute, rigged with a static line is virtually infallible if properly rolled.
2. Cargo can be dropped on a static line burlap chute from 200 feet elevation with safety.
3. Thirty blocks of wood were dropped into heavy second growth timber on 6 x 7 static line burlaps. Of these, one failed to open due to a faulty static line snap; four hung over the tops of trees; seven hung on side branches, and 18 or 60% reached the ground.
4. Fire packs, weighing up to 50 pounds can be dropped effectively on 9 x 9 static line burlaps.
5. Eight packages of food were dropped to lookout stations on 6 x 7 static line burlaps. The packages weighed from 19 to 30 pounds. Loss was nil.

SUMMARY AND RECOMMENDATIONS

1. 142 individual jumps were made by R-6 jumpers outside of training jumps in Montana this year. 27 of these were to seven fires. Two injuries occurred in practice jumps, both in landing, neither involving broken bones. As last year, no injuries were sustained on fire jumps.
2. Again, not enough fire jumps were made to prove the project. Forests, other than Siskiyou, are slowly becoming interested in smokejumping. More education is needed.
3. Marginal jumper shows were jumped this year, three jumps being on roads. This type of jump when fire conditions are moderate is good training.
4. Escape training and show me trips for forestry overhead has value.
5. The obtaining of a suitable airplane remains the number one problem.
6. A better ultra high frequency radio is needed for installation in the airplane. The "SX" radio is satisfactory on the ground.
7. This year's squad had one extra back pack parachute. It would be good to have at least three.
8. Too much reliance should not be placed on the use of a transport plane for jumping. It has limited workability.
9. Progress in equipment has been made this year, notably the static line snap change, the Irvin guide line change, and the chest pack change.

10. The present C.P.S. squad has developed into a seasoned jumping and firefighting unit. However, it has been in one place too long. If C.P.S. men are used next year, it is recommended that the R-6 squad be traded to Montana for another squad.

RESOLUTION TO PROVIDE FIRST AID TO PERSONS WHO BECOME
SICK OR INJURED IN THE WILDERNESS AREAS

WHEREAS, there are large wilderness areas adjacent to Missoula, which areas are frequented by hunters, fishermen, miners, and others,

WHEREAS, from time to time there are serious cases of accident and sickness in these areas, which cases often require that the patient be transported long distances in hand carried litters over rough trails, and that very often there is not sufficient personnel nor equipment in the party to rapidly carry the patient over these trails,

WHEREAS, the United States Forest Service has men trained in jumping from aeroplanes, and all necessary equipment for this work, and although this equipment is adjacent to Missoula during the forest fire season, it is stored elsewhere the remainder of the year,

WHEREAS, there is a physician available in Missoula who is experienced in parachute jumping and willing to do so to give service to injured persons in the wilderness areas

WHEREAS, if a few of these parachute jumpers and equipment were kept in Missoula these men could jump out of a plane and render valuable assistance in providing medical care, supplies and transportation to the injured person,

As, for example, but recently there was a serious accident in the Bob Marshall Wilderness Area and it required 22 hours to carry the injured person from the location of the accident to an awaiting aeroplane. The long tortuous trip almost claimed the life of the injured person. If jumper service had been available, the doctor could have reached the injured person in a couple hours and the person could have been carried out in not over eight hours.

WHEREAS, the United States Forest Service has no funds to maintain the jumper personnel except for the forest fire season,

WHEREAS, such standby service centrally located at Missoula could be effective for the large territory of forested areas through northern Idaho and Montana,

WHEREAS, the United States Forest Service now has permanent authority to incur expense to render first aid to forest travelers (5-27-1930, 46 Stat., 387, Section 3),

WE, THEREFORE, urge that sufficient funds be made available to the Regional Forester, Region One of the United States Forest Service at Missoula, Montana for the purpose of providing the equipment and personnel estimated at a minimum of four people necessary for this purpose during that period of the year when not otherwise provided for.

APPENDIX A

JUMPER TRAINING - 1944

DATE	TRAINING
Daily	15 to 30 minutes calisthenics unless on conditioning work.
June 7	Local conditioning hike - 1 hr. 15. min.
June 8	Local conditioning hike - 1 hr. 15 min.
9	Local conditioning hike - 1 hr. 15 min.
10	Local conditioning hike - 1 hr. 15 min.
13	Local conditioning hike - 1 hr.
15	Conditioning hike on Rough and Ready Trail - 4 hours
17	Spotter training - Ground trip in buckskin boulder country- Discussion of jumping targets.
19	Squad discussion of camp jump - 3 hours.
20	Frank Derry gave talk on handling of parachutes - 1 hour
22	Spotters practice trip over buckskin boulder country by plane - Derry instructing - 1 hour 15 min.
23	Steering jumps -, 13 men
24	Slip jumps - 12 men
25	Camp jumps - 12 men
29	Squad on jumper training units - 2 hours
30	Conditioning hike - Squaw Mt. - 1 day
July 6	False alarm fire. Airplane trip to Bolan Cr. w/2 jumpers - 37 min. getaway Discussion w/squad on tomorrow's jump - 1 hour
7	Slip jumps - 11 men
8	Slip jumps - 12 men
10	Conditioning hike - 1 hr
17	Jumped four men to false smoke - 25 min. getaway
18	Jumped four men to salse smoke - 24 min. getaway
21	Jumped 5 men to false smoke - 23 min. getaway

APPENDIX A (cont'd)

DATE	TRAINING
July 25	Discussion of drafts in relation to jumping - 1 hour
Aug. 11	Conditioning hike to Bolan L.O. - 1 day
16	Practice jumps - 6 men Escape jump practice - 3 F.S. men and Squad Leader.
17	Escape jump practice - 3 F.S. men and jumper. Practice jumps - 6 men
18	Escape jump practice - 3 F.S. men and 1 jumper. Slip jump - 1 man
25	Practice jump - 6 men
26	Practice jump - 7 men

F
AERIAL - Siakiyou
Smokejumper Squad
Job List

Cave Junction, Oregon
July 19, 1944.

To: Forest Supervisor

From: J Heintzelman

Following is a suggested job list for the smokejumper squad for this summer. It is hoped that we will be able to go ahead with the program in good order as we are now through with our more intensive preparations for the fire season. The list is by priority:

- ✓ 1. Construct shed for airplane at airport.
2. Convert reject man parachutes to cargo chutes.
3. Complete loft.
- ✓ 4. Haul loose hay.
- ✓ 5. Complete last winter's cruise data (Ray Hudson)
- Done w/ emergency → 6. Better telephone line at airport.
7. Construct 2 mile metallic line from O'Brien east on Sanger - Bolan telephone line.
- To haul from
Aurora stations
and Mt. Sanger Bolan → 8. Cut wood supply for Ranger Station.
9. Make telephone poles and stubs.
10. Trail betterment of following trails:
 - Mud Springs
 - Canyon Creek
 - Squaw Cr.
 - Lucinger Creek
 - Big Grayback
 - Happy Camp
 - Clear Creek

Much of the above work is close to the Ranger Station and should fit our need for being rather closely on call. At least two jumpers will always be kept on immediate call.

SA

**CONTROL - Siskiyou
Air Patrol**

**Cave Junction, Oregon
July 14, 1944.**

To: Forest Supervisor

From: J Heintzelman

Reference is made to your memorandum of July 12. Following is a suggested budget of the use of the non - FF plane hours. Comment from your office will be appreciated.

Total Contract hours	98
Used to date	<u>25:04 est.</u>
Balance	62:56 est.
Reserved for unforeseen jobs.	<u>15:00</u>
Balance	47:56 est.
Practice jumps (July 17,18,19) Jumping 2 men and fire packs to simulated fire. One complete round of jumps.	4:30
Practice jumps - Steering (Aug.8)	2:30
Practice jumps (Aug.16,17,18) - Simulated fire jumps	4:30
Practice jumps Steering (Sept.1)	2:30
Practice jumps Steering (Sept.9)	<u>2:30</u>
Balance	21:26
Experimental cargo dropping at 200 to 300 feet elev. with burlap chutes; 30 equipped with static line; 30 without. To prove worth of static line.	<u>4:00</u>
Balance	27:26
Reserved for scouting on hazardous days(non-FF)	<u>15:00</u>
Balance	12:26
Trial trip to Rogue River National Forest. Fly to Medford, jump 2 men on simulated fire, return to Ill. Valley Airport. Purpose: Try off Forest jump, make Rogue airplane minded.	<u>7:00</u>
Balance	5:26
Reserve for possible practice jump after Sept,10	<u>2:30</u>
Balance	3:56
Lookout Supply combined with study of country.	<u>6:56</u>
Balance	---

A fire training plan and a project list will be submitted shortly. The fire training plan will be submitted by categories of what we hope to accomplish by periods of time rather than a day by day plan as the latter would be upset too easy by unforeseen events.

The above budget of airplane use time is frankly a trial balloon on my part but does include most of the necessary elements. The suggested trip to the Rogue River National Forest would be a test of our effectiveness off the Forest and would also show the personnel over there what can be expected. At present, this idea exists only in my mind but if it is acceptable to you we are anxious to have it as soon as possible.

In regard to the trial of static line burlaps versus those without, I would like to get down to cases and really prove their worth. At this writing I think and would like to prove that static line burlaps can be dropped lower with greater return on equipment than the non-static line burlap.

The time reserved for scouting on hazardous days and lookout supply could be combined with trips to allow Rangers and District Guards an aerial view of their territory.

A new type of practice jump would be introduced, ie we would stage a fake fire, practice our get-away, jump two men to a field adjacent to timber, have them signal for their equipment and go to the fire which would not be directly visible from the ground. The fire would be a smudge pot of some kind. The crew members not making the jump would be at the jumpers target watching the procedure. From this, suggestions for improvements should arise.

JK

F
AERIAL - Siskiyou
Smokejumper Squad
Training

Cave Junction, Oregon
7/18/44.

To: Forest Supervisor

From: J Heintzelman

The training program for the smokejumper squad to date has been as follows:

- 6/7 - Calisthenics - 30 min. Local conditioning hike - 1hr.15 min.
- 6/8 - Local conditioning hike (1 hr. 15 min.)
- 6/9 - Calisthenics - 30 min. Local conditioning hike - 1hr.15 min.
- 6/10 - Same as 6/9. Showed new men around Ranger Station including fire control set up.
- 6/12 - Issuing equipment for 1 man FF outfits - 2 hours.
- 6/13 - Calisthenics - 30 min. Local conditioning hike - 1 hr.
- 6/14 - Calisthenics - 30 min.
- 6/15 - Calisthenics - 30 min. Four hour conditioning hike with $\frac{1}{2}$ of crew up Rough and Ready trail; $\frac{1}{2}$ up Josephine Mt. Way. Intercommunication with SX radio.
- 6/16 - Calisthenics - 30 min.
- 6/17 - Colvill, Derry, Bowerman, and I took a trip thru buckskin boulder country by car to study jumping possibilities - 4 hrs.
- 6/18 - Derry, Bowerman, and I studied jumping possibilities in Sanger Pk. country. Picked out Camp Jump spot under Little Sanger.
- 6/19 - Squad on discussion of Camp Jump - 3 hr.
- 6/20 - Calisthenics - 30 min. Derry gave an hours talk on handling parachutes in jumping.
- 6/22 - Pilots Moore, and Frank, Instructor Derry, and Laughlin and I went on spotters practice trip by plane over buckskin boulder country. Studied jumping possibilities and had spotting practice. 1hr. 15 min.
- 6/23 - 13 men made steering jumps at Shepp's field.
- 6/24 - Cargo dropping at airport. Static line burlap worked good. Slip jump at Shepp's field, 13 men. Derry gave an hours talk on results of jumping.
- 6/25 - Camp jump under Little Sanger. 13 men jumped. Fire camp for 50 men dropped; hot meal cooked. Chutes retrieved, camp discussed.
- 6/27 - Three new men and Noder went to Bolan Mt. L.O. to study country.
- 6/29 - Squad on calisthenics and jumper training units - 2 hours.
- 6/30 - Squad on conditioning hike over Squaw Mt. Way; then drove to Serpentine Pt. L.O. and studied country. - 1 day.
- 7/5 - Radio class with Beck instructing - $1\frac{1}{2}$ hr.
- 7/6 - False Alarm - Flew over Bolan Cr. with 2 jumpers looking for fire. Good practice problem in get-a-eway.
- 7/7 - Slip jumps for 11 men at Seats field.
- 7/8 - Slip jumps at Seats field. To correct yesterdays errors.

- 7/10- Conditioning hike -1hr. Calisthenics - 30 min.
Fire suppression class with Cribb instructing - 4 hrs.
- 7/11- Suppression of small fires at Squaw Cr. Set 3 small fires
and squad put them out and mopped them up. - 6 hrs.
- 7/13- Eight men ran a half mile compass and pacing course.
- 7/17- Smokejumping problem for four men. Jumped at O'Brien with
all factors simulating an actual smokejump as close as
possible.
- 7/18- Same as above planned.
- 7/19 - Same as above planned.

The new men recruited this year went through a rather intensive fire training course in Montana in connection with their jumper training. They have had all the elements of smokechasing there. The jumpers that were here last year have last years experience behind them plus a winter of woods work, largely cruising.

JH

F
AERIAL * Siskiyou
Smokejumper Squad
Fire Training

Cave Junction, Oregon
June 19, 1944.

To: Forest Supervisor

From: J Heintzelman

Reference is made to my memorandum of July 18. Following is a tentative fire training plan for the balance of the summer. The program is listed by periods as many of the elements of training are affected by day by day events:

Period July 20 - 31

Suppression of small fires	- 4 hours
Use of radio	- 2 hours
Progressive meth. fire line construction	- 2 hours
Discussion of fire forms	- 2 hours
Snag falling	- 4 hours
Conditioning daily (Work project or calisthenics)	

Period August 1 - 15

Suppression of small fires	- 4 hours
Conditioning hike w/packs to Bolan L.O. via French Pk. Tr. Study country & Ret.	- 1 day
Smokechasing problems from Tenn. Mt. L.O.	- 4 hours
Conditioning daily (Work project or calisthenics)	

Period August 15 - 30

Progressive meth. fire line construction	- 4 hours
Snag falling	- 4 hours
Conditioning hike to Lake Mt. & Ret.	- 1 day
Conditioning daily (Work project or calisthenics)	

Period Sept. 1 - 15

Suppression of small fires	- 4 hours
Progressive meth. fire line const.	- 2 hours
Snag falling	- 4 hours
Conditioning daily (Work project or calisthenics)	

This memo supplements my memorandum of July 14 suggesting a budget for the use of the airplane time for the summer.

JH

APPENDIX C

INVENTORY-SMOKEJUMPER EQUIPMENT

ITEM	NO	REMARKS
Canopies, Slotted, Irvin, 28'	20	No. 22,24,38,39,48,51,63,65,71,77,90 106,108,122N, 136, 171, 172,191, 192,193.
Canopies, Irvin, 24'	4	No. 21273, 31736, 31742, 21743
Canopies, Eagle, 30'	3	No. 2592, 2598, 2612B
Covers, back pack parachutes	14	
Containers for " "	16	
Containers for 24' Irvin chest parachutes	5	
Containers for 28' Irvin chest	9	
Parachutes, Irvin Standard 24' complete	2	No. 31740, 31799
Parachute, Eagle Standard 27' complete	1	No. 541
Parachutes, cargo silk w/con- tainers.	4	
Parachutes, cargo, muslin	6	One sent to R-1 for repair 10/21/44
Containers, cargo chute, extra	1	
Suits, jumper, 2 piece	14	
Helmet, jumper, w/mask	13	
Brace, back	15	
Gloves, leather, pr.	11	
Braces, ankle, pr.	6	
Harnesses, jumper	13	
Knives, clasp, jumper	7	
Knives, jumper, hunting type	9	
Protectors, riser, pr.	17	
Ropes, let-down, 125' ea.	14	

PARACHUTE EQUIPMENT (cont'd)

ITEM	NO	REMARKS
Ropes, let-down, short	13	
Sacks, seamless	23	
Bags, carrying, parachute	6	
Rope, jute, 3/8", for cargoing, ft.	1000	
Chutes, Burlap	380	
Machine, sewing, Singer, canopy	1	
Machine, Sewing, Singer, canvas	1	
Screwdrivers, small for sewing machine	2	
Screwdriver, large	1	
Thread, silk, A Lbs.	1/2	
Thread, Silk E Lbs.	1	
Thread, Khaki for sewing canvas Yds.	3400	
Thread, cotton 6 cord spools	20	
Thread, linen 8 cord	4 1/2	
Thread, linen 5 cord	1 1/2	
Thread, linen 3 cord	3/4	
Nylon, patching, for canopies Yds.	3	
Silk, patching, for canopies	2	
Chutes, Pilot, extra	1	
Webbing, 2", OD twill Yds.	20	
Webbing, 1 1/2", cotton Yds.	10	
Webbing, 3/4" Yds.	1	
Tape, 1", binding OD twill Yds.	1	
Tar 1", binding, silk Yds.	1	
Muslin, 36", unbleached Yds.	100	
Material, load line, for muslin cargo chutes "	20	

M	NO.	REMARKS
Bands, Rubber, #32 LBS	1	
Bands, Rubber, synthetic #32 LBS	1/2	
Collar, Rubber, vent, for parachute	2	
Palm, sail	1	
Thimble	1	
Stones, Oil, for sharpening needles	2	
Iron, soldering	1	
Solder, resin, filled Lb	1/2	
Solder, acid LB	1/2	
Rod, welding, for line hooks FT.	3	
Goggles, aviators PR.	1	
Press, hand, #M100	1	For various chucks and dies
Press, Grommet, #2	1	
Chuck and die for #1 grommet set	1	
Chuck and die, for #3 grommet set	1	
Chuck and die for lift dot fastener, set	1	
Chuck and die for fastener, set	1	
Chuck and die for snap fastener, set	1	
Cutter, for #1 grommet ea.	1	
Cutter, for #3 grommet	1	
Punch, for lift dot fastener	1	
Fittings for above		Sufficient.
Paddles, packing	5	
Clamps, packing	10	
Hooks, line	3	
Needle, lacing	1	

Lost Camp Prairie Fire
Umpqua National Forest
William S. Laughlin

Friday morning, July 28, 1944, a lookout in the North Umpqua District of the Umpqua National Forest reported a fire approximately half a mile North and a little West of Bulldog Rock in S E 1/4 N E 1/4 of Sec. 6, T. 25 S., R. 3 E., W.M. A forest guard and two men left for the fire at 9:30 a.m. from Steamboat Guard station. When it was seen that the ground crew could not possibly reach the fire until that night or the next morning at the earliest, and that the fire was spreading, a call for jumpers was sent to the Redwood Ranger Station. Unfortunately our plane was grounded by magneto trouble which had developed during the previous day. Our maps showed that this fire was without a doubt in genuinely inaccessible country and that a saving of as much as twenty four hours might be achieved by using smoke-jumpers. It was with a true feeling of relief and welcome that we heard Mr. Obye, Siskiyou Forest Supervisor, radio that same afternoon that a plane would be at the Illinois Valley Airport at 5:15 p.m.

We expected a small plane, already equipped with a static line cable, with room for only two jumpers. Plans were made for Gerrit Rozboom and me, as spotter, to go. We were greatly surprised, therefore, on approaching the airport to see a twin-engine C-47 circling the field. Normally carrying a load of twenty one paratroopers it has seen service in the South Pacific. A crew of eight arrived here from Corvallis, Oregon. Clearance to dispatch two jumpers to the fire on Sunday, the day of this run for the Umpqua fire was first officially secured. I thought the greater flying speed and propeller blast of this plane might possibly foul burner chutes and therefore substituted nylon chutes on the fire packs. Conveniently placed cargo bins in front of the load, a sort of clear tarps were used to hold the cargo, very nicely to secure the static line for carburizer and nylon cargo chutes. Walter Miller and Elmer Lauffeld the were to jump on the Sunday. The plane quite up on the ground, the rest of us got our suit bags onto the plane. Captain Hewitt, flight officer, and I covered our men. The loading of the plane was seen finished and took off at 4:00 p.m.

We circled above the field to gain altitude, then flew north to south over the field to orient ourselves and then headed for Cannonville, flying at a higher altitude

than I was accustomed to, and at a much greater cruising speed, 150 - 160 miles an hour, I found it easier to pick up Sanger Peak first and then Bolan Lookout. It was a simple matter then to locate the fire burning at the upper edge of Townsite Flat on the North side of Fannen Mtn., four miles East of Bolan Lookout. When we prepared for a run over the fire one of the crew members removed the door panel in order that I might drop drift chutes. The first drift chute fouled, since this was not an uncommon malfunction I dropped out two more on the next pass. When they also fouled I was fairly certain that the propellor blast and high speed of the plane were responsible. The wind sock at the airport had indicated little or no wind and the smoke of the fire was rising vertically so I decided to jump Buller on the next pass. A pass, however, consumed some little time. Each time the plane circled we traveled a distance of twelve to fifteen miles: West to Bolan Lookout, South into California, through a hailstorm, out into sunshine, North into Oregon and West again for the four mile jumping run. Owing to the fact that the static cable ran down the center of the plane instead of over the door as in our Fairchild I took the precaution of breaking the five cord tacking on the static line in order that it would not become taut before the jumper was out of the door. Before taking off Captain Hewitt informed me that he could slow the plane down to only ninety miles an hour for jumping. Considering then that the propellor blast might spin the jumper before his chute opened and that the chute would open with a greater shock I removed from his leg the Sset that Buller was to have carried down. Standing at the head of the plane between the two pilots I signaled with my arm and shouted back to Buller as we reached the jumping target. The pilot slowed the plane and lost altitude by using wing flaps in addition to throttling the engines down. Buller jumped and landed close to a trail to the East of the flat. Neufeld jumped on the next pass and landed at the bottom of the flat. Because our jumping runs were so long I had been able to pick out Buller's "safe" signal from the front of the plane before jumping Neufeld on the same run. Had we been in the Fairchild we would have circled and watched the jumper all the way to the ground and waited for his signal before beginning the next jumping run. On the next pass we dropped out their two fire packs on muslin chutes. One landed us near Buller and the other in the flat. Flying over once more before leaving for the Linnux Forest I saw Neufeld's arrow signal pointing directly to the fire and Buller retrieving the fire pack that landed near him.

We headed first for Roseburg, continued on to the dam at Winchester and flew on up the Umpqua River to the confluence of the North Umpqua River and Steamboat Creek, followed Steamboat Creek out to the falls where the road ends and from there cut across country on a North East by East line. Soon after sighting Illahe Lookout we saw the fire and Reynolds Ridge Lookout. Hardly believing that we could find the fire so easily we flew over Reynolds Ridge Lookout North to the fire in order to orient ourselves with Bulldog Rock and to make certain that we had the right fire. Instead of jumping on Lost Camp Prairie, a good jumping site suggested by the Umpqua Forest, we fortunately found a meadow at the crown of the ridge the fire was on. Although much smaller in size we felt that the shorter distance to the fire and consequent saving of time in making the initial attack was sufficient compensation.

Again the door panel was removed and I put on my harness and emergency chute. Sometimes a rope was tied to my harness or the marine lieutenant taking pictures from the door would hold me in order that I might lean out. On the first pass over the meadow I dropped a can of water on a burlap chute instead of a drift chute. The burlap served nicely to give a fair indication of wind drift. Ray Hudson, who had begun suiting up at Roseburg, jumped first and another can of water was thrown out after him. Instead of spotting from the front of the plane I found a better position in back of the door. Inocling there I could pick out the landmarks ahead of the plane by looking under the wing. Hudson landed in a fir tree on the South side of the meadow. He was down on the ground by the time we had circled around again and had his cross laid out. On the next pass we dropped two fire packs and on the following pass a fire pack and climbing spurs. When last seen the climbing spurs were headed for the Willamette Forest traveling at somewhere between 125 and 140 miles an hour. As the plane was getting low on gas and he was to go back to Corvallis Rozeboom and I turned to go on on the next pass. On this pass we flew from East to West. I held the slack in Rozeboom's static line and jumped immediately behind him. It seemed that my chute opened almost as soon as I stepped out but the opening shock was no stiffer than the one ordinarily administered by an Eagle chute from a low speed plane. I hit the meadow at 7:01 p.m.

Rozeboom's helmet was flipped off by the opening shock of his chute but he came safely through the tree tops to the ground. Ray, who saw his helmet flying through the air, fortunately took a line on where he thought it disappeared in the timber and after the fire was out on the succeeding

day we succeeded in finding the helmet by using his line of sight. We landed within three chains of each other so it was a simple matter to gather our equipment together in one pile on the trail that lead through the meadow. Only one muslin cargo chute had been caught in the trees and it was quickly extricated without difficulty. Hudson's chute was left in the tree but the others on the ground had to be divested of their coating of grasshoppers and placed in pick up bags. We left for the fire at 7:43 p.m.

Following an almost obliterated trail down the ridge we reached the fire at 8:03 p.m. The fire upon cursory examination appeared over an acre in area, two burning snags were throwing sparks and small blazes were spreading the fire in the duff and light brush. We began our control by building fire line along the top of the ridge, extinguishing the blazes in the brush and cooling off the snags that were throwing sparks. By 10:45 p.m. we had the fire controlled. We then posted ourselves about the fire at different points so that no spot fires could escape our notice. Although Rozeboom had included a down sleeping bag in his fire pack, the canteen had leaked soaking it quite thoroughly and he seemed to take out his disgust on the fire that night by bounding back and forth across the fire, putting out blazes and constructing line with all the vigor of a man who is used to getting around at night. By dawn the fire had cooled off a great deal and we were able to mop it up by 10:30 a.m. We also finished the fire line around the main fire and spot fires and bucked the logs that lay across it.

A breeze came up at 9:50 p.m. and again at 1 a.m. which spread the fire some before we could catch up with it.

By 11 a.m. there were no smokes showing so we hiked back to the meadow to prepare our equipment for the packer, retrieve Hudson's chute from the tree and hunt for Rozeboom's helmet. Soon after finding Rozeboom's helmet we heard shouting back toward the fire and I returned. Going on beyond the fire I met the packer and Vern Hodges, forest guard, with two other trapper crew men. From the place they had been forced to warm the night before they used Hudson's chute as a landmark. They went on to the meadow while I paced around the fire and made out my records.

Hudson, Rozeboom and I left the meadow at 12:51 p.m. following a barely recognizable trail that led down Bond Creek and Steamboat Creek to the head of the road just below Steamboat Falls. Upon reaching Johnson Creek Guard Station we phoned to Mr. Floyd Smith, dispatcher, at

Steamboat Guard Station. Who informed us that there was a truck at the head of the road which we were to drive to the Steamboat G. S. We reached the road head at 7:15 p. m. after a hike of twenty five miles or more, and spent a pleasant night at the guard station. We learned that Mr. Smith had received vivid and up to the minute reports of our jumps from the lookouts. One lookout, in fact, who wasn't quite certain of the nationality or intentions of the jumpers shot an azimuth reading on each man as he landed. This was a decided improvement in method over that of a lookout who last summer came out with his rifle to see the jumpers. It is rather difficult to determine the nationality of a jumper entombed in a helmet, a mask and a jumping suit but we prefer to be shot with a fire finder.

In spite of its higher speed this plane is quite serviceable for emergency use in the forests. The opening shock of the chutes was not what we had expected at ninety miles and there is no reason why a radio can not easily be carried on the leg of a jumper as is done from our regular planes. The accuracy we have achieved with our Fairchild could never be duplicated with this plane but it could be improved with practice. The two things that would contribute most to greater accuracy would be a stronger drift chute that would not flout and tighter banks of the airplane in order that closer observation of the chutes and ground might be made. The greater cruising speed is ideal for jumping men in widely separated parts of the region and it is a real advantage to be able to suit up in the plane.

POKER FLAT FIRE

Klamath National Forest

Beginning July 22, 1944 a number of lightning storms struck the Klamath and Siskiyou National Forests on successive nights. We prepared for a routine reconnaissance flight along the southern and eastern border of the Siskiyou Forest Thursday, July 27, 1944. Although we prepared to take off at dawn a low fog bank grounded us till 10:50 a.m. Calvin Hilty rode along as an emergency jumper for Painter and me; Jack Heintzelman, squad leader, spotted and Walter Rupert piloted the plane.

We first flew over the Alberg Fire on the Josephine Mtn. Trail, from there to Sanger Peak and were flying North in the general direction of Little Grayback Mtn. when I sighted a smoke on a ridge East of Poker Flat in the Klamath National Forest: S W 1/4 S E 1/4, Sec. 20, T. 18 N., R. 6 E., H. M. The smoke, coming from green timber, was in a place that could not be seen by lookouts. After an examination of the fire from the air I jumped and landed on Poker Flat at 11:40 a.m. Four minutes later Robert Painter landed 150' South of me. Our fire packs, dropped on burlap chutes, landed by us and a five gallon can of water, also on a burlap chute, was dropped at the fire. The plane then flew over us, cut its engine, flew directly over the fire and cut its engine again thus giving us a compass reading of N 128 E which enabled us to find the fire quite easily. We wrested our chutes from the omnivorous grasshoppers, placed them in pick-up bags and jettisoned such items as sleeping bags from our fire packs that were not needed on the fire.

Leaving for the fire at 12:08 p.m. we went across Poker Flat, up to the ridge top and along it till we sighted the smoke on the southern exposure, a total distance of half a mile. When we arrived at 12:35 p.m. the fire was burning fiercely in some down logs and slowly creeping up hill through the duff. After making certain that the fire was not spotting anywhere we immediately began cooling off the logs with earth and building a line about them. Rolling fragments of burning bark and embers made a cup trench beneath the logs necessary. The remainder of the fire was not difficult to control. Apparently lightning had struck a 26" White Fir at the base of the fire area. Tan bark oak helped the fire crawl up the 40% slope. Douglas Fir, White Fir and Sugar Pine were the predominant timber types.

Although the fire was controlled by 1 p.m. we continued building line and mopping up till 1:40 p.m., when we stopped to eat and search for the water-can. Painter found the water can at 1:55 p.m., five chains N W of the fire on a line with our landing spot, its orange streamer, caught in the brush, showed where it lay. A breeze coming up at 2 p.m. spread the fire in the duff and fanned a few blazes but we fortunately had the fire sufficiently well in hand so that we were able to check its spread. After throwing a line around the fire, 3. 8 chains, mop-up was comparatively easy. Two logs were bucked and with the water we had it almost completely out by the time John Perkins and Clem Arnold arrived at 3:30 p.m. to pack us out.

The fire was dead at 4:10 p.m. After filling out our reports we left at 4:20 p.m. for Poker Flat where we loaded our equipment onto a pick-up. Coming around Page Mtn. on the return trip to Redwood Ranger Station we sighted smoke from the Alberg Fire on the West side of the Illinois Valley which had gotten away that noon. Recovery of equipment was complete, neither the parachutes nor the fire fighting equipment was damaged.

William C. Laughlin

POKER FLAT FIRE

Klamath National Forest

During the week of July 23 there were numerous lightening storms covering the Klamath and Siskiyou National Forests and strikes were spotted by lookouts. Sharp watch was kept for fires resulting from these storms. On the morning of July 27 a reconnaissance flight was planned to cover the southeastern corner of the Siskiyou. A blanket of fog forced us to stay on the ground until 10:50. Bill Laughlin and I suited up ready to jump on any fire we should discover. Calvin Hilty went along as a third man who could put on his suit in the plane and also jump if the occasion warranted. Walt Ruppchert was pilot of the Fairchild and Jack Heintzelman was the spotter.

Taking off from the Illinoius Valley Airport we flew west over a small fire in the Rough and Ready Creek area near the Josephine Mountain trail. It was being taken care of by a ground crew and as we circled low we could see that they had a line around the head of the canyon and it looked as if it were under control. From the Alberg Fire we flew south over Oregon Mountain then gained altitude over Chicago Peak and then over Sanger Peak. Turning north we were searching the area between Sanger and Little Grayback when Bill Laughlin sighted smoke on the south slope of the ridge east of Poker Flat. The location is a blind spot for lookouts, SW $\frac{1}{4}$, SE $\frac{1}{4}$, Sec. 20, T. 18N, R. 6E, H.M. Circling lower we could see that the smoke was coming from green timber and near some snags.

The most suitable place to jump seemed to be on Poker Flat which was about half a mile from the fire. Bill jumped at 11:40 and we saw his orange streamers crossed signifying that he was OK. Five minutes after Bill had jumped, I landed on the ground about fifty yards from him and put out my safe-landing signal. The plane came down low and dropped our fire packs which landed no more than fifty feet from us. A five gallon can of water was also dropped on a nine foot burlap chute close to the fire. As a final farewell, the plane flew over us, gunned its motor, made a direct line to the fire and again gunned its motor. Thus we took an azimuth of 125° to the fire which was not visible from the flat. We took time enough to gather up our parachutes and rob the grasshoppers of a choice meal of silk. After sorting the necessary equipment from our packs, we set out on our compass shot. By following the top of the ridge we easily found the smoke which was only about a hundred feet from the top of the ridge. On one side of the fire were three dead logs which were blazing vigorously. Fire had spread to the logs from the base of a green Douglas Fir tree 50 ft. away which had been struck by lightening. Fire had also spread through duff and brush about fifty feet up the hill from the starting point. Fire was creeping slowly up the hill when we arrived but soon a wind came up which speeded up its spread.

The hill was approximately a 40% slope, timbered with large Douglas Fir, Sugar Pine and White Fir. Brush and fallen logs provided plentiful fuel.

Our first attack was on the hottest spot, the burning logs. The blaze was cooled with dirt, a line dug around them and a cup trench built on the lower side. Later the logs were cut and placed parallel to the slope. Fire line was constructed around the entire burn and the fire was considered controlled at 1:00 P.M. After eating some dinner, mop-up was started. The can of water which had been dropped near the fire was located with the

help of the orange streamer attached to it. The limited water and back pack pump aided in a quick mop-up.

Mr. Perkins and one member of the suppression crew arrived at 4:30 P.M. at which time the mop-up was almost completed.

The Poker Flat Fire was declared out at 5:00 P.M. and we started back to Poker Flat where we had left the chutes and extra equipment. On the way out of the fire a trail was blazed so that in case someone wanted to check the fire out, he would be able to find the spot.

Mr. Perkins drove us to Redwood in the pick-up truck. On the road to Bolan we could see the smoke from the Alberg fire which had gotten out of control when the wind came up about noon.

Robert Painter

INDIVIDUAL FIRE REPORT
ALL CLASSES OF FIRES

Regional Fire Number _____

1 IDENTIFICATION					Code Nos.	Col. Nos.	6 PHYSICAL CONDITIONS					Code Nos.	Col. Nos.				
a. Name of fire: Poker Flat							a. Pt. of origin in sea area from 0-1-2-3 L.O. Sta. (2) (0) (occupied) (not occupied)										
b. Ranger's fire number: _____							b. Visibility rating: 10 (miles)										
c. Trip: 18N R. 6E S. 20 Mer. H.M.							c. Discovery distance: 0.7 by airplane (miles)										
d. Region: 8							d. Danger rating class: 6 equals BI value (regional symbol)										
e. Forest: Klamath							e. Wind velocity at time of first attack: 0 (miles)										
f. Supervisor's fire number: _____							f. Wind velocity at time of greatest run: 8 (miles)										
g. Year discovered: 1944							g. Timber type at point of origin: #7 - DF-Small Old Growth (regional symbol)										
h. Month discovered: July							h. Fuel type at point of origin: 141 (regional symbol)										
i. Day discovered: 27							i. Worst fuel type on area: _____ (regional symbol)										
j. State: California							j. Exposure: South										
k. County: Del Norte Siskiyou							k. Elevation above sea-level: 5000 (feet)										
l. Ranger district: Happy Camp							l. Slope: 40% (percent)										
2 CLASS OF FIRE							Code Nos.	Col. Nos.	7 BEHAVIOR OF FIRE					Code Nos.	Col. Nos.		
A									a. Character of fire on arrival: Creeping								
b. Area when discovered: _____					b. Area when discovered: 0.11												
c. Area on arrival: _____					c. Area on arrival: 0.11												
d. Area when controlled: (0.11) (-) (N.F. and other inside) (outside)					d. Area when controlled: (0.11) (-) (N.F. and other inside) (outside)												
e. Perimeter in chains at first attack: _____					e. Perimeter in chains at first attack: 3.3					f. Perimeter in chains when controlled: 3.8							
g. Av. chains perimeter increase per hour origin to attack: _____					g. Av. chains perimeter increase per hour origin to attack: 6.01												
3 CAUSE OF FIRE					Code Nos.	Col. Nos.	4 FIRE STARTED ON					Code Nos.	Col. Nos.				
a. General: Lightning							National Forest										
b. Specific: Lightning							20										
c. Class of people: Other																	
d. Reason: Lightning																	
5 TIME					Code Nos.	Col. Nos.	8 ACCESSIBILITY AND MAN POWER					Code Nos.	Col. Nos.				
guess: (X)							a. Regular action: (X), Independent action: (_____)										
a. Origin: known: (_____) 7/25 9:00 PM							b. Disc. by: Airplane Observer Flyin' Over (class of discoverer) (location)										
b. Discovered: 7/27 11:35 AM							c. Rptd. to: Laughlin Airplane (name) (location)										
c. Reported: 7/27 11:35 AM (b-a)							d. No. men in 1st. attack: (2), Boss: Laughlin (name) (name)										
d. First attack: 7/27 12:35 PM (c-b)							e. No. men in 1st. reinforcements: none										
e. 1st. reinforcements: none (d-c)							f. No. men in 2nd. reinforcements: none										
f. 2nd. reinforcements: none (e-d)							g. Max. no. of line workers: 2										
g. Max. no. line workers: 7/27 12:35 PM (f-e)							h. Max. no. of men mobilized: 4										
h. Max. no. men mobilized: 7/27 12:16 PM (g-e)							i. Miles traveled by road by initial attack force: 4										
i. Fire controlled: 7/27 1:40 PM (h-e)							j. Miles traveled by trail by initial attack force: 0										
j. Topped up: 7/27 4:00 PM (i-d)							k. Miles traveled cross country by initial attack force: 0.5										
k. Fire out: 7/27 4:00 PM (j-d)																	

REMARKS: Two smokejumpers jumped at Poker Flat from airplane. Fire had been discovered by airplane while on reconnaissance.

INDIVIDUAL FIRE REPORT
 ALL CLASSES OF FIRES

1 IDENTIFICATION				Code Nos.	Col. Nos.	6 PHYSICAL CONDITIONS				Code Nos.	Col. Nos.
a. Name of fire: <u>Lost Camp Prairie</u>						a. Pt. of origin in seen area from 0-1-2-3 L.O. Sta. L. <u>1</u> (<u>occupied</u>) <u>0</u> (<u>not occupied</u>)					3
b. Ranger's fire number: <u>7</u>						b. Viability rating: <u>6</u> (miles)					3
c. Top: <u>25 3E 6</u> Mer. <u>Will.</u>						c. Discovery distance: <u>7</u> (miles)					3
d. Region: <u>6</u>					1	d. Danger rating class: <u>3</u> (regional symbol)					38-3
e. Forest: <u>Umpqua</u>					2-3	e. Wind velocity at time of first attack: <u>0</u> (miles)					40-4
f. Supervisor's fire number: <u>17</u>					4-7	f. Wind velocity at time of greatest run: <u>0</u> (miles)					42-4
g. Year discovered: <u>1944</u>					8	g. Timber type at point of origin: <u>6-DF Large 2d Growth</u> (regional symbol)					44-4
h. Month discovered: <u>July</u>					9	h. Fuel type at point of origin: <u>MM</u> (regional symbol)					46-4
i. Day discovered: <u>28</u>					10-11	i. Worst fuel type on area: <u>MM</u> (regional symbol)					48-4
j. State: <u>Oregon</u>					12	j. Exposure: <u>NE</u>					5
k. County: <u>Douglas</u>					13	k. Elevation above sea-level: <u>5000</u> (feet)					5
l. Ranger district: <u>North Umpqua</u>					14	l. Slope: <u>40</u> (percent)					5
2 CLASS OF FIRE				Code Nos.	Col. Nos.	7 BEHAVIOR OF FIRE				Code Nos.	Col. Nos.
<u>B</u>					15	a. Character of fire on arrival: <u>Smoldering</u>					51
3 CAUSE OF FIRE				Code Nos.	Col. Nos.	b. Area when discovered: <u>1</u>					54-5
a. General: <u>Lightning</u>					16	c. Area on arrival: <u>1</u>					56-5
b. Specific: <u>Lightning</u>					17-18	d. Area when controlled: <u>1</u> (NF and other inside) <u>0</u> (outside)					58-6
Class of people: <u>Other</u>					19	e. Perimeter in chains at first attack: <u>12</u>					63-6
d. Reason: _____						f. Perimeter in chains when controlled: <u>12</u>					65-6
4 FIRE STARTED ON				Code Nos.	Col. Nos.	g. Av. chains perimeter increase per hour origin to attack: <u>1</u>					68
					20						
5 TIME				Code Nos.	Col. Nos.	B ACCESSIBILITY AND MAN POWER				Code Nos.	Col. Nos.
a. Origin: known: <u>guess (X)</u>					21	a. Regular action: <u>(X)</u> , independent action: <u>()</u>					69
b. Discovered: <u>7/27 4:00 P</u>					22-23	b. Disc. by: <u>LOOKOUT</u> (class of discoverer) <u>1847R WHITE</u> (location)					70
c. Reported: <u>7/28 8:00 A</u>					24	c. Rptd. to: <u>1701019</u> (name) <u>STANLEY</u> (location)					
d. First attack: <u>7/28 8:30 P</u>					25-26	d. No. men in 1st. attack: <u>12</u> , Boss: <u>LUGGALIN</u> (name)					71-72
e. 1st. reinforcements: <u>None</u>					27-28	e. No. men in 1st. reinforcements: <u>None</u>					73-74
f. 2nd. reinforcements: <u>None</u>						f. No. men in 2nd. reinforcements: <u>None</u>					
g. Max. no. line workers: <u>7/29 11:00 A</u>						g. Max. no. of line workers: <u>7</u>					
h. Max. no. men mobilized: <u>7/28 4:30 P</u>						h. Max. no. of men mobilized: <u>7</u>					
i. Fire controlled: <u>7/28 11:00 P</u>					29-31	i. Miles traveled by road by initial attack force: <u>13</u>					75-76
j. Fire mopped up: <u>7/29 3:00 P</u>					32-34	j. Miles traveled by trail by initial attack force: <u>10</u>					77-78
k. Fire out: <u>7/28 4:30 P</u>						k. Miles traveled cross country by initial attack force: <u>0</u>					79

REMARKS: Expanded fire area due to lightning strike on 7/28 starting at 11:00 (207 ER)

~~Lost Camp Prairie Fire~~ ~~Umpqua National Forest~~ ~~Lost Camp Prairie Fire~~ ~~Gerritt A. Rozeboom~~
by
Gerritt Rozeboom. July 28, 1944

The morning of the 28th, after four consecutive lightning storms, the Umpqua National Forest sent in an urgent call for Jumpers on a fire in a remote section of their North Umpqua district. Our seven-place Fairchild was grounded because of magneto trouble which had developed a couple days before while making a reconnaissance flight. The Regional Office in Portland began negotiations for another plane to replace the Fairchild until it had been repaired.

At 2:25 PM
At 2:30 the call came in that another plane was on its way down from Corvallis. Bill Laughlin and I were dispatched to the fire in the Umpqua. It was thought that the new plane would hold only two jumpers, so Bill was to go along as spotter and I was to be the other jumper.

About 3:00 P. M. the plane was sighted ^{coming} towards the ^{Illinois} ~~Illinois~~ Valley Airport and when we got out there ~~it~~ was just landing. Instead of a small ship accomodating only two jumpers, an enormous C-47 rolled down the runway and stopped. A crew of eight Marines stepped out, and we were introduced to Captain Hewett, flight officer and pilot. The plane was a paramarine plane which had been returned from combat in the south pacific for repair, and was stationed at the Marine base at Corvallis. The plane was ~~equipped~~ with a static line, and normally held the flight crew and 21 jumpers.

On seeing ^{nearby} the size of the ship ^{Supervisor Obye} ~~Ranger Bowersman~~ dispatched two men to a fire on Tannen Mountain in the Page Creek District of the Siskiyou Forest, and another man to the North Umpqua ~~forest fire~~.

Walt Buller and Elmer Neufelt, the Tannen Mountain fire crew, suited up before we took off, but the other three of us decided to suit up in the plane when we got near the Lost Camp Prairie location. We loaded our equipment into the C-47 and took off at 4:09 P. M.. In a few minutes we were over Tannen Mountain. The smoke was located quite easily at the head of a small meadow. Laughlin, spotting, attempted to determine wind drift with test chutes as usual, but the propeller blast fowled the chutes, and it looked unlikely that further ~~attempts~~ would be successful. Walt Buller jumped on the next pass, and by the time the big ship got around again, his cross was out signaling O K and Elmer Neufelt stepped out. We dropped their cargos, saw their O K signals and their signal arrow pointing directly to the fire and headed for Roseburg.

The plane cruised at about 160 miles per hour and we were over the fire in a short time. Considerable smoke was showing on a ridgetop we took to be ~~Hennolds~~ Ridge. At the north end of this ridge, about half a mile from the fire, there was a small meadow. After orienting this smoke with the natural landmarks we had been given we decided that it was the fire we were after, and decided to jump for this meadow and walk down hill to the fire.

Laughlin used a five gallon can of water on a burlap chute as drift chute. On the next pass Ray Hudson jumped, and hung up on the top of a tall fir tree. In the next two circles we dropped the three fire packs and the climbing spurs. The spurs were thrown out without a chute, and their inertia carried them on over the ridge and they disappeared from sight in the tall trees. All three cargos landed in the open meadow and Ray's O K

showed up.

Bill and I suited up while the plane was making the next pass and decided to jump on the same pass because the gas was getting low. The door was high enough to go out standing up. Although it was difficult to watch the target coming towards us from a distance because of the high low wing, we could see it soon enough, and when we were directly over it I stepped out and Bill followed immediately. The engine was slowed down very little and the speed was cut to about 80 m. p. h. mainly by the use of wing flaps so that we were jumping in most of the propeller blast. The chute opened more quickly than usual, and the snap flipped my ^{disappear} helmet off my head. Ray Hudson took a compass sight on it as it ^{disap-}peared among the trees and we were able to locate it after the fire was out. I had landed on the edge of the clearing, ^{coming} ^{down} ^{between} some tall trees. Bill hit full in the middle of the clearing. All three of us and our cargo landed within an acre of ground. We were all three up in the clearing as the C-47 swung overhead and roared out of sight on its way back to ~~Gertallis~~, ^{Corvallis}.

I had ^{took} gotten a sight line on the fire ^{coming} coming down, so after collecting our equipment we headed down along the ridge until we came to a trail which lead directly to the fire. We arrived there at 8:02 P.M. The fire covered better than an acre of ground and was creeping in the duff. Two snags were burning and there was flame in a number of down logs. The fire was caused by a lightning strike which had split a 36 in. fir and had come down into the duff. The ridge, in fact the entire area for miles around, was covered with a heavy stand of virgin noble and white fir and was quite free from brush. The fire was burning on the ground in this timber.

We dug a control line around the head of the fire before it became too dark to see whether we were getting through to mineral soil. With the head of the fire completely cut off, we started working down the spots that were burning and cut the fire out of two snags. By midnight we had everything under control. We worked down the spots that were burning all night.

By five the next morning we were working on the line again, and by 11:00 we had the fire line completed and the last smoke out. We went back to the jumping spot to get our equipment ready for the packer to haul out. At 11:40 A. M. three ground crew men and a packer arrived at the fire. They had been dispatched over 24 hours before. It had been impossible for them to travel at night because the trail was too dimly marked. The ground crew stayed on the fire that night to check it out but we left soon after noon. The trail out was almost obliterated. We followed blazes down the side of the mountain, and after hiking about 25 miles came to the roadhead where a truck was waiting for us. We drove to the Steamboat Guard station and reported to the P. A. Floyd Smith who put us up for the night.

The next afternoon the packer got our equipment out and we were taken in to Roseburg. We had dinner there and were driven back to Redwood by ~~Mr.~~ Nelson, Assistant-Supervisor of the Umpqua National Forest.

F
AERIAL
Parachute Project
Equipment

October 2, 1944

To: Jack Heintzleman, Squad Leader
From: *Victor I. Carter*
Victor I. Carter, Parachute Project Administrative Officer
Subject: Storing parachute canopies.

Reference is made to your memo of September 2 to Frank Derry.

We have used Napthalene flakes in the past as a fungicide and insecticide for storing silk canopies but are not sure of its effect on nylon. Will write the Materiel Command at Wright Field to see if they have any suggestions to offer on the use of the flakes on nylon ~~or~~ a powder for keeping the moisture from the material. Frank suggested storing your opened canopies in carrying bags - using the flakes on silk and storing them in as dry a place as possible.

Meanwhile perhaps your nearest CAA authority or armed service parachute base might be willing to contribute something helpful until we get an answer from Wright Field.

INDIVIDUAL FIRE REPORT
 ALL CLASSES OF FIRES

1 IDENTIFICATION					Code Nos.	Col. Nos.	6 PHYSICAL CONDITIONS					Code Nos.	Col. Nos.
a. Name of fire: <u>Summer</u>							a. Pt. of origin in seen area from 0-1-2-3 L.O. Sta. L. <u>1</u> (<u>occupied</u>) (<u>0</u>) (<u>not occupied</u>)						
b. Ranger's fire number: <u>8</u>							b. Visibility rating: <u>10</u> (miles)						
c. Top: <u>13 R. 21 S. 25 Mer. N. H.</u>							c. Discovery distance: <u>7</u> (miles)						
d. Region: <u>8</u>						1	d. Danger rating class: <u>1A</u> (regional symbol)						38
e. Forest: <u>Mackay</u>						2-3	e. Wind velocity at time of first attack: <u>6</u> (miles)						40
f. Supervisor's fire number: _____						4-7	f. Wind velocity at time of greatest run: <u>6</u> (miles)						42
g. Year discovered: <u>1944</u>						8	g. Timber type at point of origin: <u>17 10 large</u> (regional symbol)						44
h. Month discovered: <u>July</u>						9	h. Fuel type at point of origin: <u>MR</u> (regional symbol)						46
i. Day discovered: <u>28</u>						10-11	i. Worst fuel type on area: <u>MR</u> (regional symbol)						48
j. State: <u>Oregon</u>						12	j. Exposure: <u>NE</u>						
k. County: <u>Josephine</u>						13	k. Elevation above sea-level: <u>6000</u> (feet)						
l. Ranger district: <u>Page Creek</u>						14	l. Slope: <u>45</u> (percent)						
2 CLASS OF FIRE					Code Nos.	Col. Nos.	7 BEHAVIOR OF FIRE					Code Nos.	Col. Nos.
<u>A</u>						15	a. Character of fire on arrival: <u>Creeping</u>						
3 CAUSE OF FIRE					Code Nos.	Col. Nos.	b. Area when discovered: <u>Spot</u>						54
a. General: <u>Lightning</u>						16	c. Area on arrival: <u>1</u>						56
b. Specific: <u>Lightning</u>						17-18	d. Area when controlled: (<u>1</u>) (<u>0</u>) (N.E. and other inside) (outside)						58
c. Class of people: <u>Other</u>						19	e. Perimeter in chains at first attack: <u>8</u>						63
d. Reason: <u>Lightning</u>							f. Perimeter in chains when controlled: <u>8</u>						65
4 FIRE STARTED ON					Code Nos.	Col. Nos.	g. Av. chains perimeter increase per hour origin to attack: $\frac{8}{16.8} = .1$						
<u>National Forest</u>						20	8 ACCESSIBILITY AND MAN POWER					Code Nos.	Col. Nos.
5 TIME					Code Nos.	Col. Nos.	a. Regular action: <u>X</u> , independent action: _____						
guess: <u>X</u>	Date	Hour	A.M. P.M.	ELAPSED TIME Hour Min.			b. Disc. by: <u>Lookout F.</u> <u>Lake Htn</u> (class of discoverer) (location)						
a. Origin known: _____	<u>7/27</u>	<u>11:00</u>	<u>P</u>			21	c. Rptd. to: <u>Ray D. Doherty</u> <u>Bolen Pk</u> (name) (location)						
b. Discovered: _____	<u>7/28</u>	<u>2:25</u>	<u>P</u>	<u>15 25</u>		22-23	d. No. men in 1st. attack: <u>8</u> , Boss: <u>H. Buller</u> (name)						71-73
c. Reported: _____	<u>7/28</u>	<u>2:50</u>	<u>P</u>	<u>0 25</u>		24	e. No. men in 1st. reinforcements: <u>None</u>						73-75
d. First attack: _____	<u>7/28</u>	<u>5:15</u>	<u>P</u>	<u>8 25</u>		25-26	f. No. men in 2nd. reinforcements: <u>None</u>						
e. 1st. reinforcements: <u>None</u>						27-28	g. Max. no. of line workers: <u>8</u>						
f. 2nd. reinforcements: <u>None</u>							h. Max. no. of men mobilized: <u>6</u>						
g. Max. no. line workers: _____	<u>7/28</u>	<u>5:15</u>	<u>P</u>	<u>8 25</u>			i. Miles traveled by road by initial attack force: <u>6</u>						75-77
h. Max. no. men mobilized: _____	<u>7/28</u>	<u>4:00</u>	<u>P</u>	<u>1 10</u>			j. Miles traveled by trail by initial attack force: <u>0</u>						77-79
i. Fire controlled: _____	<u>7/28</u>	<u>7:00</u>	<u>P</u>	<u>1 45</u>		29-31	k. Miles traveled cross country by initial attack force: <u>.1</u>						
j. Fire topped up: _____	<u>7/29</u>	<u>7:00</u>	<u>P</u>	<u>24 00</u>		32-34							
k. Fire out: _____	<u>7/29</u>	<u>7:00</u>	<u>P</u>										

REMARKS:

COPY

INDIVIDUAL FIRE REPORT
ALL CLASSES OF FIRES

IDENTIFICATION					Code Nos.	Col. Nos.	6 PHYSICAL CONDITIONS					Code Nos.	Col. Nos.		
a. Name of fire: <u>Crazy PK.</u>							a. Pt. of origin in seen area from 0-1-2-3 L.O. Sta. (<u>1</u>) (<u>1</u>) (occupied) (not occupied)						35		
b. Ranger's fire number: <u>6</u>									b. Visibility rating: <u>10</u> (miles)						36
c. Twp.: <u>18N R. 5E S. 6</u> Mer. <u>Humboldt</u>									c. Discovery distance: <u>5</u> (miles)						37
d. Region: <u>6</u>								1	d. Danger rating class: <u>1a</u> (regional symbol)						38-39
e. Forest: <u>Siskiyou</u>								2-3	e. Wind velocity at time of first attack: <u>5</u> (miles)						40-41
f. Supervisor's fire number: _____								4-7	f. Wind velocity at time of greatest run: <u>8</u> (miles)						42-43
g. Year discovered: <u>1944</u>								8	g. Timber type at point of origin: <u>8 - DF Large Second Growth</u> (regional symbol)						44-45
h. Month discovered: <u>July</u>								9	h. Fuel type at point of origin: <u>ML</u> (regional symbol)						46-47
i. Day discovered: <u>29</u>								10-11	i. Worst fuel type on area: <u>ML</u> (regional symbol)						48-49
j. State: <u>California</u>								12	j. Exposure: <u>NE</u>						50
k. County: <u>Del Norte</u>								13	k. Elevation above sea-level: <u>3250</u> (feet)						51
l. Ranger district: <u>Page Creek</u>								14	l. Slope: <u>60</u> (percent)						52
2 CLASS OF FIRE							Code Nos.	Col. Nos.	7 BEHAVIOR OF FIRE					Code Nos.	Col. Nos.
A								15	a. Character of fire on arrival: <u>Smoldering</u>						53
3 CAUSE OF FIRE					Code Nos.	Col. Nos.	b. Area when discovered: <u>Spot</u>						54-55		
a. General: <u>Lightning</u>						16	c. Area on arrival: <u>Spot</u>						56-57		
b. Specific: <u>Lightning</u>						17-18	d. Area when controlled: (<u>Spot</u>) (<u>C</u>) (NF and other inside) (outside)						58-62		
c. Class of people: <u>Other</u>						19	e. Perimeter in chains at first attack: <u>1</u>						63-64		
d. Reason: <u>Lightning</u>							f. Perimeter in chains when controlled: <u>1</u>						65-67		
4 FIRE STARTED ON					Code Nos.	Col. Nos.	g. Av. chains perimeter increase per hour origin to attack: <u>100 = 0.76</u>						68		
<u>National Forest</u>						20									
5 TIME					Code Nos.	Col. Nos.	8 ACCESSIBILITY AND MAN POWER					Code Nos.	Col. Nos.		
guess: (<u>h</u>)															
a. Origin: known: (<u>h</u>)	Date	Hour	A. M. P. M.	ELAPSED TIME Hour Min.		21	a. Regular action: (<u>X</u>), independent action: ()						69		
b. Discovered:	<u>7/29</u>	<u>1:44</u>	<u>PM</u>	<u>15</u> <u>14</u> (b-b)		22-23	b. Disc. by: <u>Lookout</u> , <u>Walds Hill</u> (class of discoverer) (location)						70		
c. Reported:	<u>7/29</u>	<u>1:48</u>	<u>PM</u>	<u>0</u> <u>04</u> (c-b)		24	c. Rptd. to: <u>M. Gracker</u> , <u>Hedlund R.S.</u> (name) (location)								
d. First attack:	<u>7/29</u>	<u>3:00</u>	<u>PM</u>	<u>1</u> <u>12</u> (d-c)		25-26	d. No men in 1st. attack: (<u>2</u>), Boss: <u>M. Gracker</u> (name)						71-72		
e. 1st. reinforcements:	<u>None</u>			<u>(e-d)</u>		27-28	e. No men in 1st. reinforcements: <u>None</u>						73-74		
f. 2nd. reinforcements:	<u>None</u>			<u>(f-e)</u>			f. No men in 2nd. reinforcements: <u>None</u>								
g. Max. no. line workers:	<u>7/29</u>	<u>3:57</u>	<u>PM</u>	<u>2</u> <u>09</u> (g-c)			g. Max. no. of line workers: <u>2</u>								
h. Max. no. men mobilized:	<u>7/29</u>	<u>1:37</u>	<u>PM</u>	<u>0</u> <u>00</u> (h-c)			h. Max. no. of men mobilized: <u>2</u>								
i. Fire controlled:	<u>7/29</u>	<u>10:00</u>	<u>PM</u>	<u>7</u> <u>00</u> (i-c)		29-31	i. Miles traveled by road by initial attack force: <u>4</u>						75-76		
j. Fire jumped up:	<u>7/29</u>	<u>10:00</u>	<u>PM</u>	<u>0</u> <u>00</u> (j-i)		32-34	j. Miles traveled by trail by initial attack force: <u>0</u>						77-78		
k. Fire out:	<u>7/29</u>	<u>10:00</u>	<u>PM</u>	<u>(k-i)</u>			k. Miles traveled cross country by initial attack force: <u>0.1</u>						79		

MARKS: Fire attacked by two smokejumpers. Airplane travel 7- $\frac{3}{4}$ miles.

Crazy Peak Fire Jump
T 18N, R 5E, S3, Humboldt Mer.

by Marvin Graeler

On July 29, 1944, Gus Janzen and I jumped on a fire two and one-half miles northwest of Crazy Peak in the Page Creek District of the Siskiyou National Forest. The fire was reported by the Waldo Hill lookout at 1:44 P.M. and we were off the ground at 2:06 P.M. In addition to two jumpers the plane carried Jack Heintzelman, squad leader; to do the spotting and Walt Rumprecht, who piloted the plane.

The fire was nine and three-quarter air miles southeast of the airport and after circling the field once to gain altitude the pilot flew directly to the fire location. The smoke was visible soon after leaving the airport and the pilot was first to see it. He circled the spot, sizing up the ground and the fire, picking a jumping spot, and ~~determining~~ ^{approaching} our route out after we had landed and suppressed the fire. The fire was in a snag on the north ~~east~~ ^{west} slope of a ridge running ~~northwest~~ from Crazy Peak. The south side of the slope had only scattered timber with lots of open spaces to insure our getting to the ground and we chose this side as the jumping spot. This site was one-half mile from the trail on which we were to come out. We circled low over the fire to have a close look and then gained altitude for the jumps.

One drift chute was dropped and indicated a drift to the southeast. I jumped at 2:40 ^{PM} and landed 300 feet from the top of the ridge. Janzen jumped at 3:45 ^{PM} and landed 200 feet from the top. The cargo was dropped and landed very close to the ridge top. Janzen left as soon as he could get his equipment and was on the fire at 5:00 P.M. I carried my equipment to the top of the ridge and then hiked the one-quarter mile to the fire. In addition to my fire pack I took an S-set radio which I had carried down from the plane. I was on the fire at 3:50 P.M.

By 4:00 P.M. we had the fire ~~under control~~ ^{in good shape} and a line around it. The fire was small and our greatest concern was a spot burning in the top of the snag. At 4:30 ^{PM} we made our first radio contact with Bearsoll Peak. At 6:30 P.M. Bearsoll informed us that a packer was on his way in for our equipment. I returned to the place where we had jumped and met the packer. All our jumping equipment was loaded and on the way out at 7:30 ^{PM}. When I returned to the fire Janzen had the snag down ^{and} the fire nearly out. The fire was mopped up and out at 10:00 P.M. July 29. We went to bed.

We contacted Bearsoll Peak at 6:30 A.M. July 30, and informed him that we would be out and at the Beer's Ranch at 10:30 A.M. He relayed the message to ^{the} Redwood Ranger Station. We spent an hour checking over the fire before leaving. A half mile hike up the ridge brought us to the trail and a three mile hike down the trail brought us to Lunn's Creek and the Beer's Ranch. Forest Service pick up met us there and took us back to the ranger station.

LITTLE GRAYBACK FIRE

HILTY

After a series of lightning storms beginning July 26, a number of fires were reported and action taken. There was a slight lightning storm on the boundary between the Siskiyou and Klamath National Forest, July 28. Most of the strikes being reported between Sanger and Bolan lookouts. One fire was reported on Crazy Peak, Saturday afternoon and action was taken immediately by smokejumpers Jansen and Graeler. Another reconnaissance flight was taken Saturday evening but no fires spotted.

Sunday afternoon Bolan lookout reported a probable fire on the ridge leading off the North side of Little Grayback Peak in Township 18, North, Range 6 East, Humboldt Meridian in Section 5. The alarm was rang at _____ and the truck was loaded immediately and jumpers Kenneth Diller and myself suited up for the jump. In 24 minutes after the alarm, we were in the air with Walt Ruppert as pilot and Jack Heintzleman, our squad leader spotting.

After circling to gain the elevation needed for the 6,000 foot peak, we headed in the direction of Little Grayback. In a short time we had the smoke spotted on the spot given by Bolan lookout. The country was rather rocky and we picked a spot in the road, which was about a mile from the fire, as being the best all around jumping spot.

With foot on the step and the spot approaching, I made ready for the signal. Then came the motor cut and the signal from Jack and I was off. The Irvin chute gave me a nice opening and responded as I turned it into the wind. This seemed to check my drift too much so turning into the wind, I headed for the opening. The updraft from the West side was very noticable and seemed to slow my descent which also added to my drift. So again turning into the wind and plaining for the road, I was happy to see that I missed

the trees and came down just over the edge of the road with the chute right over the road. While putting out the O.K. I heard cut of the motors and knew they had recognized it.

The plane again circled and Diller jumped. It was obvious that he, too was encountering the up draft. He worked his chute very good landing in the middle of the road about 50 yards from me and on top of the ridge. It was amusing to see that according to the Forest boundary sign, he landed in the Siskiyou and I in the Klamath National Forest.

They were now coming in with the cargo and the first pack landed less than a hundred feet from my chute. The next load came within 30 feet of the first so we were plenty satisfied. They they dropped five gallons of water by the fire and came back and flew from us directly to the fire giving us a line on it. We put out our direction arrow and then the plane left.

We sacked all of our equipment, shouldered our back pack and started for the fire at 7:30. We had a trail the first 3/4 of a mile but was very steep. Another quarter of a mile over rocks and down timber and we were on the fire at 8:24. While Diller was setting up the S-radio set to contact Rearsoll Lookout, I started digging a line around the fire. Our first disappointment came when we found out that a battery terminal had broken off inside the set. With both of us working on the fire, it didn't take long to have it under control and cooling off. At 10:05 our follow up arrived and the four of us continued mopping up until 11:30 when we decided to go to bed. Tillotson and Perkins had left their sleeping bags at the road so they spent a rather miserable

time trying to sleep. At 4:30 AM, we were up and finishing putting the fire out. By 7:30, the fire was out and at 8:25 we left with our packs and hiked back to the road where Mr. Perkins had left the Forest Service truck.

Our main regret was that the radio didn't work. If the fire had warranted, we could have jumped within a hundred yards of the fire in scattered timber. As it was, we beat the ground crew by an hour and a half and were able to get it under control by dark.

ECKETT FIRE

Siskiyou National Forest - Gasquet District

On the very hot Sunday August 27 a report of a sizable fire in the Gasquet District was recieved. The location was reported to be near the Bluebird Mine Section 19 or 20, T18N, R.2E, H.M. Three jumpers were dispatched and at 3:59 the plane took off with Floyd Yoder, Arthur Penner and Calvin Hilty. After the plane had discharged these men and looked over the fire conditions, it returned to the airport and reported conditions to the Supervisor's office. Three additional men were dispatched. At 5:45 Elmer Neufeld, Walter Buller and Robert Painter took off from the Illinois Valley Airport in the Travelair piloted by Bill Yaggey and with Jack Heintzleman as spotter.

As soon as we had circled above the airport, we could see the clouds of smoke from the area in the southwest. Twenty mimntes of flying put us over the fire. The ridge where the fire was located ran north and south and the fire was on the east side. The wind was from the south. There was a mine road from which the fire had evidently started almost a quarter of a mile from the top of the ridge. In its course the road wound almost to the top of the ridge somewhat north of the place where the fire had spread to.

The spot which was picked for jumping was the same as the three previous fellows had used. It was a level spot on top of the ridge, near the road, about half a mile from the fire. The level spot seemed to be somewhat free of rock but was full of brush and scrub pine. Walter Buller and Elmer Neufeld jumped and landed OK very close to the objective near the spur road. I jumped and landed less than a hundred feet from the other fellows.

After collecting our equipment and picking up our fire packs which the plane had dropped, we headed for the fire. The plane left at 6:40 and soon after we were on top of the ridge near the fire. The terrain was very rough and covered with the buckskin boulders. Knobcone Pine and Manzanita brush covered the hillside. The fire covered about thirteen acres.

The three Smoke Jumpers who had arrived first were keeping burning material from going over the ridge and starting a line down the south side of the fire. Ranger Quackenbush had arrived at the same time as the second load of jumpers. He started us in making a wide swath cut through the knobcone pine near the place where it was crowning. This stopped the crowning and we cooled off the perimeter with the fine, powdery dirt. Until dark we cooled down hot spots and cut down threatening snags inside of the fireline.

Since Cal Hilty and I didn't have sleeping bags, we went back to the jumping spot to sleep in jumping suits. The remaining fellows stayed on the ridge to patrol the upper and southern sides of the fire while Quackenbush and his crew watched the northern side. A wind which came up soon after dark kept both crews going most of the night to see that fire didn't cross the lines or blow over the ridge.

Before daylight Hilty and I went back to the fire and all of us started mop-up. By the end of the morning most of the hot spots were well cooled or out. At that time Gerrit Rozeboom arrived with the Carryall and Ranger Quackenbush released us to go. The equipment was loaded and six tired, very dirty and hungry Smoke Jumpers headed out the High Plateau road and down the Wimer Road.