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RESCUE

**IDAHO MOUNTAIN SEARCH
AND RESCUE UNIT, INC
BOISE, IDAHO**

FOUNDING MEMBER:
**MOUNTAIN RESCUE
ASSOCIATION**



**SEARCH FOR MISSING WOMAN, MAY 7-9, 2004
--CHARLOTTE GUNN**

On Sunday, May 2, a 73-year-old Boise woman attended church and then had lunch in Idaho City. Her son reported her missing early in the morning on May 5. Family said that she was very familiar with the area (having lived in Idaho City for many years,) was thinking of buying property in the Grimes Creek area, and had presumably gone out Deer Creek Road. First efforts to locate her vehicle were unsuccessful.



Early morning briefing starts another search day.

Photo by T. Wheless

RESCUE is published bi-monthly by the IDAHO MOUNTAIN SEARCH AND RESCUE UNIT, INC.
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On Friday, May 7, family members found the missing woman's vehicle on Elk Creek Road, where it apparently had become mired in a short section of snow across the road [see above]. The car was locked, with her purse and other possessions inside. The Boise County Sheriff's Office sent out their own officers, requested our response, and obtained help from an Idaho Army National Guard Blackhawk helicopter and crew as well as a Forest Service crew for ground search. Family members reported they had tracked the subject from her vehicle uphill on the road for a couple of miles before our arrival. (She reportedly wore a knee brace and walked with a cane; reports said the cane imprints accompanied the footprints on the dusty road.)

Our mantrackers took up the search where the family had left off, going as far as they could before fatigue, eyestrain, darkness and a brushy hillside stopped them for the night. In the meantime, Martha



and Angie had followed a scent trail—finding evidence of recent human feces—until that trail also petered out. The Forest Service crew had found a side spur with tracks that apparently went up a short way then returned to the main road. The aerial search was not successful. All returned to Rescue Base Camp or to home for what remained of the night.

On Saturday morning, both the Blackhawk and a CAP fixed-wing were in the air. Our foot searchers started where the tracks had been left the previous night. When we couldn't follow them nor find where they had exited that hillside, we explored some of the dirt roads in the vicinity. [Need I say that



there were dirt roads everywhere except on the map, and that the road shown on the map did not necessarily exist in the same place on the ground? Three of us took Xena and followed one of the upward roads, hoping for scent rising as the air warmed. Suddenly, there were tracks—lots of bright clear tracks—that fit the description! Adrenaline surged, we requested that our mantrackers come see whether these were the same tracks, they agreed that they were, and we picked up our pace. With changing road surface, light conditions and luck, we sometimes went 100 yards or more with nothing, then found the tracks again; each time, we flagged them and continued while the mantrackers scooted up to confirm that we were still on.



At this point, the Blackhawk crew radioed that they had spotted a snowbank across the road, two miles or less ahead of us, that looked like it had the letter R—or possibly even a B (the missing woman is named Beverly)—tramped into it. Two ATVs were sent to check it out. Unfortunately, the tracks turned out to be animals; the two searchers said there were no human tracks in the vicinity. Even more unfortunately, we were unable to pick up the tracks on the road again in the half-mile between our last sighting and the snowbank. Foot and canine teams followed the road on across the snow to the road's end, checked steep hillsides above and below the road in that area, checked various areas where possible clues and/or hunches said we ought to look; mounted searchers, ATVs and family members/friends in 4wd vehicles followed roads and trails in several directions—all to no avail.



Boise County Chief Deputy and IMSARU SAR manager coordinate searchers from the operations center in the Gunn's motorhome.

Late Sunday afternoon, having searched everywhere we could commit personnel and having checked out every possible clue reported, the Sheriff's personnel suspended the search. A storm blew in Sunday night and Monday, bringing rain in the valley and presumably both rain and snow in the search terrain (some of which is above 6,000 feet.) Our focus switched to organizing a major recovery search later this month, calling in out-of-state canine teams as well as our own resources for one more big effort.

IMSARU personnel who participated on one or more days included: Mick Brunson, Marc Buursink, Winston Cheyney, Todd Culley, Charlotte Gunn with Xena, George Gunn (O.L.), Chris Harry, Lina Hensley, Tim Henning, John Holwege, Trenton Ivey, Linda Kearney with ATV, Tom Kearney with

ATV, Bill Lindenau with ATV, Dominick Merrell, Ron Moomey with ATV, Phil O'Bryan, Dave Ritzenthaler, Leslie Robertson with Mingo, Dan Scovel, Kris Scovel, Colin Sesek (VSAR), Janine Townsend, Martha Vandivort with Angie, Kris Walker, Tom Wheless, Everett Wood with ATVs, Eric Zuber.

ELK CREEK SEARCH, PART 2 – MAY 20-23, 2004 **--CHARLOTTE GUNN**

It was now almost three weeks after the subject's disappearance, with two weeks of mostly rainy weather and cold nights since our previous futile search. High Country Search Dogs from



How many K-9 teams will fit in a pickup?

Photo by T. Henning

Montana and Wyoming brought in nine dog teams, Bonneville County sent three dog teams, Elmore County brought four people with ATVs and a satellite phone that could actually communicate with the outside world, Jerry Terlisner of the Ada County Aerial Sheriffs flew in a dog team that was unable to drive, Annie Heltsley of the Forest Service found us a camping area big enough to stage this major search, Lt. Larry Lampson of the Boise County S.O. spent the long weekend with us, and eighteen of our members spent some or all of the 3½ days.

We worked from two focus points—where the vehicle had been found stranded on the lower road, and the top where our footprints had vanished. Search areas were mapped and tracked via GPS, downloaded each evening, and in some cases re-searched the following day. Terrain? Steep, very steep, with lots of thick brush and down timber. Weather? Except for the final day, the rain was mostly at night and early morning (though some of us rode back to base camp in an open pickup through drizzle and pelting snow) but there was little breeze to carry scent. Frustration? Very high. With that many resources, we kept feeling we should be able to find her, despite terrain and size of search area. However, we found no new clues before closing down the search late Sunday morning in a downpour.



K-9's and handlers must adapt to a variety of transportation opportunities.

Many thanks to all who helped us with this effort. IMSARU participants included Tony Barrett, Marc Buursink, Charlotte Gunn with Xena, George Gunn (O.L.), Tim Henning, Linda Kearney, Tom Kearney with ATV, Rod Knopp, Dominick Merrell, Ron Moomey, Jerry Newland, Jim Noland with ATV, Leni Sue Puckett, Phil Sander, Jeanine Townsend, Martha Vandivort, Tom Wheless and Everett Wood with ATVs.

Thoughts from this mission:

- It's really hard to go home from a mission that has not been resolved.
- This is the first time in my 30 years with IMSARU that we have had a serious accident involving one of our members. An ATV rolled about 100 yards down a steep hillside. Fortunately, Tom was able to get off at the top, suffering scrapes and bruises. Unfortunately, the cost for repair of the machine (belonging to Rose Wood) is \$2000. We tend to forget how dangerous our job can be.
- There was a moment of hallucination at the accident site when our people, working on how to retrieve the ATV from that remote spot, saw a Saturn with Washington plates drive up with an elderly couple inside. They were on their way from Boise to Coeur d'Alene, and someone had apparently told them about a "scenic" route. We'll never know how they got that far, but they did believe us when they saw the end of the "road." Ed Gray, a local volunteer on his ATV, led the couple back out of the maze and our guys eventually returned to base camp with the battered ATV and plans to buy Saturns as their next SUVs. More serious reflection indicated a feeling that we had perhaps just saved two lives, even though we hadn't found the woman we were looking for.

ELK CREEK SEARCH, FINAL CHAPTER – JUNE 4-5, 2004 --CHARLOTTE GUNN

On Friday afternoon, we got an urgent call from the Boise County S.O. that evidence related to the missing woman had been found and they needed searchers with dogs. By the time we arrived on scene, enough evidence had been found that the Idaho State Police forensics team was on its way in, and we were asked to stand by until they finished their investigation—and later asked to start our search for additional evidence as early in the morning as possible. A daughter of the missing woman had reportedly contacted the Navy reserves and obtained volunteers, in addition to some Marine reserves, to search a particular area that the family had a hunch about. Within a couple of hours, they had found the missing woman's knee brace, her cane, her skull and other body parts. (The body had obviously been scavenged.)



Operations center beyond where the motorhome can go. Computers, maps on demand, GPS downloads and all that other stuff that goes with modern search management.

We'll never know the whole story, of course, but the footprints we had followed so far apparently were those of the missing woman. She had walked some 8-10 miles, most of it uphill on dirt road and then way down into a very steep and brushy drainage—farther than the logical search area for the known circumstances. It is a tragic ending to the tale, but the month of uncertainty is now over.

IMSARU members who participated one or both days were Everett Wood, Martha Vandivort with Angie, Ron Moomey, Christy Karnes with Tali, Tom Kearney, Linda Kearney, Tim Henning, Chris Harry, George Gunn, Charlotte Gunn with Xena, Pam Green with Inca and Rush.

VEHICLE STUCK IN SNOW – APRIL 23-24, 2004

We do not have a complete report, as the participants have been too busy to write, but Dominick Merrell, Dan Scovel and Kris Walker responded to a report of a vehicle stuck in the snow in the foothills. It was a frustrating search in the dark, especially when the probable road ended at a snowbank with no tracks into it. Our team eventually made cell phone contact with the missing people and learned that they had driven through the brush *around* the snowbank in order to continue farther in before getting stuck. Kris's vehicle was then able to follow and extract the subjects. Rod Knopp also spent the whole night on this mission, as in-town coordinator.

ALZHEIMER'S WALKAWAY—JUNE 1, 2004 --CHARLOTTE GUNN

The initial report was that a 68-year-old male who suffers memory lapses but is otherwise healthy, visiting in Boise for a family wedding, had left the house 5-6 hours earlier. It was, of course, after dark, and we were all mentally reviewing Alzheimer's scenarios as we responded to the scene. Later information said this was not Alzheimer's but the result of an infection (encephalitis?) at some previous time, that the missing man is very social and also may walk fifteen miles in a day; he lives in a smaller town in another state, where everyone knows him and where someone will return him to his home when he wanders.

Lt. Tony Plott started a track with Belle, scenting off the only available uncontaminated article—an ice cream bowl. We were assigning search sectors in the area designated by Boise City Police officers when the call came in: The missing man was dancing at the University Club and had earlier spent an hour or two visiting at the Boise Airport. Assuming that he had walked all the way, the subject had gone at least six miles; he was surprised that people were searching for him.

IMSARU members responding included Suzanne Ventura with Schatz, Martha Vandivort, Dan Scovel, Ron Moomey, Rod Knopp (in-town coordinator), Tom Kearney, Linda Kearney, Chris Harry, George Gunn and Charlotte Gunn with Xena.

VEHICLE OFF THE ROAD – APRIL 12, 2004 --CHARLOTTE GUNN

Bogus Basin Road is what you would expect for the road to a downhill ski area--it's narrow, winding and steep--but there's no snow to make it slippery at this date. A 64-year-old female had been missing since Friday or Saturday, and on Monday an aircraft spotted her vehicle several hundred feet down in the gully (not visible from the road.) Boise County called us at about 6 p.m. to help with the body recovery.

Jerry and Suzanne were in our first vehicle on scene to meet Boise County officers and coroner; they asked the rest of us to wait at a pullout less than a mile below there while



The road was effectively closed during the winching.

they checked out the mission. Jerry then called for George to bring one more vehicle up and coordinate our efforts on top, as Jerry was going down to the bottom, and we eventually brought the whole crew on up to stand by where they could at least see what was happening.

B&W placed their tow trucks and sent a couple of their people over the side to evaluate the situation; they decided they could probably winch up the vehicle with the deceased driver still seatbelted in place. From the top, it was impossible to see how such an operation could succeed, but we certainly hoped it could. The alternative was a 900-foot litter evacuation up an extremely steep hill which would by then be dark.

We practiced the fine art of waiting while the tow crew linked cables together for the 900+ feet of line and then dragged the vehicle up a foot at a time. Todd and John took 901 down the road around a couple of bends and used its lightbar to block the road, while a Boise County car blocked the upper side. Some of our members ferried to the bottom water, radios for communication with the tow truck, cameras, headlamps as the light faded, and jackets against the rising wind, but mostly we waited. As you would assume, this was not a straight lift and haul. The subject's vehicle had to be maneuvered over and through boulders as well as around bends. It also had to be stabilized each time the truck slacked the line in order to engage the next length of cable. Somehow it worked, and our hats are off to those guys from B&W!

After removing the body from the vehicle, the coroner did her preliminary examination and then dismissed us all to return home for a few hours of sleep. We were back at the Compound and/or our various homes by 1:30 a.m.

IMSARU members participating included Brad Acker, Marc Buursink, Wendy Campbell, Winston Cheyney, Todd Culley, Charlotte Gunn, George Gunn, Chris Harry, John Holwege, Tim Henning, Karen Limani, Bill Lindenau, Dominick Merrell, Jerry Newland (O.L.), David Ritzenthaler, Leslie Robertson, Dan Scovel, Kris Scovel, Martha Vandivort, Suzanne Ventura, Kris Walker and Eric Zuber.



It was early in the morning when the vehicle was finally back to the road.

Thoughts from this mission:

1. It's really hard to just stand around for hours, especially late at night when you have to go to work early tomorrow morning. However, this mission could have turned sour at any minute—the tow cable snapped, the car wedged into boulders, etc.—and it would have taken every one of us to finish the job manually. As Rod put it at the Tuesday meeting, “One of the things that distinguishes the professional in this business is the ability to wait without negative speech or actions.”
2. We need a plan for communications relay when working with noisy machinery, wind, and maybe non-members. For example, “Stop” sounded too much like “Top.” Kris W., from his experience on whitewater, suggests number of syllables. Perhaps “Halt,” “Go up” and “Give me slack” or some other sequence—so that the listener can at least hear how many syllables if he/she can't distinguish some words. We did do a good thing in supplying Family Service Radios to tow crew so that they could talk to each other while leaving our main radio channel open.
3. With all the serious and stressful work the B&W crew were doing, they still asked a truck coming up from the valley to bring pizza for all. Thank you again!

THE GREAT POTATO MARATHON—MAY 29, 2004 --RON MOOMEY, MEDICAL DIRECTOR

Eight members of IMSARU provided first aid for this annual marathon event. We provided an aid station at the finish line, a bike patrol of two members on the greenbelt and in the parks, and a follow-up with truck 901 for injured runners. The course included a marathon, a half-marathon, 10-K and 5-K events. We assisted a dozen runners, the most serious being a fainting spell at the finish line and an injured runner at the 10-mile aid station. We also treated numerous blisters and used ice packs for sore knees. Thanks to those who assisted during this “marathon” mission: Marc Buursink, Linda Kearney, Tom Kearney, Dominick Merrell, Ron Moomey, Roberta Munger and Roger Munger.



WAS IT WORTH THE TRIP? – SARCON AT RENO, APRIL 23-25, 2004 --CHARLOTTE GUNN



Tom and Linda Kearneys’ camper van acquired a new carburetor, etc. in Sparks. George and Charlotte Gunn’s motor home had a tire disintegrate not far beyond Jordan Valley. Ron Moomey arrived late Wednesday night and slept in his vehicle at a local fire station until daylight when he could find his way to the ATV course. Martha Vandivort and Everett Wood had uneventful trips, and Dave Ritzenthaler avoided car trouble by flying. Tom, Linda, Ron and Everett spent Thursday at the pre-conference ATV certification class.

Martha and Angie take the hoist for a short haul.

There were strands for everyone: search management, individual skills such as navigation and wilderness survival, WMD considerations, law enforcement perspectives, K9 SAR, etc. Martha with Angie, Linda with Bruff, Tom with Breeze and Charlotte with Xena spent all day Friday at the K9 helicopter training offered by RAVEN, the Washoe County Sheriff's Office aerial facility. We had classroom sessions on how helicopters work, safety issues and procedures, and how they interface with SAR; these finished with a written test for the certificate. We then moved to the Huey for cold loading and familiarization with its interior. After lunch came the luxury of outdoor work with the helicopter: each canine team practiced a hot load (except for two dogs from other teams who made it plain that *they* weren't going near that noisy machine.) We then were ferried, two teams at a time, across the field to a spot where all teams could be near the sights and sounds while those who wanted to do so could experience the jungle penetrator hoist and lower—Martha and Angie were the only IMSARU team who chose to do it—before being ferried back to the hangar.

I did not limit myself to canine sessions, but the other class that I especially appreciated was Deputy Terry Fleck's presentation on K-9 SAR Legalities. Our local group will have some things to discuss at our next meeting! And of course there were lots of chances to talk with other SAR people, to shop at the vendors' displays, and to eat fried potatoes for breakfast. Rumor has it that some people even spent time in Reno casinos and restaurants. And you might ask Dave how he could be so lucky in the raffle.

So was it worth it? Absolutely! Many thanks to the Nevada Office of Emergency Services, to Washoe County, and to all the people who made this conference possible. See you next year!

THANK YOU TO THE FOLLOWING SUPPORTERS!

World Reach (employees of Hewlett-Packard) for more donations to help us continue our missions.

Les Schwab Tires on Broadway for donating a replacement truck tire after we ruined one on those rough Elk Creek/Deer Creek roads.

R.E.I. for holding a raffle to benefit us in connection with their spring "garage sale"—even though we did not attend as planned, due to being called for a search.

SARCON IN WASHINGTON STATE --MICK BRUNSON

"I've got to make advanced plans for the SARCON in Washington. I won't be staying in a motel or eating in a diner; I'll be staying in my tent and not sure what I'm eating yet. OK, I'll need my 24-hour pack and good outdoor clothing. Did I get registered for the ATV class? That's going to be so much fun! Where are my boots?" These were only some of my thoughts as I looked over the Washington State SARCON flyer for the twelfth time.

I checked some of the other topics that were going to be offered. "What's this? Oh my, *Space Shuttle Columbia Recovery—Lessons Learned*. Oh my....I was part of that recovery mission for three months; I can't miss this class. How do I sign up? I think I'll call the instructor, kind of reserve my spot. What? No phone number? E-mail! Where is that damn e-mail address?!"

After 2½ months of preparation, I set off early Thursday morning, having not slept well the night before (too much excitement.) I arrived at the SARCON, found my campsite, set up shop and went looking for the location of the two classes I desperately did not want to miss. I searched the registration material and found what I was looking for. Time to get all my gear ready for the ride—rain gear, hat, gloves, helmet, boots...where did I pack my boots? This is going to be GREAT! And it was.

The next day, Friday, I went with a large group on the *ATV for SAR* class. After a lengthy briefing, we set off for the Gifford Pinchot NF and unloaded our ATV's at the head of the Blue Lakes Trail, just below Mt. St. Helens. A beautiful sight, wonderful ride, only one injury from an ATV rolling over, all under Washington weather. It rained Friday, Saturday, Saturday night and Sunday. I came home with only the inside of my truck dry.

Anyway, on Saturday, the Space Shuttle seminar helped relive some great and humbling memories. I attended as many classes as I could squeeze in, sometimes leaving half an hour early to pick up the last section of another. They were all sooo good! So much info, so little brain...er, time. I brought back training information for *Understanding Dementia for SAR Personnel*, which should be a helpful addition to our medical training within the unit.

It's funny how you must travel so far to get to know someone who lives so close. While at the SARCON, I saw Kris Walker, an IMSARU member whom I had briefly met at our meetings, and we talked for a long time in the rain. The people, opportunities, information, were all just awesome. I would absolutely recommend attendance at a SARCON; it's truly worth planning for and experiencing firsthand. Who knows?...You might get to know someone you've sat next to for the last couple of months.

Oh, by the way, if you plan on an ATV ride or other outdoor activity, don't forget your boots.



Tom Kearney finds that the broom fits his hands.

**COMPOUND CLEANUP DAY – MAY 1,
2004
--MARC BUURSINK, PROPERTY MANAGER**

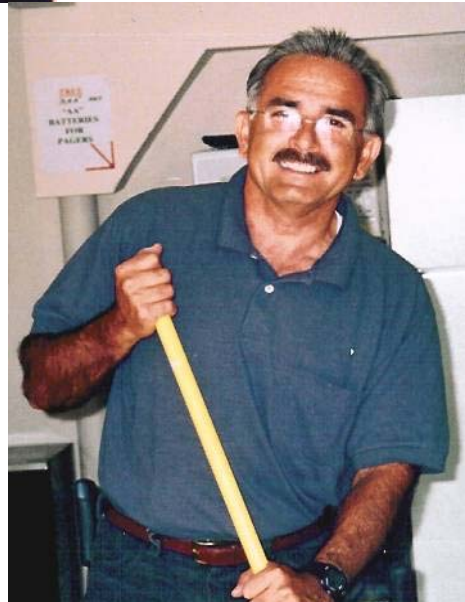
The weather was perfect for this May-Day work party and we made a lot of progress, starting at 9 a.m. and with the last of us not leaving until 4:30 p.m. Jeff put his chainsaw to use on the trees behind the meeting room, and drove the three truckloads of brush and tree stumps to the transfer station. Chris worked on keeping our weed-whackers and chainsaws running, and pruned all the trees around the Compound. Charlotte and Linda pulled weeds and removed the big clover patch from our lawn and flower garden. Brad mowed the lawn and trimmed weeds around the Compound and, with Chris, put in the restroom exhaust fan. Rod worked on top of the meeting room roof, cutting tree



limbs, before cooking us a BBQ lunch of brats and franks with all the trimmings. We even had chocolate cake for dessert. Lunch served to re-energize us and give us a chance to socialize while we enjoyed the picnic tables.

Dan, Phil, Everett and I worked to clear the brush and trees that were cut down from behind the building,

shove them over the fence, and load them into the truck. Kris and Tom cut back grasses and weeds, and raked leaves all around the Compound and beyond, including along Malad and out to the property frontage on Federal Way. Martha cleaned the meeting room windows and scraped off the paint splatters so we can see out of them again. Ron resuscitated the meeting room floor back to a nice shine—you should see his foot-powered scrubbing technique!—and mopped bathroom and office floors. The meeting room once again looks professional! Dave and George, staying smart and cool, fixed up the computer infrastructure in the office. We also swept the garage and collectively realized that much more may be done to clear and organize the limited garage space.



Because we had such a great turnout for the cleanup, we got a lot done and the work didn't seem so very d a u n t i n g . Thank you to all who contributed time and energy to spiff up our home

away from home: Everett Wood, Martha Vandivort, Kris Scovel, Dan Scovel, Phil Sander, Dave Ritzenthaler, Jeff Munn, Ron Moomey, Rod Knopp, Tom Kearney, Linda Kearney, Chris Harry, George Gunn, Charlotte Gunn, Marc Buursink and Brad Acker.

NAVIGATION TRAINING – MAY 16, 2004

--CHARLOTTE GUNN

Nowadays, when you say “navigation,” many people think “GPS.” This training, however, was back to the basics of compass, topo map, pacing for distance—techniques to know when you don’t have the electronic gadget or it isn’t working. (If you’ve never had your GPS fail in the field, you have something to look forward to. The more complex the machine, the more possibilities of failure.)

Eight of us spent the morning in the classroom, with instructor Tim Henning taking us through map-reading, compass bearings, and the ever-present declination. After several practice exercises and a written test, we grabbed quick lunches and piled into two vehicles for the long drive to the edge of Bruneau Canyon, where Tim had set up training courses through the cheatgrass and sagebrush.

We practiced the traditional hundred feet of pacing to determine our individual stride lengths before separating for hours of following written instructions for a series of hikes. Jeff Munn, Tom Kearney and Marc Buursink took the “medium” challenge. Mick Brunson, Linda Kearney, Phil Sander and Charlotte Gunn took the “easier” course. Tim used his ATV to keep an eye on both teams and offer help when we caused problems for ourselves.

Challenges included: In translating from magnetic to true bearings or vice versa, when do you add and when do you subtract the declination? (Both teams made errors. I can assure you that a 30° error over the distance of a mile does matter.) How accurately can you pace your distance? How do you keep a bearing on featureless terrain? How do you keep from getting distracted and remember whether that was 2600 or 2700 paces? What do you do when you come to a ravine that you can’t cross? Tim had instructed us to not use our GPS units unless we really got in trouble, and we obeyed instructions; we were all tired at the end of the exercise and our boot laces were full of cheatgrass, but we also knew the satisfaction of having refreshed our skills in some of the basics. And we all know why we carry a GPS and extra batteries for most field work.

WHERE’S THE A-C?

--MICK BRUNSON

Thinking of playing outside this summer? Great!—Be sure to HYDRATE!

The two common factors of heat-related emergencies are hot temperatures and physical activity. The best prevention of heat-related emergencies is (re)hydration.

Three types of heat-related emergencies are:

1. Heat Cramps—muscle cramping in legs, lower back and arms.
2. Heat Exhaustion—symptoms similar to dehydration, increased heart rate, increased respiration rate.
3. Heat Stroke—A true emergency. The person is hot and flushed but no longer sweating, with increased body temperature, seizures or decreased level of consciousness.

Treatment for these emergencies is to remove the patient from the hot environment and (re)hydrate. Be aware that a person can quickly progress from one of these types of heat-related emergencies to the next, increasing the danger. Prevention includes hydrating yourself very well prior to any physical activity, continuing to monitor your intake of fluids, and watching out for those around you.

Remember: HYDRATED = Have Your Drinks Ready And Take Every Drop

SAILTOAD ZYDECO – RACE TO ROBIE CREEK, APRIL 17, 2004 --CHARLOTTE GUNN

The black clouds threatened but never attacked; maybe that voodoo magic does work. Hundreds of runners and joggers and walkers labored up to Aldape Summit, thought



First aid station at the finish line was busy.

Photo by George Gunn

the hard part was over, and then endured the screaming of a whole new set of muscles and tendons. However, it was a remarkably smooth event. We treated a few dozen blisters, handed out Vaseline for chafing, picked up a few people who collapsed in the park or bus line, and guided half a dozen participants onto the first aid cots for rehydration I.V.s at the end of the course. Ada County transported one person with breathing problems at the summit.

Most participants had the energy to snicker at the signs along the race, such as “Run for the Bayou, Bebe,” “My Curse Lives in my Quads,” “Perhaps I’ve Made a Faux Pas,” “I Need a Voodoo Doctor Now,” and “I Wish I be Free from the Curse of Gravity.” There were lots of masks and beads in Mardi Gras colors (but obtaining the beads did not require the flashing that may be expected in New Orleans) and we enjoyed seeing some of our own racers: Brad Acker, Aimee Hastriter (with bruised ribs and stitches from an accident a week or so earlier), Jim Cooper and Phil O’Brien (both doing the course over-and-back).

Many thanks to Leslie Robertson and Ron Moomey for organizing our participation and supplies. IMSARU members helping with first aid, communications and general whatever-needed-to-be-done included Mick Brunson, Marc Buursink, Joey Clements, Richard Clements, Todd Culley, Charlotte Gunn, George Gunn, Dave Henry, John Holwege, Tom Kearney, Rod Knopp, Karen Limani, Bill Lindenau, Dominick Merrell, Ron Moomey, Jeff Munn, Jerry Newland, Dan Scovel, Kris Scovel, Colin Seseck, Janine Townsend, Martha Vandivort, Tom Wheless.

P.S. – You might ask Dominick to tell you the story of his keys.



April rope rescue training in Bruneau Canyon (Nice dance step Jerry)